

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>.

The Draft SEIS was made publicly available on September 27, 2013 for a 45-day period. GSA extended the public comment period an additional 17 days, resulting in a total public comment period of 62 days. The public review period closed on November 29, 2013. The Notice of Availability for the SEIS was published in the *Federal Register* on September 27, 2014 and a notice of the extended public review period was published in the *Federal Register* on November 1, 2013.

A public meeting took place on November 14, 2013 in the San Ysidro community to discuss the Draft SEIS in an open house-style format. Each station had a table with information and one or more presentation boards with descriptive images related to the station topic. Each station included knowledgeable staff members to present information and answer questions related to their area of expertise. Spanish translators were available to assist as necessary. Individuals from the public were encouraged to sign in, receive information on the Revised Project, visit the topic-specific stations, and submit written comments.

Attendees included local residents and representatives of local businesses, government, and community groups.

5.5 LIST OF PUBLIC AGENCIES, PRIVATE ORGANIZATIONS, AND INDIVIDUALS THAT COMMENTED ON THE DRAFT SEIS

During the public comment period, a total of eight comment letters were received. Public agencies, organizations, businesses, and individuals that submitted comments on the Draft SEIS are listed below.

Letter Designation	Name
<i>Federal Agencies</i>	
A	U.S. Environmental Protection Agency, Region IX
B	Federal Highway Administration
C	U.S. Department of Interior
<i>State Agencies</i>	
D	California Department of Transportation
<i>Private Organizations and Individuals</i>	
E	San Ysidro Smart Border Coalition
F	San Diego Archaeological Society
G	Jennifer Goudeau
H	David Flores

Each of these was assigned a letter designation, as noted above. Each comment is designated by both the letter assigned to the comment letter, and the number assigned to the comment (e.g., A1, A2 and so on). Each letter is reprinted herein, along with a response.

The following pages provide the comment letter on the left side, with each specific comment bracketed and numbered in the left-hand margin, and correspondingly numbered responses to each comment on the right-hand side.

Where similar comments were received from multiple sources, or related comments were contained in the same letter, the reader may be referred to another applicable response. For comments that required modifications to correct or clarify information in the SEIS, that fact is so stated and the changes are identified by a line in the margin of the revised pages in this Final SEIS. In some cases, comments and responses provide additional information, which is now a part of the Final SEIS.

COMMENTS

RESPONSES



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

NOV 26 2013

Osmahn A. Kadri
US General Services Administration
Public Buildings Service
Portfolio Management Division 9P2PTC
450 Golden Gate Ave, 3rd Floor East
San Francisco, CA 94102

Subject: Supplemental Draft Environmental Impact Statement for San Ysidro Land Port of Entry
Modernization and Expansion Project, San Diego County, California (CEQ #20130284)

Dear Mr. Kadri:

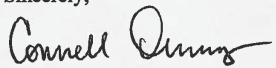
The U.S. Environmental Protection Agency (EPA) has reviewed the Supplemental Draft Environmental Impact Statement for the San Ysidro Land Port of Entry Modernization and Expansion Project pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

EPA commends the General Services Administration (GSA) for addressing many of our concerns expressed in previous comment letters on the Draft Environmental Impact Statement (7/2/2009) and Final Environmental Impact Statement (9/8/2009). The GSA has subsequently prepared a Supplemental (Draft) Environmental Impact Statement (SDEIS) for the San Ysidro Land Port of Entry (LPOE) that includes one no build and two build alternatives. Both build alternatives include a pedestrian crossing, and differ between six and ten southbound vehicular lanes.

After reviewing the supplemental document for the proposed Land Port of Entry project, we rated this SDEIS an LO, *Lack of Objections*, and included additional recommendations for consideration. Please see the attached *Summary of EPA Rating Definitions* for a description of our rating system. Our attached detailed comments provide recommendations to 1) better understand potential northbound air emissions, 2) coordinate protection of aquatic resources, 3) improve employee parking demand analysis, and 4) confirm green building certification.

We appreciate the opportunity to review the Supplemental Final Environmental Impact Statement. When the SFEIS is ready, please send one CD copy to the address above (specify Mail Code CED-2). If you have any questions, please contact Zac Appleton at 415-972-3321 or appleton.zac@epa.gov.

Sincerely,


Kathy Martyn Goforth, Manager
Environmental Review Office

A1 Individual responses to the comments and recommendations presented in the attachment are provided below.

COMMENTS

RESPONSES

cc: Shay Lynn Harrison, Caltrans District 11
John Chisholm, Caltrans
Rachel Kennedy, SANDAG
Elisa Arias, SANDAG
Jennifer Williamson, SANDAG
Ron Saenz, SANDAG
Manuel Sanchez, Federal Highway Administration
Brad Zerwas, U.S. Customs and Border Protection

Enclosures: Summary of EPA Rating Definitions
EPA Detailed Comments

SUMMARY OF EPA RATING DEFINITIONS*

This rating system was developed as a means to summarize the U.S. Environmental Protection Agency's (EPA) level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the Environmental Impact Statement (EIS).

ENVIRONMENTAL IMPACT OF THE ACTION***"LO" (Lack of Objections)***

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

ADEQUACY OF THE IMPACT STATEMENT***"Category 1" (Adequate)***

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, Policy and Procedures for the Review of Federal Actions Impacting the Environment

EPA DETAILED COMMENTS ON THE SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT
FOR THE SAN YSIDRO LAND PORT OF ENTRY PROJECT, NOVEMBER 26, 2013

Northbound Air Emissions

EPA acknowledges the extensive air conformity work GSA has completed for both forecasted southbound traffic and in CO hot spot analysis for vehicle traffic in both directions. However, the SDEIS does not analyze air emissions from northbound idling vehicles within the facility's footprint which may present a significant localized pollution source, and could be subject to near-road air monitoring requirements pursuant to 40 CFR Part 58.

Recommendation:

EPA recommends GSA consider assessing emissions in the area of northbound vehicle lanes (in the facility's footprint) and resulting impacts to human health. Such information may provide the basis for committing to future mitigation if future operations lead to increased air pollution.

Aquatic Resources

EPA recognizes that both Build Alternatives impact minimal aquatic resources, and that the SDEIS describes effective mitigation for those impacts. The proposed project will be located in the Tijuana River watershed, which has been the area for ongoing international environmental work through the Tijuana River Watershed Partnership. The current project provides an opportunity for further interagency coordination to facilitate continued environmental improvements for the region.

Recommendation:

EPA recommends GSA coordinate with EPA Region 9's Wetlands Office to ensure mitigation for impacts to aquatic resources are effective and consistent with the larger Tijuana River Watershed Projects and Partnerships (<http://www.epa.gov/region9/water/watershed/tijuana.html>).

Employee Parking Demand

The SDEIS proposes 100 more employee vehicle parking spaces than were identified in the previously completed Draft and Final EISs for the proposed project. The additional parking reflects the expected demand from a third shift at the LPOE. ~~Because providing additional parking spaces may induce more individual employee car trips, which may lead to increased air pollution, we recommend that GSA ensure the forecast demand for employee parking is accurate. We also note that Executive Order 13514 challenges federal facilities to "reduce the use of fossil fuels by optimizing the number of vehicles" among other methods.~~

Recommendation:

EPA recommends that GSA consider the environmental benefits of optimally sizing its employee parking structure. The SFEIS should clearly identify the peak employee parking demand, accounting for both incoming and outgoing employees during overlapping work shifts, and then use the result to optimally size the employee parking structure.

The SFEIS should demonstrate how GSA is being consistent with the goals and objectives of Executive Order 13514. For example, the SFEIS should describe measures GSA and the future Customs and Border Patrol occupants can take to reduce use of fossil fuels (carpool incentives, organized employee shuttles, etc.).

A2 Additional analysis of air emissions was conducted for the northbound traffic, as the traffic report for Revised Project was revised to incorporate northbound traffic trips into the analysis of the long-term (2035) scenarios. The results of the additional analysis are contained in the revised Air Quality Technical Report and summarized in Section 4.6, *Air Quality and Greenhouse Gas Emissions*, of the Final SEIS.

A3 GSA will coordinate with applicable resource agencies during the design phase of the Revised Project regarding potential impacts to biological resources and appropriate avoidance, minimization, and mitigation measures.

A4 As discussed in Section 3.3.4 of the SEIS, the proposed employee parking structure under the Revised Project would include 100 more spaces than originally proposed with the Approved Project. The additional spaces were determined to be necessary to meet the future peak employee parking demand at buildout of the LPOE and thus, the parking structure has been sized accordingly.

A5 Executive Order 13514, Federal Leadership in Environmental, Energy, and Economic Performance, requires federal agencies to increase energy efficiency by reducing greenhouse gas emissions and designing, constructing, maintaining, and operating sustainable buildings. The Revised Project is consistent with the goals and objectives of this executive order in that recently constructed and proposed buildings within the LPOE include sustainable energy and water efficient features. In addition, the goal for the reconfigured LPOE is to achieve a minimum level of LEED® Gold certification for new buildings and where possible,

A6

Green Building Certification

The United States Green Building Council's Leadership in Energy & Environmental Design (LEED) is the nation's leading certification system for green buildings, and can help GSA quantify and disclose the energy savings from operation and maintenance. We note that GSA's 2011 post-occupancy study of federal LEED buildings reported that upfront investments in sustainable measures needed to be matched with sustainable operations and maintenance practices in order to deliver the expected savings in building operations costs.

Recommendations:

EPA recommends GSA clearly identify what specific environmental impacts and proposed mitigation per build phase will be submitted for LEED certification, and to what level of LEED certification standard (Silver, Gold, Platinum) that phase will try to achieve.

EPA further recommends that GSA clearly indicate which construction-phase LEED elements will include a post-occupancy operational commitment, such as an operational control in a facility's Environmental Management System, as mandated by Executive Order 13423.

A5 cont. a Platinum certification level will be sought. Additionally, a number of incentives and educational efforts are currently in place to encourage LPOE employees to utilize alternative transportation to reduce vehicular emissions. Specifically, these include provision of transit subsidies (i.e., reimbursements to employees that commute via mass transit), organization of ride sharing programs, and posting of information materials regarding the benefits of alternative transportation. Federal agencies operating at the LPOE may also elect to provide additional incentives to promote the use of alternative transportation modes.

A6 As discussed in Section 4.6, *Air Quality and Greenhouse Gas Emissions*, in the SEIS, the Action Alternatives would not result in adverse air quality or greenhouse gas emissions impacts and no mitigation is required. The goal for the reconfigured LPOE is to achieve a minimum level of LEED® Gold certification for new buildings and where possible, a Platinum certification level will be sought. Sustainable energy and water efficient features will be incorporated into the design and may include, but are not limited to, solar photovoltaic systems, solar thermal hot water system, geothermal heat exchange, ultra low-flow fixtures, rainwater reclamation system, and drought tolerant landscaping. It is anticipated that post-occupancy operational commitments will be implemented.

COMMENTS

RESPONSES

From: <manuel.sanchez@dot.gov>
Date: Tue, Dec 3, 2013 at 3:36 PM
Subject: San Ysidro SEIS
To: _osmahn.kadri@gsa.gov

Hi Osmahn!

Thank you for the opportunity to comment. I just have one suggestion to offer:

1. Revised Project (S-1 and 2-1): the new NB pedestrian booth at "west side of LPOE," is this referring to Virginia Avenue? Please be more specific.
Please let me know if you have any questions.

Best regards,

Manuel Enrique Sánchez, MPA
Senior Transportation Engineer/Border Engineer
Federal Highway Administration - California Division
United States Department of Transportation
Tel: [619.699.7336](tel:619.699.7336)
Cell: [916.591.2483](tel:916.591.2483)
manuel.sanchez@dot.gov<mailto:manuel.sanchez@dot.gov>

- B1 The text on pages S-1 and 2-1 in the SEIS regarding the proposed modifications to the pedestrian crossing facility on the west side of the LPOE is referring to the proposed bi-directional pedestrian crossing facility at the terminus of Virginia Avenue. More details on this proposed modification are provided in Section 3.3.1 in the SEIS.

COMMENTS

RESPONSES



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Pacific Southwest Region
333 Bush Street, Suite 515
San Francisco, CA 94104

IN REPLY REFER TO:
(ER 13/0651)

Filed Electronically

22 November 2013

Mr. Osmahn Kadri
NEPA Project Manager
450 Golden Gate Avenue
3rd Floor East
San Francisco, CA 94102

Subject: Draft Supplemental Environmental Impact Statement (DSEIS) for the General Services Administration (GSA), San Ysidro Land Port of Entry (LPOE) Improvements, Modernization and Expansion Project, San Diego, CA.

Dear Mr. Kadri:

The Department of the Interior has received and reviewed the subject document and has no comments to offer.

Thank you for the opportunity to review this project.

Sincerely,

Patricia Sanderson Port
Regional Environmental Officer

cc:
Director, OEPC
OEPC Staff Contact: Lisa Chetnik Treichel

C1 No response necessary.

COMMENTS

RESPONSES

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 11
4050 TAYLOR STREET, M.S. 240
SAN DIEGO, CA 92110
PHONE (619) 688-6960
FAX (619) 688-4299
TTY 771



*Flex your power!
Be energy efficient!*

November 12, 2013

11-SD-5
PM 0.01

San Ysidro Port of Entry
Draft Supplemental EIS

Mr. Osmahn Kadri
NEPA Project Manager
Portfolio Management Division (9PTC)
U.S. General Services Administration
450 Golden Gate Ave
San Francisco CA, 94102

Dear Mr. Kadri:

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Draft Supplemental Environmental Impact Statement (SEIS) for the San Ysidro Land Port of Entry Improvements project. The Technical Comments below were previously addressed in a letter sent to the General Services Administration dated June 5, 2013. Caltrans' comments were not reflected in the September 2013 SEIS; therefore, Caltrans would like to submit and reiterate the following comments:

Introduction:

The main concern of Caltrans is the potential queuing of traffic on I-5 for vehicles traveling southbound through the Port of Entry (POE). All Measures should be taken to avoid adverse traffic impacts associated with southbound vehicle inspections at the POE.

Technical Comments:

- 1) Section 2.3.3: "*Per GSA, it is expected that 155 employees per shift would be required. For purposes of being conservative, it was assumed that 155 inbound and outbound vehicular employee trips would occur during the AM and PM peak hours.*"
 - This number should be higher due to overlapping employee shifts.
 - The employee volume used should include all employees using the parking structure and parking lot, not only additional employees. The structure is described as having 400 parking spots plus 200 surface spots; however, the study only identifies 155 additional employees.
- 2) Figure 2-1 and 2-2 comments:
 - The lanes from I-5 southbound (SB) south of the Camino de la Plaza (CDLP) bridge are separated by a long, raised island. Please consider minimizing the island height. If a traffic

"Caltrans improves mobility across California"

- D1 The number of existing employees at the LPOE is a maximum of 230 per shift, with three shifts occurring during a 24-hour period. The number of employees upon buildout of the LPOE under the Revised Project is estimated at a maximum of 350 per shift (retaining three shifts per day), resulting in a net increase of 120 employees per shift. The analysis considers the net increase because existing trips associated with existing employees already occur on local roads and freeways and are captured in the existing traffic counts and factored into the future baselines (near-term and long-term). The traffic study assumed the projected net increase in employees was 155 per shift, which is greater than 120 and thus, provides a conservative analysis.

The methodology for the intersection analysis utilizes peak hour traffic volumes, pursuant to the *Highway Capacity Manual*. A total of 155 employee trips was used in the intersection analysis because that

COMMENTS

RESPONSES

represents the additional employees trips that would occur during the peak hour. Because this number of peak hour trips is conservative (and is greater than the projected increase of 120 trips), no changes to the intersection analysis were made. The methodology for the roadway segment analysis, however, utilizes average daily traffic (ADT) volumes, which accounts for the average total daily trips (as opposed to peak hour trips) along the analyzed segment. The roadway segment analysis in the traffic study has been updated to reflect the total ADT generated by an increase of 155 employee trips, accounting for two trips per employee per shift (coming and leaving the LPOE) and three shifts per day. Whereas the traffic report previously used 320 ADT for the roadway segment analysis, it now uses 930 ADT (155 employee trips x 2 trips per employee x 3 shifts per day = 930 trips). This change did not result in new or more severe traffic impacts, as discussed in Section 4.2, *Traffic and Transportation/Pedestrian and Bicycle Facilities*, in the Final SEIS.

- D2 The exhibits contained in the traffic study of the analyzed alternatives are preliminary concepts of the alternatives being considered. GSA will consider this design recommendation regarding medians during the design phase of the Revised Project.

COMMENTS

RESPONSES

Mr. Kadri
November 12, 2013
Page 2

- D2 cont. incident occurs on either side of the island vehicles will be able to move across to the other lanes to avoid conflict.
- D3
- The lane configurations from I-5 SB, south of the CDLP bridge has been switched. The configuration is described as 3 + 3 lanes for the 10-lane alternative and 2 + 4 lanes for the 6-lane alternative. Please correct
- D4
- Please describe access to parking off Camiones Way.
- D5
- There is potential conflict with vehicles exiting the parking structure at the intersection of the I-5 off-ramp, CDLP, and Camiones Way. Additional conflict may occur for vehicles exiting I-5 and accessing CDLP at this intersection. Consider merging these together prior to the intersection.
- D6
- Please explain the intent of the bulb-out on northbound (NB) Camiones Way as it approaches CDLP.
- D7
- The CDLP is fully controlled by signals; therefore, adding a median will not increase the vehicle capacity on CDLP from one side of the freeway to the other.
- D8
- The left turn pocket for the eastbound (EB) CDLP currently needs to be lengthened. Any additional vehicles could potentially create an impact.
- D9
- The I-5 SB off ramp to CDLP be impacted. The right turn pocket should be lengthened to accommodate this.
- D10
- Figure 2-2: 10-Lane Alternative comments:
 - Do not show the lanes being split immediately in half by delineation just to show the 6 lanes on the south side segment (shaded in orange). See Attached.
- D11
- Figure 2-2 is a 12-lane configuration.
- D12
- Figure 3-2; Existing Volumes comments:
 - Study Intersection #2; SB and I-5 Off-ramp counts at Via de San Ysidro are too low.
 - LLG/GSA 2010 PHV = 299/678; Caltrans 2011 PHV = 495/706.
 - Study Intersection #3; NB I-5 Off-ramp counts at Via de San Ysidro are too low.
 - LLG/GSA 2010 PHV = 118/101; Caltrans 2011 PHV = 184/190.
 - Study Intersection #3; NB I-5 On-ramp counts at Via de San Ysidro are too low.
 - LLG/GSA 2010 PHV = 373/552; Caltrans 2011 PHV = 567/602.
 - Study Intersection #6; SB I-805 Off-ramp counts at E. San Ysidro Boulevard are too low.
 - LLG/GSA 2011 PHV = 247/270; Caltrans 2011 PHV = 564/817.
 - Study Intersection #7; NB I-805 On-ramp counts at E. San Ysidro Boulevard are too low.
 - LLG/GSA 2011 PHV = 174/658; Caltrans 2011 PHV = 578/679.
- This changes all forecasted PHV counts for Near Term and Horizon Year, and therefore Synchro files and mitigation will need to be updated.
- D13
- Study Intersection #12: Please provide counts in Appendix A1. There seems to be 2010 counts instead of more current counts in Appendices A1.

"Caltrans improves mobility across California"

- D3 The descriptions and exhibits in the revised traffic study of the two alternatives for the southbound roadway are consistent with the proposed roadway configurations of the southbound roadway. Under the Six-lane Alternative, the southbound roadway (south of the Camino de la Plaza overcrossing) would split into a 2+4 configuration and would then converge as an undivided six lane roadway before it divides into 19 lanes as it approaches the border. Under the Ten-lane Alternative, the roadway would split into a 3+3 configuration south of the overcrossing and would then converge as a ten-lane roadway until it divides into 19 lanes as it approaches the border. These proposed roadway configurations are shown in Figures 3-5 and 3-6 in the Final SEIS.
- D4 Parking within the LPOE will be restricted to employees. Access to the proposed employee parking structure would be provided from Camiones Way via a gated access road that would extend within the LPOE, under the proposed southbound roadway, and parallel to the border. A small surface parking lot north of the proposed bi-directional pedestrian facility at the terminus of Virginia Avenue would also be accessible from Camiones Way and the gated access road. Refer to Figure 3-6 in the Final SEIS.
- D5 The exhibits contained in the traffic study of the analyzed alternatives are preliminary concepts of the alternatives being considered. GSA will consider this design recommendation during the design phase of the Revised Project.
- D6 The referenced "bulb-out" would function as a turnout for employee vehicles using the access road.
- D7 Construction of a median along Camino de la Plaza is not proposed as part of the Revised Project and is not shown in Figures 2-1 and 2-2 in the traffic report or in Figures 3-5 and 3-6 in the SEIS. The traffic report identifies this as a potential improvement to be implemented by others to reduce traffic congestion along the segment of Camino de la Plaza between the I-5 southbound ramps and East San Ysidro Boulevard.

COMMENTS

RESPONSES

- D7 Construction of a raised median along this portion of the roadway would cont. meet Four-lane Major roadway standards.
- D8 The intersection of Camino de la Plaza/I-5 southbound ramps/Camiones Way (intersection #12 in the traffic report) is forecast to operate at a level of service (LOS) F during the PM peak period under long-term (year 2035) conditions with or without either of the Action Alternatives (refer to Table 4.2-19 in the SEIS). As shown in that table, the delay at this intersection would decrease with the Action Alternatives. Therefore, no adverse impacts or improvements are identified for this intersection.
- D9 See response to comment D8.
- D10 See response to comment D5.
- D11 Figure 2-2 in the traffic report has been updated to reflect 10 lanes in the southbound roadway.
- D12 Traffic volume data is collected in 15-minute increments over the course of a two-hour period for the 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM hours. The “peak hour” within these time periods is determined by taking the highest total traffic volumes for all movements at an intersection for four 15-minute periods (i.e., [7:15 to 7:30] + [7:30- to 7:45] + [7:45 to 8:00] + [8:00 to 8:15]). The volumes shown in this comment are likely the highest volumes for traffic exiting or entering the freeway ramps over the course of one hour; however, they do not account for the peak time for traffic along the intersecting roadway (which may be different). For example, the off-ramp at Via de San Ysidro might peak between 8:00 AM and 9:00 AM, yet the peak for Via de San Ysidro is from 7:45 AM to 8:45 AM. The total peak hour volume ultimately used in the intersection analysis is the combination of both the I-5 off-ramp volumes and the Via de San Ysidro volumes, which provide the highest volumes for traffic at that intersection within the two-hour period.
- D13 The existing AM and PM peak hour and daily traffic volumes (which were collected in June 2010, March 2011, and April 2011) are provided in Appendix A1 of the traffic study.

COMMENTS

RESPONSES

Mr. Kadri
November 12, 2013
Page 3

- D14 6) Section 3.3: The quote used for the blue-line trolley should be recalculated. 10K average daily computes to 3.65M/yr, not 20M. They both cannot be correct.
- D15 7) When the pedestrian bridge was constructed, the auxiliary lane at the CDLP SB On-ramp was temporarily removed; however, the impact of removing the lane was never studied. Considering the existing condition and impact to the community, will the auxiliary lane be returned?
- D16 8) The freeway queuing methodology 4.2.3 identifies when a queue starts but does not identify how long it will take to dissipate.
- D17 9) When calculating queuing, Mexican inspection times should be considered. Based on the last study, Mexican inspection times are the biggest factor when the United States is not conducting inspections.
- D18 10) Section 5.0 states: *"Since there are no published significance criteria by the City of San Diego or Caltrans for freeway queuing analyses, the information provided in this report is informational at most. However, in order to realize the effects of Project traffic on the queues expected in the base near-term and long-term scenarios, the change in queue lengths between the proposed alternatives (6-Ln and 10-Ln) with inspections and the existing 5-Ln configuration are shown in the analysis tables."*
- See Caltrans HDM section 405.2 (2) (e).
- D19 11) Please explain the criteria that will be used to choose between the 6 and 10 lane configuration.
- D20 12) Table 6-1; Existing Intersection Operations: Intersection 12 should be labeled "Camino De La Plaza / I-5 Southbound Ramps/Camiones Way". Please label all tables this way.
- D21 13) Section 7.1.2; Proposed Trip Generation comments:
- For east and west facilities, a 70/30 split is used. Please explain the methodology for determining this split.
- D22 14) Section 7.1.3 comments: For private vehicle drop-off to public transportation open the west side crossing, a 22/78 split is used (survey results from the San Ysidro Land Port of Entry Expansion Mobility Study). Please further substantiate these results as Caltrans field observations have observed much higher Privately Occupied Vehicle trips (POV) than public transportation trips.
- D23 15) Table 7-3 comments:
- Footnote "a" at the bottom of Table 7-3 sites the volumes of "net new pedestrians provided in Table 7-2." The "net new" numbers are also used in Table 7-3 to determine the number of vehicle trips during peak period. The "net new" numbers only represent "new" trips not the total trips needing to use the facility. See Attached.
- D24 • Text does not explain the use of Vehicle Occupation Ratio (VOR) on Table 7-3

"Caltrans improves mobility across California"

- D14 Section 3.3 of the traffic study has been revised to clarify ridership data of the trolley.
- D15 The southbound on-ramp is served by a dedicated right-turn lane at the intersection of Camino de la Plaza/I-5 southbound ramps/Camiones Way that extends across the Camino de la Plaza overcrossing to approximately 300 feet west of the Camino de la Plaza/East San Ysidro Boulevard intersection. As discussed in response to comment D8, the Revised Project would not result in adverse impacts to the Camino de la Plaza/I 5 southbound ramps/Camiones Way intersection and thus, no improvements are required.
- D16 Queue dissipation times are difficult to ascertain because they are dependent on a number of factors, including day of week, time of day, threat level, and other day-to-day information. Based on preliminary estimates and field observations at the San Onofre checkpoint, it is estimated that queues may dissipate between 5 and 30 minutes.
- D17 The specifics on Mexican inspection times are not known and are not factored into the queuing analysis. As stated in Section 10.1 of the traffic study, when the U.S. is not conducting inspections, the bottleneck is anticipated to be on the Mexican side of the border. As discussed in Chapter 4 of the SEIS, potential impacts associated with operations at facilities in Mexico were addressed by Mexican agencies during the planning phases of Mexico's El Chaparral LPOE and that cross-border impacts are generally not considered based on CEQ Guidance for Transboundary Impacts (July 1, 1997) and Executive Order 12114.
- D18 Caltrans HDM Section 405.2(2)(e) provides a description of the methodology used to calculate the appropriate storage length at signalized and unsignalized intersections based on the total number of traffic volumes anticipated per cycle length or per two-minute period. It does not provide for freeway queuing significance criteria or queuing analysis methodologies.

COMMENTS

RESPONSES

- D19 The criteria used to choose the Preferred Alternative were based on which alternative would best satisfy the purpose and need of the Revised Project, as well as the availability of funding to construct the proposed improvements. As discussed in Section 3.5 in the Final SEIS, after careful consideration of the environmental analysis and associated environmental effects of the action alternatives and No Action Alternative, the needs of federal agencies operating at the San Ysidro LPOE, and comments received on the Draft SEIS, GSA identified the Ten-lane Alternative as the Preferred Alternative. The Ten-lane Alternative would best satisfy the purpose and need of the Revised Project, and would result in greater benefits to operational efficiency at the LPOE, cross border circulation, and mobility within the Revised Project area compared to the Six lane Alternative.
- D20 Intersection 12 has been renamed accordingly throughout the traffic report and the SEIS.
- D21 The 70/30 percentage split for the east and west pedestrian facilities was derived from the number of primary pedestrian inspection lanes anticipated to be provided at each pedestrian crossing facility. The eastern facility was assumed to include 16 primary lanes, and the western facility was assumed to include six primary lanes, resulting in an approximately percentage split of 70/30, respectively. The use of the percentage split was also derived through discussions with U.S. Customs and Border Protection.
- D22 The 22/78 percentage mode split used in the analysis is based on survey data from pedestrians crossing the border (both inbound and outbound). This pedestrian survey was conducted in 2009 as part of the *San Ysidro Land Port of Entry (LPOE) Expansion Project Mobility Study*, which is incorporated by reference in the SEIS (refer to Section 1.3.2). Additionally, the mode split is based on projections of public transportation availability on the west side of the LPOE.
- D23 Similar to the reasons discussed in response to comment D1, the analysis considers the net increase in pedestrian trips because existing trips associated with existing pedestrians already occur on local roads and freeways and are captured in the existing traffic counts and factored into the future baselines (near-term and long-term).
- D24 Section 7.1.3 of the traffic study has been revised to define VOR.

COMMENTS

RESPONSES

Mr. Kadri
November 12, 2013
Page 4

- D25 16) The General Service Administration (GSA) provided an estimate of 70% of employees using Camiones Way vs. 30% that use the I-5 access. Please explain how the estimate was determined.
- D26 17) The appendices include existing volumes. The body of the study includes future projected volumes. For consistency, both should be in the same location.
- D27 18) Table 7-6:
 - As mentioned in comments 1 and 2, additional employee trips are only identified, all employees using the facility should be used for traffic volumes.
- D28 19) Section 8.1.1 comments:
 - Pg 33 states, "*under the circumstances that the construction of the Project precede the completion of the improvements required by Outlets at the Border, a traffic signal would be installed...as part of the Project*" this is within the Near Term section. The summary only discusses this signal as a cumulative impact.
 - Regarding "*the Outlets at the Border is conditioned to add one westbound lane on Camino De La Plaza between Virginia Avenue and the I-5 Southbound Ramps (constructing this portion of the roadway to a Four-Lane Collector), if not already assured by others. Since the implementation of this improvement is contingent upon the timing of other nearby developments, which could also significantly impact this street segment, to be conservative, this roadway was analyzed under its existing configuration as a three-lane roadway.*"
- D29 This is considered a direct impact for closing Camiones Way and relocating the pedestrian access at Virginia Avenue. Camino De La Plaza needs to be widened to a four lane collector by near term. If Camino De La Plaza is not widened by near term then there will be long queues on southbound I-5 exit ramp to Camino de la Plaza, which would also affect the freeway mainlanes.
- D30 20) Figure 8-1; "Near Term (Year 2016) Without Project Traffic Volumes" comments:
 - Study Intersection # 2, 3, 6, and 7 will need to be updated due to the existing counts being too low.
- D31
 - Study Intersection #13; Volumes are not consistent from one intersection to the next. Westbound Camino De La Plaza AM counts of 268 VPH seems too low. If you add the 103+270+34 counts of Intersection #12 it should come close to 268 VPH, but it comes out to 407 VPH. The 268 VPH is too low and should be closer to 400 VPH. There seems to be 132 vehicles disappearing between the 500 feet of both intersections.
- D32 21) The study uses current configuration as existing condition instead of as a temporary condition. Prior to the construction of the pedestrian bridge, I-5 was a 7 lane facility south of CDLP, with one lane being the U-turn lane.
- D33 22) Section 8.2.1 states that the same network conditions were used in 2016 and in 2035. CDLP is a 3 lane collector from Virginia Ave. to I-5 ramps.

"Caltrans improves mobility across California"

- D25 See response to comment D21.
- D26 Existing and forecasted traffic volumes are provided both in the body of the traffic report (shown in tables and figures) and in the appendices.
- D27 See response to comment D21.
- D28 Under near-term conditions, no adverse traffic impacts would occur to the intersection of Camino de la Plaza/Virginia Avenue as a result of the Revised Project (refer to Table 4.2-11 in the SEIS). This intersection would, however, be adversely impacted under long-term conditions (year 2035) with the Revised Project (refer to Table 4.2-19 in the SEIS), which is why it is discussed in the Summary (and elsewhere in the traffic report) as a cumulative impact. Section 8.1.1 of the traffic report explains that the approved Outlets at the Border project is conditioned to install a traffic signal at the Camino de la Plaza/Virginia Avenue intersection. Since traffic from the approved Outlets at the Border project was included in the near-term traffic volumes, it is appropriate to assume the improvements required of this other project would be constructed under near-term conditions. If, for some reason, the Revised Project is constructed before the Outlets at the Border project, the traffic signal would be installed as part of the Revised Project.
- D29 As identified in Sections 9.2.2 and 9.4.2 in the traffic report and in Tables 4.2-10 and 4.2 18 in the SEIS, the roadway segment of Camino de la Plaza between Virginia Avenue and the I-5 southbound ramps would be adversely impacted under near-term and long-term conditions with the Revised Project. As noted, the Outlets at the Border project is conditioned to improve this roadway segment to its ultimate classification as a Four-lane Collector by adding a second westbound through lane along this portion of the roadway. If the approved Outlets at the Border project proceeds with implementation of this roadway improvement prior to implementation of the Revised Project, this would reduce adverse impacts to this roadway segment that would occur under near-term and long-term conditions as a result of the Revised Project. If, for some reason, the Revised Project is constructed before the Outlets at the Border project, impacts to this roadway segment would remain adverse until the time that the additional lane is constructed by the Outlets at the Border project.

COMMENTS

RESPONSES

- D30 No changes to the traffic volumes on Figure 8-1 are required. Refer to response to comment D12.
- D31 The volumes arriving at intersection 12 total 410, not 268. All turning movements at intersection 12 must be accounted for, not just the westbound through volume. Thus, a difference of only 3 trips exist between intersections 12 and 13.
- D32 It is recognized that the current configuration of the southbound roadway is temporary until the proposed southbound roadway is constructed. As discussed in Section 3.2.2 of the SEIS, the temporary southbound roadway was constructed as an interim connection between I-5 and the new El Chaparral LPOE in Mexico. The interim southbound roadway reflects the existing condition of the roadway network and thus, is appropriately used as the baseline for the traffic analysis.
- D33 Specific roadway improvements used in the long-term analysis (year 2035) are identified in Section 8.2.1 of the traffic report. With regard to Camino de la Plaza, the long-term analysis assumes this roadway (between Virginia Avenue and East San Ysidro Boulevard) would be improved to its ultimate classification as a Four-lane Collector. Thus, the traffic report assumes that the roadway segment would be widened under long-term (2035) conditions.

COMMENTS

RESPONSES

Mr. Kadri
November 12, 2013
Page 5

- D34 23) The proposed last chance ramp off I-5 could be used as a regular off-ramp. The ramp volumes were not estimated. This ramp could have impacts to the Camiones Way/I-5 ramps/CDLP intersection.
- D35 24) Intersection 12 and 13 appear to be connected south of CDLP from some of the Traffic Volume figures. (8.2, 8.4)
- D36 25) In 2035 intersection 12 will need dual right turns in the SB and EB directions and dual left turns in the EB direction. Volumes for the EB to SB left turn appear unacceptably low considering this is the access for employees to parking. Intersection 13 would need dual lefts in the WB direction and dual rights in the NB direction. These are based on the volumes provided in Figure 8.4.
- D37 26) Table 9-1; Near Term (Year 2016) Intersection Operations comments:
 - Synchro software files provided do not match the Delay and LOS on this table.
- D38 27) The traffic signal at Virginia Avenue is analyzed yet the widening of WB Camino De La Plaza to two lanes from SB I-5 ramps to Virginia Avenue is not part of the analysis. This is a direct impact and mitigation will be needed. Table 9-1; Near Term (Year 2016) Street Segment Operations Table clearly shows that this project has a direct impact on Camino De La Plaza, between SB I-5 ramps and Virginia Avenue. Widening this segment to a 4 lane should be completed before or by completion of this project.
- D39 28) Section 10.1 paragraph 3. The note mentioned is only valid while the SB I-5 is at its current configuration. With both the 6 and 10 lane alternatives, the bottlenecking the report describes will be on the US side as well regardless of US inspections occurring.
- D40 29) Caltrans uses 27-29 feet per vehicle. This would modify the queue lengths.
- D41 30) The queue calculated, based on methodology described, would represent the approximate queue length after one hour. The maximum queue during that hour would be something longer. It gets dissipated in the second 30 minutes as the throughput increases.
- D42 31) Freeway peak hour volumes for existing with project for 2016 and 2035 are the same volumes; however, the volumes for existing without project for those years are different. Please explain.
- D43 32) Based on the methodology provided, the number of vehicles listed in the queue does not make sense. No-Build PM peak= $4258-4008=250$. For 2016 with 6 lanes $5808-4809=999$ veh ($999*25/5280=4.73$ miles. If the queuing reduces 1.18 miles from the existing (calc at 1.18 miles) the study should report no queue. As mentioned in 10.2.2., 10 lanes 6397-8015 report calculations say there are 111 vehicles in the queue. The 2035 volumes provided are the same as the 2016 volumes; however, the study shows different queue lengths. A cumulative peak period
- D45

"Caltrans improves mobility across California"

D34 The off-ramp that intersects with the Camiones Way/I-5 ramps/Camino de la Plaza intersection is proposed as a gated exit restricted to federal agency use. The traffic study assumed that an estimated 30 vehicles would use this ramp during the AM and PM peak periods. Section 8.3 of the traffic study has been revised to clarify the use of this ramp.

D35 Figures 8.2 and 8.4 have been revised to remove the connection between intersections 12 and 13.

D36 As discussed in response to comment D8, no adverse impacts to the intersection of Camino de la Plaza/I-5 southbound ramps/Camiones Way (intersection #12 in the traffic report) would occur as a result of the Revised Project and therefore, no improvements are identified for this intersection.

The Camino de la Plaza/Virginia Avenue intersection (intersection #13 in the traffic report) would be adversely impacted by the Revised Project under long-term conditions. As discussed in response to comment D28, installation of a traffic signal at this intersection is a condition of the Outlets at the Border project and if the Revised Project is constructed prior to the Outlets at the Border project, then the traffic signal would be installed as a part of the Revised Project. Other potential improvements to reduce impacts at this intersection are identified in Section 11.0 of the traffic study and in Section 4.2.4 of the SEIS.

D37 The data in Table 9-1 of the traffic study are consistent with the near-term peak hour intersection analysis worksheets contained in Appendix G of the traffic study.

D38 Refer to response to comment D29 regarding the roadway segment of Camino de la Plaza between Virginia Avenue and the I-5 southbound ramps.

D39 The note about bottlenecking and inspections is intended to provide background information regarding the "pulse and surge" inspections conducted by CBP as it relates to existing and proposed capacity of the analyzed alternatives. Estimated vehicle queues associated with the No

COMMENTS

RESPONSES

- D39 Action, Six-lane, and Ten-lane alternatives are summarized in Table 10-5 cont. and Figures 10-1 and 10-2 of the traffic report, as well as in Section 4.2.3 in the SEIS. Refer to response to comment D17 regarding Mexican inspections.
- D40 According to Section 405.2(2)(e) of the Highway Design Manual, “At a minimum, space for 2 vehicles should be provided at 25 feet per vehicle” for determining the amount of storage length needed at an intersection. Accordingly, 25 feet was used in the queuing analysis.
- D41 The capacity included in the queue analysis accounts for the inspection time needed to process each vehicle. The demand shows the highest amount of traffic during the peak hours of the day (AM and PM). It would be assumed that the excess demand for vehicles that were not processed during the peak hour would carry over into the following hour. However, the peak periods shown in the queuing analysis represent the hours of the day with the highest amount of border crossing traffic. The demand in the hour following the AM or PM peak period would likely be less than that of the peak hour. Therefore, although the excess demand would fall into the timeframe following the peak hour, the queuing results show the theoretical queue that would result from the influx of border traffic during the peak period. This queuing methodology is consistent with on ramp meter queuing analysis per SANTEC/ITE. During time of heavy queuing, inspection times would be reduced and vehicles would be waved through at a faster rate. This practice can be observed at the San Onofre checkpoint.
- D42 The freeway volumes identified in Figures 8-1 through 8-4 in the traffic report and Figures 4.2-4 and 4.2-7 in the SEIS have been revised.
- D43 As shown in Table 10-2 in the traffic study and Table 4.2-12 in the SEIS, no queues are identified under near-term (2016) conditions with the Six-lane Alternative because the demand does not exceed the capacity.
- D44 As shown in Table 10-3 in the traffic study and Table 4.2-12 in the SEIS, the demand under year 2016 conditions with the Ten-lane Alternative is 4,812 vehicles compared to 4,258 vehicles in 2016 without the Ten-lane Alternative, which results in a change in demand of 554 vehicles and a reduction in queue length of 1.18 miles, as noted in Section 10.2.2 of the traffic report. The capacity for existing, near-term, and year 2035 remains the same under each alternative, but the volumes increase from existing to 2016 to 2035.

COMMENTS

RESPONSES

Mr. Kadri
November 12, 2013
Page 6

- D45 cont. queuing analysis needs to be conducted to determine the potential impacts regarding queuing lengths & Level of Service (LOS) throughout the peak time periods for the entire impacted area.
- D46 33) The demand volumes used on Table 10-2 do not all match previous figures.
- D47 34) Figure 2-2 shows the 10 lane configuration alternative. In this drawing, the 10 lanes do not reach even half way to CDLP Bridge. The queue calculations assume 10 lanes to the bridge (0.2 miles).
- D48 35) Off ramp queues were not considered or discussed when analyzing Freeway queues. When there is queuing on the freeway there are typically community impacts. A Freeway exit ramp queuing analysis needs to be prepared. Appropriate mitigation should be constructed and opened to traffic prior to the opening of the Virginia Avenue Pedestrian Facility.
- Upon review of submitted Synchro software files it was noted that this project shows direct impact to SB I-5 off-ramp onto Camino De La Plaza. The simulation shows excess queuing. The suggested mitigation for the impact is to widen the exit ramp to three lanes from the I-805 and I-5 exit ramps to the beginning of the left turn lane (approximately 400 feet).
- D49 36) Section 11.0; the last sentence directly conflicts with earlier statements. It states that GSA does not propose to construct or implement any of the mitigation measures listed in 11.1. All appropriate mitigation in the State Right of Way and outside the State Right of Way should be constructed and opened to traffic prior to the opening of the Virginia Avenue Pedestrian Facility.
- D50 37) Appendix A – The file name on the true count sheets do not always match the Peak Hour Data diagram. Example: File Name 129.01.Camino de la Plaza, Virginia Ave Pedestrians. The diagram on the same page is labeled with I-805 ramps and San Ysidro Blvd.
- D51 38) Appendix A2 – the last sentence on the page 95 refers to “the following” but there is nothing following the statement. Please provide the pedestrian facilities mentioned.
- D52 39) The traffic volumes shown in Appendix E for rerouted Camiones Way are different then the Figures in the study.

If you have any questions, please contact Marisa Hampton, Caltrans Development Review Branch at (619) 688-6954.

Sincerely,



JACOB M. ARMSTRONG, Chief
Development Review Branch

"Caltrans improves mobility across California"

- D45 As discussed in response to comment D44, traffic volumes increase from existing to 2016 to 2035. The freeway queuing analysis conducted for the year 2035 represents a cumulative peak hour queuing analysis.
- D46 Figure 8-2 in the traffic report has been revised to show the correct near-term demand volumes.
- D47 The exhibits contained in the traffic study of the analyzed alternatives are preliminary concepts of the alternatives being considered. The queue analysis for the Ten-lane Alternative assumed the southbound roadway would include ten lanes between the Camino de la Plaza overcrossing and the border, using a distance of 0.2 mile. A reduction to this distance would result in negligible changes to the queuing analysis.
- D48 Freeway off-ramps within the traffic study area include I-5/Via de San Ysidro, I-805/East San Ysidro Boulevard, I-5/East San Ysidro Boulevard, and I-5/Camino de la Plaza. None of these freeway off-ramps would be adversely impacted by the Revised Project under near-term or long-term conditions (see Tables 9-1 and 9-3 in the traffic report and Tables 4.2-11 and 4.2-19 in the SEIS). See response to comment D8 regarding impacts and improvements to the Camino de la Plaza/I-5 southbound ramps/Camiones Way intersection.
- D49 The traffic report and SEIS considers traffic impacts and identifies measures that would help avoid, minimize, or mitigate such impacts. NEPA requires the decision-maker to consider the impacts of a 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 the identified potential improvements and avoidance, minimization, and mitigation measures. Measures adopted by the agency will be identified in the Revised Project Record of Decision. Accordingly, Section 11.0 of the traffic study has been revised to clarify that the identified potential improvements are not proposed as part of the Revised Project.

COMMENTS

RESPONSES

- D50 Appendix A was reviewed for accuracy and it is acknowledged that although three of the pedestrian count sheets (Camino de la Plaza/Virginia Avenue pedestrians) inadvertently have incorrect titles in the tables and diagrams, the data presented in the counts sheets are accurate. These typos do not change the results and conclusions of the traffic report.
- D51 The information included on page 95 of Appendix A2 was intended to show Equation 6-1 and Table 6-3 as background data used in the traffic report and is an excerpt from another report. The last section on that Appendix page and subsequent pages of the source report are not relevant to the data shown. Nevertheless, page 96 of the source report has been added to Appendix A2.
- D52 The rerouted volumes shown in Appendix E are included in the near-term and long-term traffic volumes with the addition of Revised Project traffic. There is no figure in the traffic study that explicitly depicts these volumes.

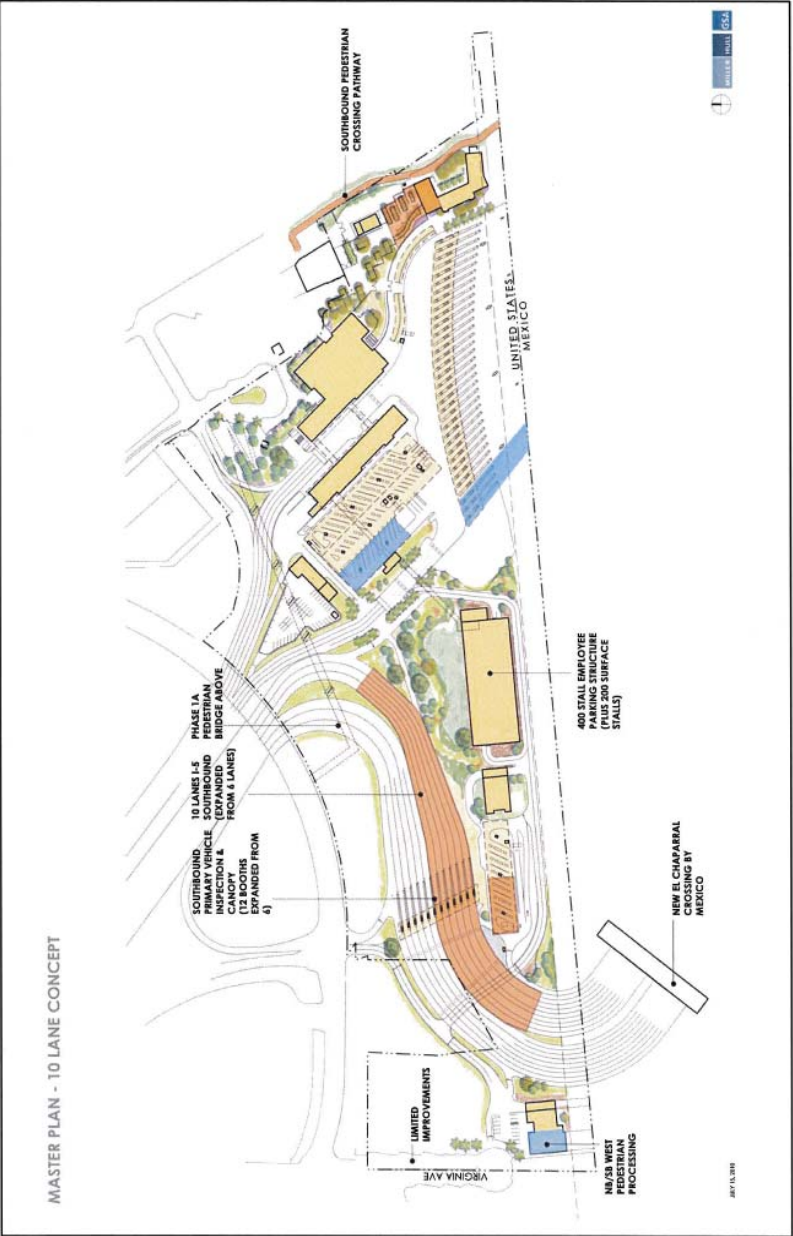


Figure 2-2
10-Southbound Lanes Site Plan
VIRGINIA AVENUE PEDESTRIAN FACILITY & I-5 SOUTHBOUND REALIGNMENT

Since the near-term and Year 2035 pedestrians represent the total number of people crossing the border under these scenarios, the number of existing pedestrians currently on the street system today would need to be discounted from the expected amount in the future to represent the net increase in pedestrians under each scenario. The impacts to the local street system were based on the vehicular trips that would be anticipated to be generated by these net new pedestrians.

Table 7-2 illustrates the Virginia Avenue pedestrian volumes.

TABLE 7-2
VIRGINIA AVENUE PEDESTRIAN CROSSING VOLUMES

Scenario	Inbound AM/PM Peak Hour Volumes	Outbound AM/PM Peak Hour Volumes	Total AM/PM Peak Hour Volumes	Daily Pedestrians
Existing	930/320	100/860	1,030/1,180	16,200
Near-Term (Year 2016)	1,160/400	120/1,070	1,280/1,470	20,300
<i>Net New Pedestrians (Year 2016)</i>	<i>230/80</i>	<i>20/210</i>	<i>250/290</i>	<i>4,100</i>
Year 2035	1,750/610	190/1,610	1,940/2,220	30,500
<i>Net New Pedestrians (Year 2035)</i>	<i>820/290</i>	<i>90/750</i>	<i>910/1,040</i>	<i>14,300</i>

General Notes:

1. Inbound = Entering the U.S. from Mexico
2. Outbound = Departing the U.S. into Mexico

TABLE 7-3
PEAK HOUR TRIP GENERATION
VIRGINIA AVENUE PEDESTRIAN POV & EMPLOYEES

Mode of Travel	% of Pedestrians	Near-Term (Year 2016)				Long-Term (Year 2035)			
		AM		PM		AM		PM	
		In	Out	In	Out	In	Out	In	Out
Net New Pedestrians^a	100%	230	20	80	210	820	90	290	750
Public Transit	78%	179	16	62	164	640	70	226	585
Privately Occupied Vehicle (POV)	22%	51	4	18	46	180	20	64	165
Privately Occupied Vehicle (POV) Pedestrians	100%	51	4	18	46	180	20	64	165
A. Pick-Up/Drop-Off	67%	34	3	12	31	121	13	43	111
VOR 2.5 (33% of Pick-Up/Drop-Off) ^b	—	4	0	2	4	16	2	6	15
VOR 1.0 (67% of Pick-Up/Drop-Off)	—	23	2	8	21	81	9	29	74
Subtotal Pick-Up/Drop-Off (two trip-ends) ^c	—	54	4	20	50	194	22	70	178
B. Parked	33%	17	1	6	15	59	7	21	54
Total Vehicular Trips (A + B) (Parked & Pick-Up/Drop-Off)	—	71	5	26	65	253	29	91	232

Footnotes:

- a. Net new pedestrians provided in Table 7-2.
b. VOR used as a divisor of total pick-up/drop-off trips. For example: 33% of pick-up/drop-off trips consist of 2.5 persons per vehicle. Thus, 33% of 34 AM inbound trips is 11.
 $11 \div 2.5$ persons per vehicle = 4 AM inbound trips.
c. For every pick-up/drop-off pedestrian there is an inbound and outbound vehicular trip and vice versa. Thus, two trip-ends were calculated in each peak period for each inbound and outbound pedestrian.

General Notes:

- I. VOR = Vehicle occupancy ratio.



San Ysidro SMART BORDER COALITION

Established 2007

Founding Organizations

Border Transportation Council

Business Interests in Government (BIG) Committee

Casa Familiar

Hearts and Hands Working Together

San Ysidro Business Association

San Ysidro Chamber of Commerce

San Ysidro Planning Group

San Ysidro Transportation Collaborative

November 14, 2013

General Services Administration
Attention: Osmahn Kadri
NEPA Project Manager
450 Golden Gate Ave, 3rd Floor East
San Francisco, CA 94102

RE: COMMENTS on San Ysidro Land Port of Entry (LPOE) Improvements Project Draft Supplemental Environmental Impact Statement (SEIS)

Mr. Kadri:

The **SAN YSIDRO SMART BORDER COALITION**, est. 2007, will be submitting a formal letter of our comments in this regard, but in the meantime and for the sake of the Public Hearing to be held this evening, we submit the following brief:

- It is impossible to make appropriate comments on the Draft Supplemental, when it is not publically available. The Draft Supplemental, as of 1:30pm PST on the date of the hearing, November 14, 2013, is not present on the GSA website, nor in the NEPA library. Attached are screen shots of the listing of documents available, and they do not include the Draft Supplemental.
- We are in favor of, and continue to support, the north- and south-bound pedestrian crossing at Virginia Ave. In fact, it was the **SAN YSIDRO SMART BORDER COALITION**, est. 2007, that led the push for this crossing to be taken out of Phase III and built ASAP. We have also attached a letter we previously sent asking for the integration of bicycle crossing at Virginia Ave. to be made part of our comment in this Supplemental EIS.
- In regards to the changes to southbound vehicular changes (the remaining part of Phase III) the **SAN YSIDRO SMART BORDER COALITION**, est. 2007 wholeheartedly supports "NO ACTION."
- Deviation from the Congressionally-approved San Ysidro LPOE EIS of 2009 will cause
 - o Loss of private property and loss of tax-generating business
 - o Loss of community-driven development and re-development at POR surrounding areas
 - o Loss of available land for project impact mitigation
 - o Loss of 56% of available public parking in the immediate border area (1256 spaces)
 - o Lack of viable relocation options for affected businesses

These issues had the ability to be settled with the 2009 design, but cannot be settled with either of the two proposed changes. Again, we vehemently support NO ACTION to Phase III lane changes.

663 E. San Ysidro Blvd., San Ysidro, CA 92173 –T (619) 428-1281 – F (619) 428-1294 jwells@sanysidrochamber.org

- E1 It is acknowledged that the Draft SEIS was not initially posted on the GSA website. However, the document has since been uploaded to the GSA website (www.gsa.gov/nepalibrary). Regardless, a Notice of Availability (NOA) and CD of the Draft SEIS was mailed to the San Ysidro Chamber of Commerce and Business Association at the same address as the Smart Border Coalition at the time the document was released in September 2013. The NOA provided GSA contact information regarding the availability of the Draft SEIS. The document was also available at the San Ysidro Library.
- E2 The comment supporting the proposed modification of the bi-directional pedestrian crossing facility at Virginia Avenue and timing of construction is noted. Refer to response to comment E8 regarding bicycle crossing at the proposed bi-direction crossing facility at Virginia Avenue.
- E3 Comment noted. No response necessary.
- E4 As discussed in Section 4.1.5 in the SEIS, no additional property acquisitions or business relocations would occur with the Revised Project. The Action Alternatives of the Revised Project include only those parcels whose acquisition was analyzed for the Approved Project in the Final EIS. Additionally, as discussed in Section 4.1.4 in the SEIS, the Revised Project Action Alternatives would not result in additional displacement of public parking beyond what was identified and analyzed as part of the Approved Project in the Final EIS.



San Ysidro SMART BORDER COALITION

Established 2007

Founding Organizations

Border Transportation Council
Business Interests in Government (BIG) Committee
Casa Familiar
Hearts and Hands Working Together
San Ysidro Business Association
San Ysidro Chamber of Commerce
San Ysidro Planning Group
San Ysidro Transportation Collaborative

- San Ysidro is currently suffering from sporadic US southbound interdictions, causing back-ups on I-5, I-905, I-805, San Ysidro Blvd., Beyer Blvd. and Camino de la Plaza up to Two Miles Long! Permanent southbound inspection booths will exacerbate the problem – for operations that have never been reported or publicly quantified as to their results. This DEIS cannot come close to measuring the environmental impact either option presented will hold. Here is a quote from a businessman whose family has been in business in San Ysidro for over 60 years, “This an unfortunate disregard for the San Ysidro community. All my employees and those adjoining business were getting off work, tired & knowing that they had to go sit in south bound line for an hour or two. I hate to say it but I'm pretty sure that if every CBP officer had to add 2 hours to his or her commute home, it wouldn't take long for this to stop. This has been happening more frequently & completely effecting San Ysidro.” Again, we vehemently support NO ACTION to Phase III lane changes.
- San Ysidro is a community documented at all three levels of government to be stricken by vehicular-exhaust-causing health issues due to the inefficiency of the northbound vehicular crossings at the San Ysidro LPOE. Both proposed changes to southbound vehicular lanes will further this negative public and environmental impact. All this – with an elementary school adjacent to the SYPOE southbound lanes.

The San Ysidro LPOE Improvements Project and GSA must continue their great work on the Virginia Ave Pedestrian Crossing and accept “NO ACTION” on the proposed changes to the 2009 congressionally-approved, environmentally-studied and planned design for Phase III in the subject Draft Supplemental EIS.

Sincerely,

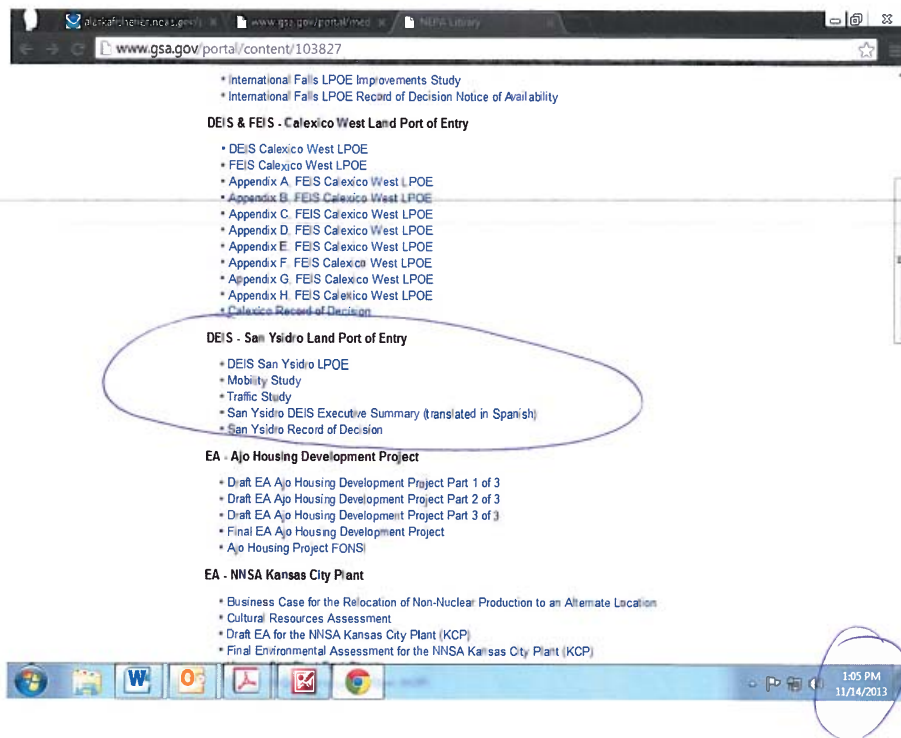
Jason M-B Wells
Coordinator

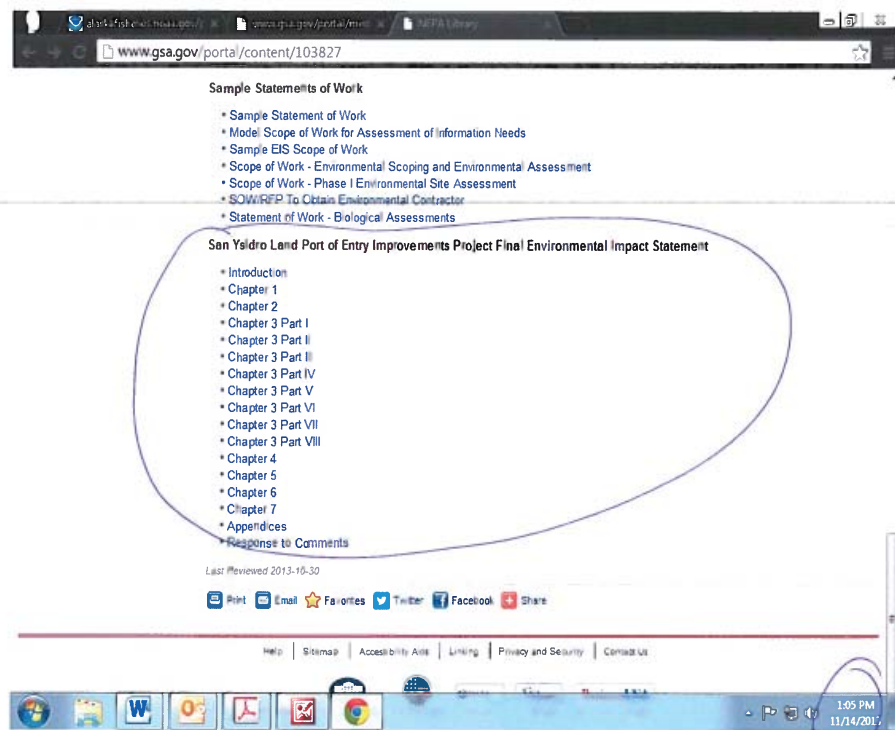
Cc: CalTrans
SANDAG
San Diego County Chairman Greg Cox
San Diego Mayor Gloria
Councilmember Alvarez

663 E. San Ysidro Blvd., San Ysidro, CA 92173 –T (619) 428-1281 – F (619) 428-1294 jwells@sanysidrochamber.org

E5 The SEIS and supporting technical studies analyze impacts assuming the continuation of CBP’s existing “pulse and surge” southbound inspections. The current CBP protocol for southbound inspections is to periodically conduct southbound inspections for a maximum duration of 30 minutes per inspection event. Section 4.2.3 in the SEIS contains a southbound freeway queuing analysis for both of the Action Alternatives (i.e., Six-lane and Ten-lane) that includes construction of southbound inspection booths within the proposed southbound roadway. Projected vehicle queue lengths under the Action Alternatives for near-term (2016) and long-term (2035) conditions are illustrated in Figures 4.2-5 and 4.2-8. As shown and discussed in the SEIS, no freeway queues would occur in the AM or PM peak hour for the Six-lane or Ten-lane Alternative under near-term conditions. Under long-term conditions, no freeway queues would occur in the AM peak hour for either Action Alternative. During the long-term PM peak hour, no queues would occur under the Ten-lane Alternative, and although a queue would occur during the PM peak hour with the Six-lane Alternative it would be reduced compared to the Baseline condition (i.e., the existing temporary southbound roadway). Therefore, with the additional capacity provided by the Revised Project, freeway queues would be reduced with implementation of either the Six-lane or Ten-lane Alternative.

E6 As described in Section 4.6, *Air Quality and Greenhouse Gas Emissions*, in the Final SEIS, a mobile source air toxics (MSAT) analysis was conducted to determine potential MSAT impacts at educational facilities within the vicinity of the I-5 and I-805 freeways and the Revised Project Footprint, including Willow Elementary School, Beyer Elementary School, San Ysidro Middle School, and La Mirada Elementary School. Both the Six-lane Alternative and Ten-lane Alternative would result in reduced levels of analyzed MSATs compared to the Baseline condition (refer to Tables 4.6-11, 4.6-12, 4.6-21, and 4.6-22 in the Final SEIS) because the increased capacity with the proposed southbound roadway would help reduce southbound vehicle queue lengths and idling on freeway segments adjacent to the schools. Therefore, no adverse impacts associated with MSAT emissions would occur at Willow Elementary School, Beyer Elementary School, San Ysidro Middle School, and La Mirada Elementary School.







Founding Organizations

Border Transportation Council

Business Interests in Government (BIG) Committee

Casa Familiar

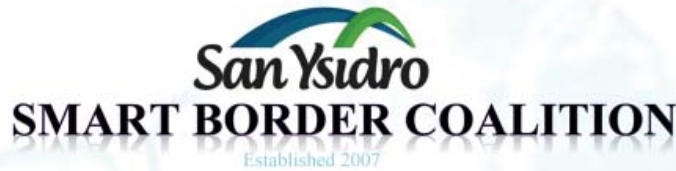
Hearts and Hands Working Together

San Ysidro Business Association

San Ysidro Chamber of Commerce

San Ysidro Planning Group

San Ysidro Transportation Collaborative



June 5, 2013

U.S. General Services Administration
Public Building Services

Attn: Osmahn Kadri
Portfolio Management Division, 9PTC
450 Golden Gate, 3rd Floor East
San Francisco, CA 94102
Sent via osmahn.kadri@gsa.gov

Re: Comments on Supplemental Environmental Impact Statement for the San Ysidro Land Port of Entry (POE) Reconfiguration Project - BICYCLE CROSSING

Dear Mr. Kadri:

On behalf of the non-profit community serving San Ysidro, I wish to comment on the Supplemental Environmental Impact Statement for the San Ysidro Land Port of Entry (POE) Reconfiguration Project by urging that serious consideration be given in support of introducing bicycle-crossing to the Virginia Avenue Crossing

San Ysidro experiences the highest incidents of diabetes and respiratory illness in the state due to the elevated air concentrations of ultrafine and fine particles, highly associated with the local infrastructure's carbon footprint. This has resulted in the community's increased desire to improve lifestyle choices and behaviors by changing San Ysidro's environment to promote walking and bicycling. We are working with the City of San Diego and County of San Diego to construct a Class 1 bicycle trail from Imperial Beach all the way to Virginia Ave. An actual bicycle crossing at Virginia Ave would allow our region to tap into the ever-growing bicycling populous in Tijuana (they have even conditioned some of their rivers as bike paths) and allow GSA to be the architects of a monumental life-style, health and environmental changing project!

Mr. Kadri, we have enjoyed working with GSA as you try to make the SYLPOE a LEED certified Port of the Future. A bicycle crossing at Virginia Ave. is one of the most important ways at your disposition to make this a reality. We trust that GSA will not let this opportunity pass us by.

Sincerely,

Jason M-B Wells
Coordinator

E7 Comment noted. No response necessary.

E8 Bicycles will be processed as pedestrians. Provision of a separate bicycle processing facility presents operational issues. Dedicated northbound bicycle inspections were previously provided at the LPOE for a time, but were discontinued because ad hoc rentals of dilapidated bicycles would occur so that northbound pedestrians could bypass the longer pedestrian inspection line and utilize the shorter bicycle line. Upon crossing the border, the bicycles would be abandoned at the LPOE, causing safety and security issues.

E8

**San Diego County Archaeological Society, Inc.**

Environmental Review Committee

13 September 2013

To: Mr. Osmahn Kadri, NEPA Project Manager
450 Golden Gate Avenue, 3rd Floor East
San Francisco, California 94102

Subject: Draft Supplemental Environmental Impact Statement
San Ysidro Land Port of Entry Improvements Project

Dear Mr. Kadri:

I have reviewed cultural resources aspects of the subject DSEIS on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DEIS and its cultural resources reports, we concur with the impact analysis and mitigation recommendations. We would, however, suggest that the modifications to the Old Customs House be made, to the extent possible, to be reversible.

Thank you for the opportunity to participate in the public review period for this DSEIS.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: ASM Affiliates
SDCAS President
File

P.O. Box 81106 San Diego, CA 92138-1106 (858) 538-0935

F1 Comment noted. During the design phase of the Revised Project, the feasibility of making modifications to the Old Customs House reversible will be considered.

San Ysidro Land Port of Entry Improvements Project*Proyecto de Mejoras de la Garita de San Ysidro***Comments on the****Draft Supplemental Environmental Impact Statement***Comentarios sobre el Borrador del Informe Suplementario de Impacto Ambiental*Your Name / Su Nombre Jennifer Goudreau Title / Tratamiento _____Organization / Organización Barob Group LtdAddress / Dirección 1330 Neptune AveCity / Ciudad Leucadia State / Estado CA Zip / Código Postal 92024**Comment / Comentario:**

- G1 No Action Action as to Phase III -
I don't like South bound inspection
more, pollution, idling cars.
- G2 Virginia Ave is great! Hopefull
will help w/ Border wait times
& create more crossings.
- G3 Must do 10 lanes now. Complete
construction @ one time. The
current construction has been
really hard on businesses.

Attach additional sheets if necessary. Written comments do **not** need to use this form.*Favor de adjuntar hojas adicionales en caso necesario. Los comentarios por escrito **no** necesariamente se tienen que entregar usando este formulario.*

Comments on the Draft Supplemental Environmental Impact Statement must be received by the General Services Administration by November 29, 2013. Comments may be submitted in person at the November 14, 2013 public hearing or mailed to:

Los comentarios sobre el Borrador del Informe Suplementario de Impacto Ambiental deben de recibirse por el General Services Administration a más tardar el 29 de noviembre de 2013. Se pueden entregar los comentarios en persona durante la reunión pública el 14 de noviembre de 2013, o por correo a la siguiente dirección:

Attn: Osmahn Kadri
 U.S. General Services Administration
 Public Buildings Service
 Portfolio Management Division, 9PTC
 450 Golden Gate, 3rd Floor East
 San Francisco, CA, 94102

G1 Refer to response to comment E5.

G2 Comment noted. The proposed modification to incorporate a bi-directional pedestrian crossing facility at Virginia Avenue would improve mobility within and around the LPOE by providing additional pedestrian and bicycle access and connectivity between the two sides of community that is divided by the freeway.

G3 As discussed in Section 3.5 in the Final SEIS, after careful consideration of the environmental analysis and associated environmental effects of the action alternatives and No Action Alternative, the needs of federal agencies operating at the San Ysidro LPOE, and comments received on the Draft SEIS, GSA identified the Ten-lane Alternative as the Preferred Alternative.

San Ysidro Land Port of Entry Improvements Project

Proyecto de Mejoras de la Garita de San Ysidro

Comments on the

Draft Supplemental Environmental Impact Statement

Comentarios sobre el Borrador del Informe Suplementario de Impacto Ambiental

Your Name / Su Nombre DAVID FLORES Title / Tratamiento Community Dev'l officer
 Organization / Organización CASA FAMILIAR / SYC Comm. Planning Group
 Address / Dirección 1901 Del Sur Blvd.
 City / Ciudad San Ysidro State / Estado CA Zip / Código Postal 92173

Comment / Comentario: Casa Familiar supports the "No Build" Act Option. This is the option that is supported by the community and has been a consistent stance. South bound vehicular inspections will continue to extend border wait times and increase CO, black carbon and micro particulate levels that will impact Willow Elementary School and adjacent residential neighborhoods. The project will also increase noise levels ~~at the school~~ placing a disproportionate burden and impact on future residential development, increasing levels of anxiety for adjacent residential neighborhoods.

Attach additional sheets if necessary. Written comments do **not** need to use this form.
 Favor de adjuntar hojas adicionales en caso necesario. Los comentarios por escrito **no** necesariamente se tienen que entregar usando este formulario.

Comments on the Draft Supplemental Environmental Impact Statement must be received by the General Services Administration by November 29, 2013. Comments may be submitted in person at the November 14, 2013 public hearing or mailed to:

Los comentarios sobre el Borrador del Informe Suplementario de Impacto Ambiental deben de recibirse por el General Services Administration a más tardar el 29 de noviembre de 2013. Se pueden entregar los comentarios en persona durante la reunión pública el 14 de noviembre de 2013, o por correo a la siguiente dirección:

Attn: Osmahn Kadri
 U.S. General Services Administration
 Public Buildings Service
 Portfolio Management Division, 9PTC
 450 Golden Gate, 3rd Floor East
 San Francisco, CA, 94102

H1 Comment noted. No response necessary.

H2 Refer to response to comment E5 regarding vehicle queue due to southbound inspections and response to comment E6 regarding associated air emissions.

H3 As discussed in Chapter 4 in the SEIS (page 4.1-1), no adverse noise impacts would occur as a result of the Revised Project. The Revised Project Footprint is located in a developed urban area mostly comprised of commercial uses. No noise-sensitive receptors are located within or adjacent to the San Ysidro LPOE. The closest residential neighborhood is approximately 0.3 mile to the northwest.

CHAPTER 6

LIST OF PREPARERS

CHAPTER 6 – LIST OF PREPARERS

This SEIS was prepared by HELIX Environmental Planning, Inc. for GSA. The following persons participated in preparation of the SEIS and/or its associated technical studies:

GSA

Moonyeen Alameida, Capital Investment Branch Chief, Portfolio Management Division

Anthony Kleppe, Senior Asset Manager, Portfolio Management Division

Osmahn Kadri, NEPA Project Manager, Portfolio Management Division

Damon Yee, Project Manager, Design and Construction Division

HELIX Environmental Planning, Inc.

Joanne Dramko, Environmental Planning Group Manager

Tim Belzman, Senior Project Manager

Michael Slavick, Air Quality Specialist

Stacy Hall de Gomez, Project Manager

Vanessa Brice, Environmental Planner

Elizabeth Scott, Environmental Planner

George Aldridge, Biologist

Debbie Clayton, Senior Biologist

Justin Palmer, GIS Manager

Katherine Fuller, GIS Specialist

Ana Stuewe, Word Processor/Document Specialist

Aleksandra Richards, Word Processor/Document Specialist

Linscott, Law and Greenspan, Engineers

John P. Keating, P.E., Principal

Shankar R., P.E., Senior Transportation Engineer

Cara Leone, Transportation Planner III

ASM Affiliates, Inc.

Sinéad Ní Ghabhláin, Ph.D., Project Manager

Shelby Castells, M.A., RPA, Senior Archaeologist

Sarah Stringer-Bowsher, Project Historian

CHAPTER 7

DISTRIBUTION LIST

CHAPTER 7 – DISTRIBUTION LIST

FEDERAL GOVERNMENT:

Natural Resources Conservation
Service, Area II
318 Cayuga Street, Suite 206
Salinas, CA 93901

Department of the Interior
Office of Env. Policy and Compliance
Main Interior Bldg., MS 2342
1849 C Street, NW
Washington, DC 20240

Director, Office of Env. Compliance
U.S. Dept. of Energy
1000 Independence Avenue, SW
Rm. 4G-064
Washington, DC 20585

U.S. Fish and Wildlife Service
2177 Salk Avenue, Suite 250
Carlsbad, CA 92008

Chief Attn: CESPL-CO-R
US Army Corps of Engineers
915 Wilshire Boulevard, Suite 980
Los Angeles, CA 90053-2325
Attn: Mark Cohen

International Boundary and Water
Commission
2225 Dairy Mart Road
San Ysidro, CA 92173-2840
Attn: Steve Smullen

Federal Emergency Management
Agency
1111 Broadway, Suite 1200
Oakland, CA 94607-4052
Attn: Nancy Ward

U.S. Department of State
2201 C Street, NW
Washington, DC 20520

U.S. Public Health Service, Region 9
Regional Health Administrator
90 7th Street, Suite 5-100
San Francisco, CA 94103

U.S. Customs and Border Protection
San Diego Field Operations Office
610 W. Ash Street, Suite 1200
San Diego, CA 92101

U.S. Dept. of Agriculture
Escondido Service Center
900 Canterbury Place, Suite 320
Escondido, CA 92025

U.S. Dept. of Agriculture, Animal and
Plant Health Inspection Services
MRP-BS/ASD Contracting Team
Butler Square, 5th Floor
100 N. Sixth Street
Minneapolis, MN 55403

U.S. Environmental Protection Agency
Office of Federal Activities
NEPA Compliance Division
EIS Filing Section, Mail Code 2242-A
401 M Street, SW
Washington, DC 20460

U.S. Army Corps of Engineers
5900 La Place Court, Suite 100
Carlsbad, CA 92008

Director, Office of Environmental
Compliance
U.S. Department of Energy
1000 Independence Avenue, SW
Room 4G-064
Washington, DC 20585

U.S. Customs and Border Protection
Laguna Facilities Center
24000 Avila Road
Laguna Niguel, CA 92677

Federal Aviation Administration
San Diego Flight Standards Dist. Office
8525 Gibbs Drive, Suite 120
San Diego, CA 92123-4340

U.S. Environmental Protection Agency
Region IX
75 Hawthorne Street
San Francisco, CA 94105-3901

Environmental Protection Agency
San Diego Border Liaison Office
610 West Ash Street, Suite 905
San Diego, CA 92101

US Dept. of Agriculture
APHIS
1400 Independence Avenue, SW
Room 1147 South Building
Washington, DC 20250

Department of Homeland Security
7684 Pogo Row
San Diego, CA 92154

FEDERAL GOVERNMENT (CONT.):

General Counsel
Council on Environmental Quality
722 Jackson Place, NW
Washington, DC 20503-0002

Environmental Program Manager
DHS Customs & Border Protection
1300 Pennsylvania Avenue, NW
Suite 314D
Washington, DC 20229

International Boundary and Water
Commission
4171 N. Mesa Street, Suite C-100
El Paso, TX 79902

Port Security Deputy Director
California Governor's D.C. Office
134 Hall of the States
444 North Capital Street, NW
Washington, DC 20001

Administrator for International Issues,
Unit 20
U.S. Department of Agriculture, Animal
and Plant Health Inspection Service
4700 River Road, Ste 6D02
Riverdale, MD 20737

Federal Aviation Administration
San Diego Flight Standards District
Office
8525 Gibbs Drive, Suite 120
San Diego, CA 92123

U.S. Department of Transportation,
Federal Highway Administration
California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
Attn: Matt Schmitz

U.S. Department of Transportation,
Federal Highway Administration
401 B Street, Suite 800
San Diego, CA 92101
Attn: Manuel Enrique Sánchez

STATE GOVERNMENT:

Regional Water Quality Control Board
9174 Sky Park Court, Suite 100
San Diego, CA 92123

Executive Office
State Air Resources Board
1001 "I" Street
P.O. Box 2815
Sacramento, CA 95812

San Diego Air Pollution Control District
10124 Old Grove Road
San Diego, CA 92131

Chair, California Air Resources Board
1001 "I" Street
P.O. Box 2815
Sacramento, CA 95812

Director
California Dept. of Conservation
801 K Street, MS 24-01
Sacramento, CA 95814

California Department of Fish & Game
Region 5
4949 Viewridge Avenue
San Diego, CA 92123

Director
California Department of Fish & Game
1416 9th Street
Sacramento, CA 95814

Director
Dept. of Health and Human Services
P.O. Box 997413
Sacramento, CA 95899-7413

California Highway Patrol
4902 Pacific Highway
San Diego, CA 92110-4097

Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

California Department of Parks and
Recreation
Office of Historic Preservation
1416 9th Street, Room 1442-7
Sacramento, CA 95814

California Department of Transportation
District 11
4050 Taylor Street
San Diego, CA 92110
Attn: Sergio Pallares

STATE GOVERNMENT (CONT.):

California Department of Toxic
Substances Control
9174 Sky Park Court, Suite 150
San Diego, CA 92123

California Department of Water
Resources
P.O. Box 942836
Sacramento, CA 94236

LOCAL GOVERNMENT CITY/COUNTY/DISTRICT:

City of San Diego Planning Dept.
202 C Street, MS 5A
San Diego, CA 92101
Attn: Bill Fulton

City of San Diego Planning Dept.
202 C Street, MS 5A
San Diego, CA 92101
Attn: Maxx Stalheim

City of San Diego, Development
Services Dept., Transportation Section
1222 First Avenue, MS 301
San Diego, CA 92101
Attn: Samir Hajjiri

San Diego Police Department
Southern Division
1120 27th Street
San Diego, CA 92154

San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Attn: Sharon Cooney

SANDAG
401 B Street, Suite 800
San Diego, CA 92101
Attn: Elisa Arias

SANDAG
401 B Street, Suite 800
San Diego, CA 92101
Attn: Jennifer Williamson

SANDAG
401 B Street, Suite 800
San Diego, CA 92101
Attn: Hector Vanegas

SANDAG
401 B Street, Suite 800
San Diego, CA 92101
Attn: Rachel Kennedy

San Diego Fire – Rescue Department
1010 2nd Avenue, Suite 400
San Diego, CA 92101

City of San Diego Water Department
2797 Caminito Chollas
San Diego, CA 92105-5097

County of San Diego
Planning & Development Services
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Sweetwater Union High School Dist.
1130 5th Avenue
Chula Vista, CA 91911-2896

San Ysidro School District
4350 Otay Mesa Road
San Ysidro, CA 92173

San Diego County Water Authority
4677 Overland Avenue
San Diego, CA 92123

SDG&E
P.O. Box 129831
San Diego, CA 92112-9831

San Diego and Imperial Valley Railroad
1501 National Avenue, Suite 200
San Diego, CA 92113

Consul General de Mexico
1549 India Street
San Diego, CA 92101

City of San Diego
Development Services Dept.
1222 1st Avenue, MS 501
San Diego, CA 92101
Attn: Myra Herrmann

ELECTED OFFICIALS:

The Honorable Shirley Weber
Assembly Member, 79th District
7144 Broadway Avenue
Lemon Grove, CA 91945

The Honorable Ben Hueso
State Senator, 40th District
303 H Street, Suite 200
Chula Vista, CA 91910

The Honorable Dianne Feinstein
United States Senator
750 B Street, Suite 1030
San Diego, CA 92101

The Honorable Barbara Boxer
United States Senator
600 "B" Street, Suite 2240
San Diego, CA 92101

The Honorable Juan Vargas
Representative In Congress
51st District
333 F Street, Suite A
Chula Vista, CA 91910

David Alvarez
Council District 8
City Administration Building
202 C Street, Tenth Floor
San Diego, CA 92101

City of San Diego
Office of Acting Mayor Todd Gloria
City of San Diego
202 C Street
San Diego, CA 92101-4806

California Office of the Governor
State Capitol, Suite 1173
Sacramento, CA 95814

LOCAL ORGANIZATIONS, BUSINESSES, AND INDIVIDUALS:

San Ysidro Planning and
Development Group
Michael Freedman, Chair
3833 Via del Bardo
Chula Vista, CA 92173

Casa Familiar, Inc.
119 West Hall Avenue
San Ysidro, CA 92173

San Ysidro Chamber of Commerce and
Business Association
663 E. San Ysidro Boulevard
San Ysidro, CA 92173

San Diego Archaeological Society
P.O. Box A81106
San Diego, CA 92138

San Ysidro Branch Library
101 W. San Ysidro Boulevard
San Diego, CA 92173

San Diego Regional Chamber of
Commerce
402 W. Broadway, Suite 1000
San Diego, CA 92101

Law Offices of Robert C. Hawkins
14 Corporate Plaza, Suite 120
Newport Beach, CA 92660

San Ysidro Smart Border Coalition
663 E. San Ysidro Boulevard
San Ysidro, CA 92173

Jennifer Goudeau
Barob Group Ltd.
1330 Neptune Avenue
Encinitas, CA 92024

David Flores
1901 Del Sur Boulevard
San Ysidro, CA 92173

CHAPTER 8

REFERENCES

CHAPTER 8 – REFERENCES

ASM Affiliates, Inc.

- 2013 Cultural Resources Supplemental Study for the San Ysidro Land Port of Entry Project. June.
- 2009 San Ysidro Land Port of Entry Cultural and Historical Resource Inventory and Evaluation Report. July.

California Air Resources Board (CARB)

- 2012 Ambient Air Quality Standards. June 7.

California Department of Transportation (Caltrans)

- 2012 State Route 11 and the Otay Mesa East Port of Entry Final Tier II Environmental Impact Report/Environmental Impact Statement. March 2012.

City of San Diego

- 2013a City of San Diego Redevelopment Agency. Available at:
<http://www.sandiego.gov/redevelopment-agency/> (Accessed June 10, 2013)
- 2013b San Ysidro Community Plan Update: About the Update. Available at:
<http://www.sandiego.gov/planning/community/cpu/sanysidro/about/index.shtml>
(Accessed June 12, 2013)
- 2013c City of San Diego Bicycle Master Plan Update.
- 2011 California Environmental Quality Act Significance Determination Thresholds. Development Services Department. January, as amended.
- 2008 City of San Diego General Plan. March 10.
- 1997 Municipal Code Chapter 14, General Regulations
- 1974 San Ysidro Community Plan. As amended.

Colliers International (Colliers)

- 2013 San Diego County Market Report, Q1 2012. Available at:
<http://www.colliers.com/~media/files/marketresearch/unitedstates/markets/san%20diego%20region/q1%202012/q12012-sandiegoretail-marketreport.ashx>

Council on Environmental Quality (CEQ)

1997a Considering Cumulative Impacts under NEPA. January.

1997b Council on Environmental Quality Guidance on NEPA Analysis for Transboundary Impacts. July 1.

Federal Reserve Economic Data

2013 Unemployment Rate in San Diego County. Available at:
<http://research.stlouisfed.org/fred2/series/CASAND5URN/downloaddata?cid=27558> (accessed June 2013)

HELIX Environmental Planning, Inc. (HELIX)

2014 San Ysidro Land Port of Entry Improvements Project Air Quality Technical Report, April.

2013a Biological Letter Report for the Virginia Avenue Transit Facility – San Ysidro LPOE Expansion Project. June.

2013b Supplemental Community Impact Assessment for the San Ysidro Land Port of Entry Improvements Project. June.

2009 San Ysidro Land Port of Entry Improvements Project Natural Environment Study – Minimal Impacts. August.

HELIX and CIC Research, Inc.

2009 San Ysidro Land Port of Entry Improvements Community Impact Assessment. August.

KOA Corporation

2009a San Ysidro Land Port of Entry (LPOE) Border Station Expansion Mobility Study. April.

2009b San Ysidro Land Port of Entry (LPOE) Border Station Expansion Traffic Impact Study. July.

KPBS Radio News (KPBS)

2013 “Outlook Bright For San Diego’s Economy.” Available at:
<http://www.kpbs.org/news/2013/apr/09/outlook-bright-san-diegos-economy/>.
 April 9.

Linscott Law & Greenspan Engineers (LLG)

2014 Traffic Impact Study Virginia Avenue Pedestrian Facility & I-5 Southbound Realignment. March 28.

National University System Institute for Policy Research

- 2012 “San Diego's Post-Recession Economic Recovery: 2012 Economic Outlook.” January.

Ninyo & Moore

- 2013 Phase I Environmental Site Assessment, Virginia Avenue at San Ysidro Land Port Entry. January.
- 2008 Initial Site Assessment, San Ysidro Border Station Expansion and Reconfiguration, San Diego, California. September 11.

San Diego Association of Governments (SANDAG)

- 2013a San Ysidro Intermodal Transportation Center Study Fact Sheet. January.
- 2013b Data Warehouse. <http://datawarehouse.sandag.org/> (accessed June 12, 2013)
- 2013c Profile Warehouse. Available at:
http://www.sandag.org/uploads/publicationid/publicationid_1696_14968.pdf.
Accessed June 12, 2013.
- 2012 Final 2012 Regional Transportation Improvement Program. September.
- 2011 San Diego Association of Governments 2050 Regional Transportation Plan. October.
- 2010 Final 2010 Regional Transportation Improvement Program. September.
- 2007 2030 San Diego Regional Transportation Plan: Pathways for the Future.

Scientific Resources Associated (SRA)

- 2009 Air Quality Impact Assessment for the San Ysidro Land Port of Entry Improvements Project (Revised). July.

Southwest Consortium for Environmental Research and Policy

- 2013 White Paper: Health Impacts of Crossings at U.S. Mexico Land Ports of Entry: Gaps, Needs and Recommendations for Action. May 14.

University of San Diego Burnham-Moores Center for Real Estate

- 2013 USD Index of Leading Economic Indicators,
<http://home.sandiego.edu/~agin/usdleil/>. Accessed June 14, 2013.

U.S. Department of Commerce, Bureau of the Census

2013a Poverty. Available at: <http://www.census.gov/hhes/www/poverty/data/threshld/>. Accessed June 14, 2013.

2013b State and County QuickFacts. Available at: <http://quickfacts.census.gov/qfd/states/06/06073.html>. Accessed June 14, 2013.

U.S. Department of Homeland Security, Customs and Border Protection

2013 Border Wait Times. Available at: <http://apps.cbp.gov/bwt/>

U.S. Department of Transportation (DOT), Research and Innovative Technology Administration, Bureau of Transportation Statistics

2012 Border Crossing/Entry Data. Available at: http://transborder.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html

U.S. General Services Administration (GSA)

2013a San Ysidro LPOE Fact Sheet
http://www.gsa.gov/portal/mediaId/178695/fileName/FactSheet-July_2013

2013b Otay Mesa LPOE Fact Sheet
http://www.gsa.gov/portal/mediaId/173351/fileName/Otay_Mesa_LPOE_Project_Fact_Sheet_-_Jun2013

2009a San Ysidro Land Port of Entry Improvements Project Final Environmental Impact Statement. August.

2009b Record of Decision San Ysidro Land Port of Entry Improvements Project. September.

APPENDIX A

SUMMARY OF AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

SUMMARY OF AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

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 the Camino de la Plaza/Virginia Avenue intersection to provide one shared left-turn/through lane and a dedicated right-turn lane, 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.

THIS PAGE INTENTIONALLY LEFT BLANK

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
NOx	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 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 28, 2014 – 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, April 2014 – HELIX Environmental Planning, Inc.

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

THIS PAGE INTENTIONALLY LEFT BLANK