**Finding of No Significant Impact**

Federal Motor Carrier Safety Administration Bus Inspection Facility at the

San Ysidro Land Port of Entry

San Diego, California

June 2, 2021

In accordance with the National Environmental Policy (NEPA) and General Services Administration (GSA) Order ADM 1095.1F, implementing the regulations of the Council on Environmental Quality (40 Code of Federal Regulations 1500-1508), I find that the project described in the attached Federal Motor Carrier Safety Administration (FMCSA) Bus Inspection Facility at the San Ysidro Land Port of Entry (LPOE) Final Environmental Assessment (February 2021) is not a major federal action significantly affecting the quality of the natural and human environment. Therefore, no Environmental Impact Statement will be prepared.

The following mitigation and monitoring measures will be implemented to ensure that the action will have no significant impact on the quality of the natural and human environment:

Administrative Controls:

* All applicable permits shall be secured for work prior to the start of construction. These permits include, but are not limited to:
	+ A permit from the City of San Diego’s (City) Noise Abatement Control Administrator, if construction is required between the hours of 7 p.m. and 7 a.m. The contractor shall employ appropriate best management practices to control noise at its source during construction. Construction activities shall be limited to daylight hours.
	+ An encroachment permit for work within Caltrans right-of-way (ROW). All work within Caltrans ROW would be submitted to Caltrans for review and approval.
	+ An Authority to Construct Permit for construction from the San Diego County Air Pollution Control District, if required.
	+ An NPDES Construction General Permit, including a Notice of Intent and a Notice of Termination. In accordance with the California NPDES requirements, a Storm Water Pollution Prevention Plan shall be developed and implemented for the project to minimize site runoff. The Plan shall specify control measures to reduce soil erosion while containing and minimizing the release of construction pollutants.
	+ Permits for any off-site improvements such as utility connections, sidewalks, and the entrance road connections would be required from the City, Caltrans, and other appropriate agencies, as necessary. The contractor shall build the proposed facility in accordance with the California Building Code as well as applicable GSA standards.
* The contractor shall prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. Suitability of control devices is based on whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output; whether there may be significant damage caused to the construction equipment engine; or whether there may be a significant risk to nearby workers or the public.
* In the event of an inadvertent discovery of archaeological or historical cultural resources, all activity in the discovery area shall cease. The contractor shall make immediate telephone notification of the discovery to the responsible Federal official. In addition, all reasonable efforts to protect the cultural resources discovered shall be made. The activity may resume only after the Federal agency has authorized a continuance.
* If hazardous soils are encountered during construction, the contractor shall initiate appropriate measures for the proper assessment, remediation, and management of the contamination in accordance with applicable federal, state, and local regulations. The contractor shall take appropriate measures to prevent, minimize, and control hazardous materials, if necessary, during construction.

Mobile and Stationary Source Controls:

* The contractor shall reduce use, trips, and unnecessary idling from heavy equipment.
* The contractor shall maintain and tune engines per manufacturer’s specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies.
* The contractor shall employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.
* The contractor shall prohibit any tampering with engines and require continuing adherence to manufacturer’s recommendations.
* The contractor shall, if practicable, lease newer and cleaner equipment meeting the most stringent of applicable federal or state Standards.
* The contractor shall utilize cleanest available fuel engines in construction equipment and identify opportunities for electrification.
* The contractor shall implement appropriate best management practices during construction to reduce, minimize, or eliminate construction vehicle and equipment emissions and fugitive dust.
* The contractor shall equip all internal combustion engines used with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated without its muffler being in good working condition.

Mitigation Measures:

As required by NEPA, measures should be identified to avoid, minimize, or mitigate any anticipated adverse impacts that would otherwise be significant. The Preferred Alternative for the FMCSA bus inspection facility would not result in significant adverse impacts and therefore, does not require mitigation measures. Nevertheless, GSA has proposed the following mitigation actions to ensure that the Preferred Alternative would have no significant adverse impact on the quality of the human and natural environment. Measures that would be considered include:

* The contractor shall identify existing utilities on construction plans and design the proposed facility to minimize utility disruption, providing plans and specifications for the protection of existing utilities, sizing and locating new utilities appropriately to serve program facilities, and providing for passage of emergency vehicles in construction traffic control plans.
* The GSA and the FMCSA shall coordinate with Caltrans and the City during final design regarding the final bus diversion route.
* As part of the Encroachment Permit required for impacts to the public roads GSA and FMCSA, shall develop a traffic control plan for areas where construction could disrupt travel along existing public roadways and include requirements in construction plan/bid documents for the contractor to coordinate any detours, storm-term lane closures, and other disruptions with local and state agencies. The traffic control plans shall warn drivers and pedestrians of the construction activities and ensure safe travel through the area. The plan will also ensure temporary construction traffic management plans include appropriate accommodations for bicyclists and pedestrians to the maximum extent practicable. The plan shall minimize construction traffic and equipment on public roads during AM and PM peak hours. The plan shall be approved by Caltrans and the City before construction commences.
* The contractor shall properly construct the entrance and exit to the proposed facility per Caltrans standards to allow bus turn movements without adversely impacting existing traffic.
* Designs that may impact the roadway or sidewalks would maintain Americans with Disabilities Act (ADA) compliance and provide accessibility to bicycle and pedestrian facilities to the maximum extent practicable.
* The facility design shall include ADA compliant parking signs and striping. The existing access from the facility’s parking lot would be reconstructed and new traffic controls would need to be incorporated.
* A stormwater management plan shall be prepared and submitted to the City’s Development Services Department for approval.
* An erosion and sediment control plan shall be prepared and submitted to the San Diego Regional Water Quality Control Board that would include appropriate controls to prevent off-site sediment tracking or discharge.
* Any new or replacement street lighting shall be designed and constructed in accordance with City standards.

RECOMMENDED: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 Osmahn Kadri (Date)

 NEPA Project Manager

 General Services Administration Region 9

APPROVED: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 Dan R. Brown (Date)

 Regional Commissioner

 Public Buildings Service

 General Services Administration Region 9