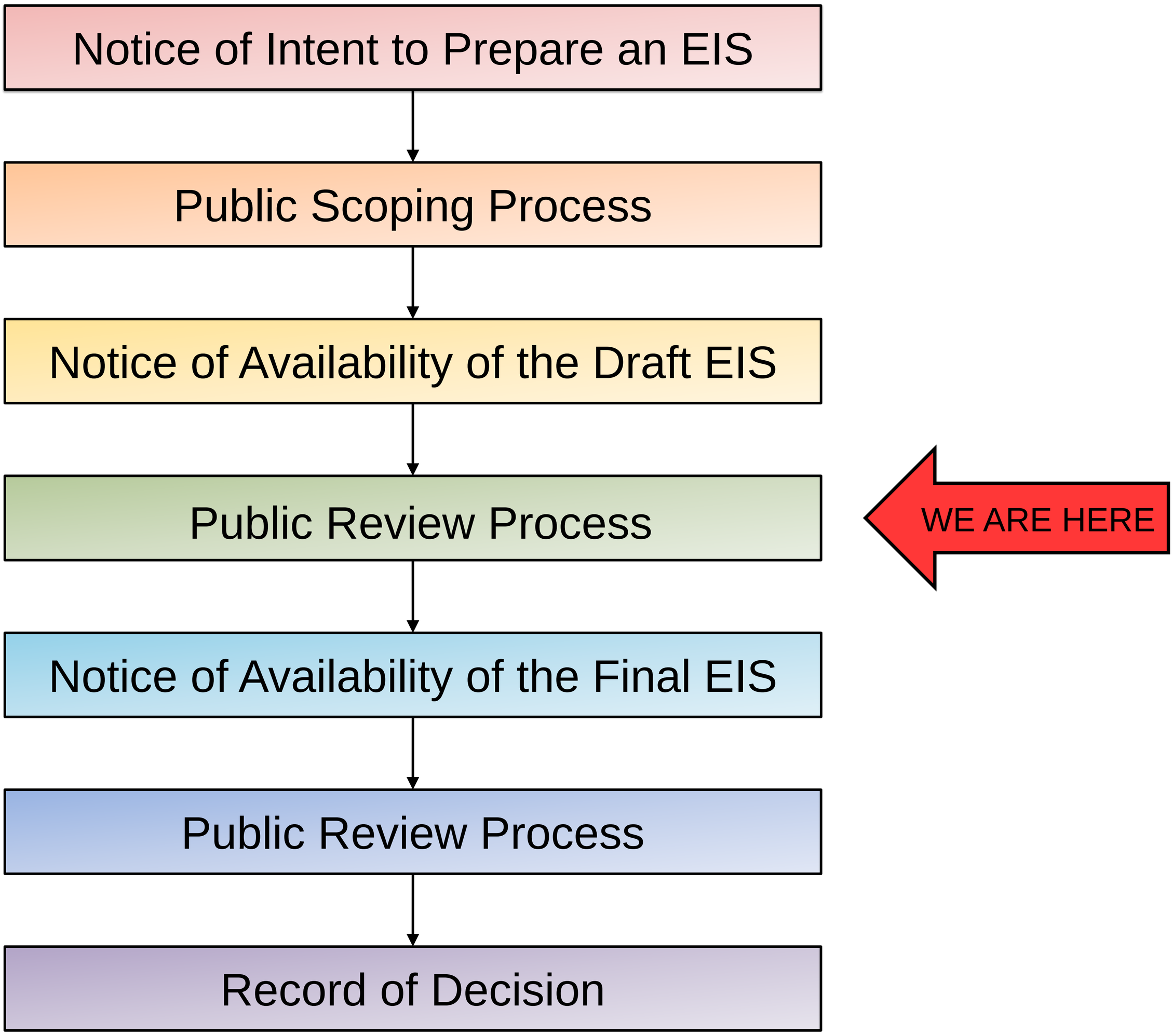
National Environmental Policy Act (NEPA) Process



The views and comments of the public are necessary to help determine the scope and content of the environmental analysis. An important objective of scoping is to identify specific elements of the environment that might be affected if the proposal is carried out. Potentially significant impacts raised during scoping are analyzed in detail in the Environmental Impact Statement (EIS).

Project Background

- The Otay Mesa Land Port of Entry (LPOE) is one of the ten busiest LPOEs in the country and is the busiest commercial port on the California/Mexico border.
- Ever-increasing traffic loads and new security initiatives require increased capacity and new inspection technology to be installed and implemented at existing facilities.
- As the lead agency in this undertaking, GSA is acting on behalf of its major tenant at this facility, the Department of Homeland Security's (DHS) Customs and Border Protection (CBP).

Purpose and Need

Purpose: To address current deficiencies in the effectiveness of the Otay Mesa Land Port of Entry (LPOE).

Need: Since the Otay Mesa LPOE opened, vehicle and pedestrian traffic and the population and general development in the area have grown. New security initiatives require increased capacity and new inspection technology to be installed and implemented at the existing facilities.

Proposed Alternatives

The EIS will consider two “action” alternatives and one “no action” alternative. The two **“action” alternatives** would consist of renovation and expansion activities at the existing Otay Mesa LPOE, and could include:

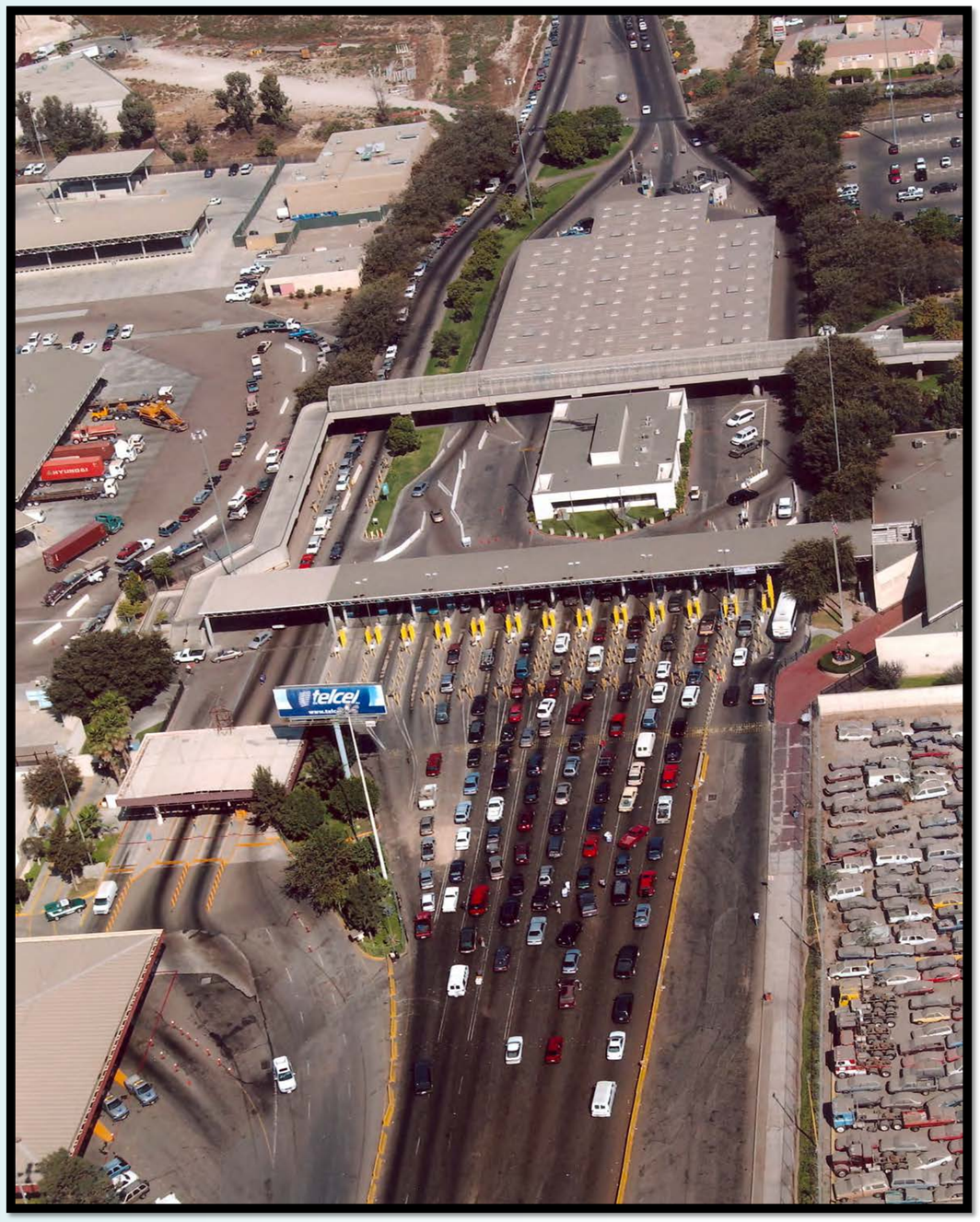
- Additional primary inspection and exit booths and a new commercial annex building for enrollment and processing capabilities;
- Relocation of the hazardous materials docks;
- Modifications to inspection stations and work areas;
- Construction and operation of secondary inspection areas, holding rooms, and the expansion of pedestrian and commercial lanes.

The “**no action” alternative** assumes that modernization and expansion of the existing LPOE would not occur and that a new facility would not be constructed adjacent to the existing LPOE. The LPOE would continue to operate under current conditions.

Transportation & Traffic

- The Otay Mesa LPOE is the only commercial POE in the San Diego area. As San Diego County continues to be developed, the number of vehicles on roadways in this area will likely increase.

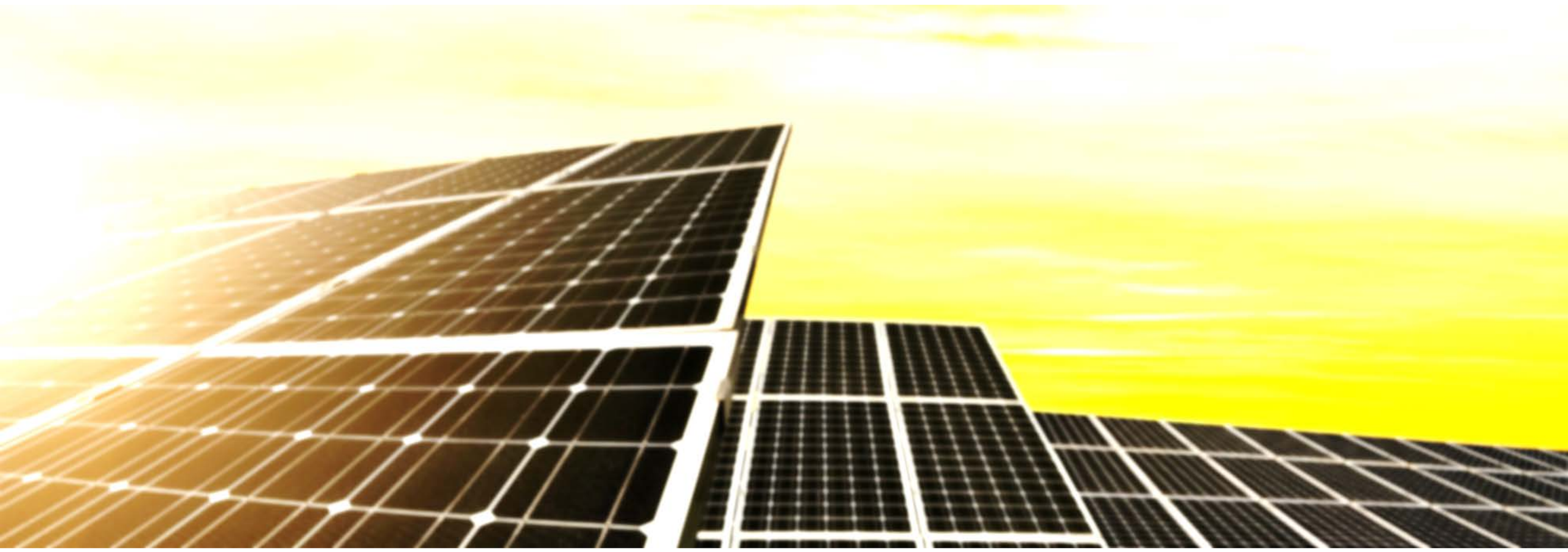
- The LPOE processes an average of 16,000 privately owned vehicles, 2,000 commercial trucks, 100 buses, and 3,500 pedestrians per day. The average wait time for commercial trucks is 1.5 to 2 hours.



- Once construction and demolition is complete, commercial vehicles would be able to pass through the Otay Mesa LPOE at a faster rate. Major, beneficial impacts are expected to traffic and transportation in the long term.

Air Quality and Greenhouse Gas Emissions

- Air quality is the measure of the concentration of defined pollutants in a specific area.
- Greenhouse gases trap radiant heat reflected from the Earth, causing temperatures to rise.
- Although emissions from the action alternatives would be created by emergency generator testing/usage and an increase in power consumption, LPOE improvements would reduce overall air emissions generated at the site. Annual GHG emissions from operations would represent 0.00110 percent of California's annual 2015 GHG emissions.
- Emissions reduction from the reduced vehicle idle time would outweigh the additional emissions generated by the Project and would result in long-term, moderate, beneficial impacts on air quality.



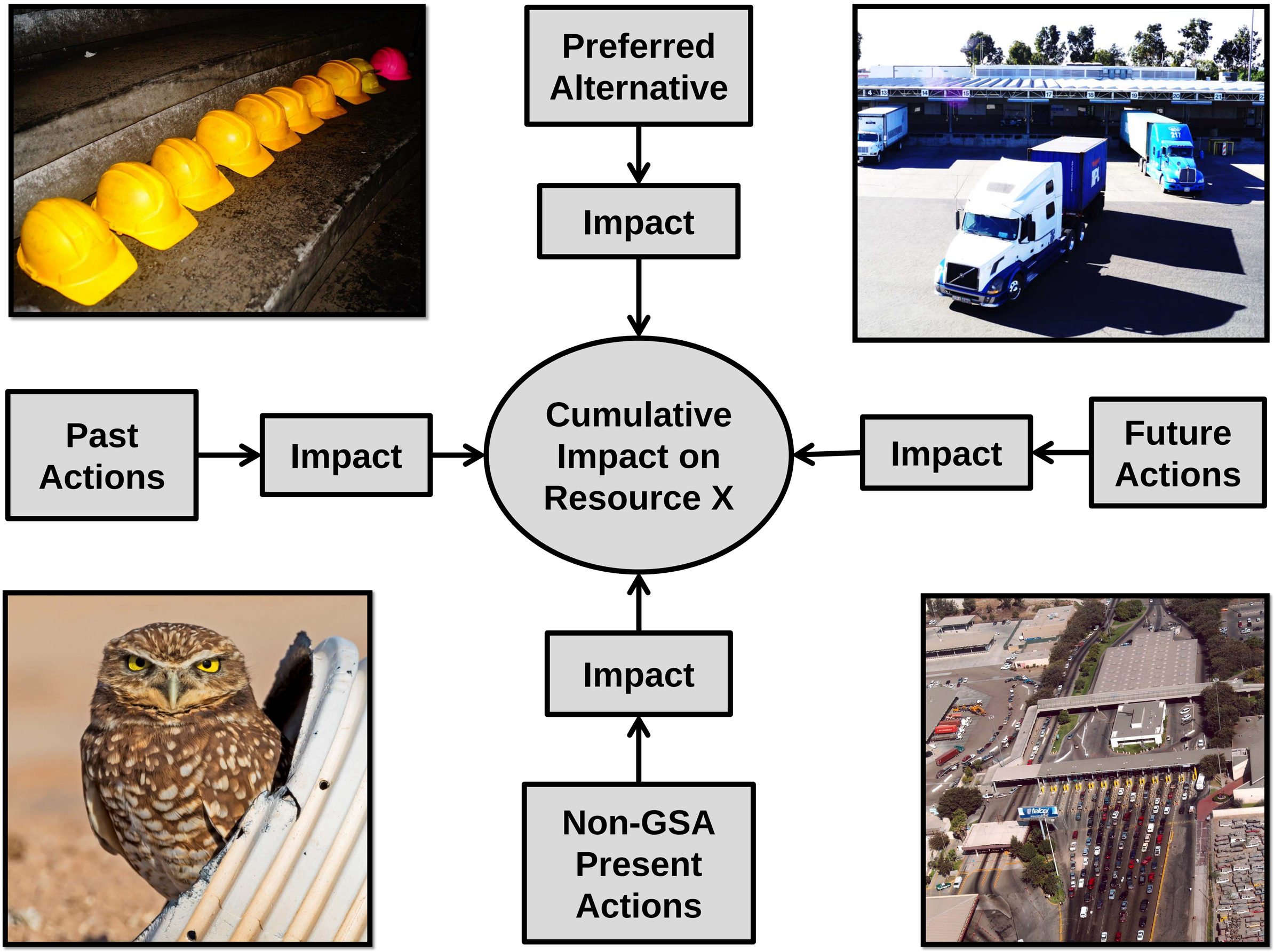
Socioeconomics

Short-term, adverse effects would mainly include delays in shipments or deliveries as it relates to trade as well as increased noise and air emissions around the LPOE. Short-term, minor, beneficial impacts would be expected due to the creation of jobs.

Long-term, negligible to minor, adverse impacts would be expected. Adverse effects on population and housing would occur if additional personnel are hired to operate the Otay Mesa LPOE in the long term.

Moderate to major, beneficial impacts on trade would be expected due to increased efficiency at the LPOE in the long term.

Cumulative Impacts



The Draft EIS found that past, present, and future projects – when considered together with either action alternative – would not create significant adverse or beneficial cumulative impacts on any of the resource areas. Beneficial, cumulative impacts are expected on transportation and traffic, socioeconomics, air quality, visual and aesthetic resources, and water resources. Adverse, cumulative impacts are expected on visual and aesthetic resources, environmental justice and protection of children, geology and soils, air emissions, and biological resources.

DEIS Comments

1. Mail comment to:
   General Services Administration
   Osmahn Kadri, NEPA Project Manager
   50 United Nations Plaza, 3345 Mailbox #9
   San Francisco, CA 94102

2. Fill out a comment form and leave here with us tonight

3. Email comment to Osmahn.Kadri@gsa.gov