Draft Environmental Assessment

for the

Federal Motor Carrier Safety Administration Bus Inspection Facility

at the

San Ysidro Land Port of Entry

San Diego, California

Prepared for:

U.S. General Services Administration Pacific Rim Division
Portfolio Management Division

Prepared by:

Johnson, Mirmiran & Thompson, Inc.
9201 Arboretum Parkway, Suite 310
Richmond, VA 23226

April 2020

THIS PAGE INTENTIONALLY LEFT BLANK

CONTENTS

Appendices ..... **ii**

Figures ..... **ii**

Tables ..... **iii**

Acronyms and Abbreviations ..... **iv**

Executive Summary **6**

Chapter 1 - Introduction **9**

1.1 Explanation of an Environmental Assessment 9

1.2 Location 9

1.3 Background and Overview 9

Chapter 2 – Project Purpose and Need **13**

2.1 Purpose of the Project 13

2.2 Need for the Project 13

Chapter 3 – Alternatives **14**

3.1. Preferred Alternative 14

3.3 No Action Alternative 16

Chapter 4 – Affected Environment and Environmental Consequences **19**

4.1 Land Use and Zoning 19

4.2 Title VI/Environmental Justice 23

4.3 Social and Economic Resources 25

4.4 Traffic and Traffic Circulation 26

4.5 Biological Resources 30

4.5.1 Soils 31

4.5.2. Vegetation 31

4.5.3 Wildlife 31

4.6 Threatened and Endangered and Special Status Species 34

4.7 Cultural Resources 35

4.8 Air Quality Analysis 40

4.9 Greenhouse Gases 42

4.10 Noise Analysis 43

4.11 Visual Resources 44

4.12 Water Resources 45

4.12.1 Clean Water Act Section 404 and 401 45

4.12.2 Clean Water Act Section 402 46

4.13 Floodplains 49

4.14 Hazardous Materials 50
Chapter 5 – Cumulative Impacts 51
Chapter 6 – Public Involvement/Project Coordination 53
6.1 Agency Coordination 53
6.2 Public Involvement 54
6.2.1 Scoping Process 54
6.2.2 Newspaper Notice 54
6.2.3 Public Scoping Meeting 54
6.3 Agency Responses 54
Chapter 7 - Conclusion 66
7.1 Summary of Impacts 66
7.2 Best Management Practices 66
7.3 Mitigation Measures 67
Chapter 8 – Project Preparers and Contributors 69
Chapter 9 – Bibliography 70
Chapter 10 – Appendices 74

APPENDICES

Appendix A USFWS Threatened, Endangered, and Special Status Species
Appendix B Summary of Cultural Resource Findings – San Ysidro
Appendix C Letters and Mailing List
Appendix D Public Notice

FIGURES

Figure 1- 1 Project Location 11
Figure 1- 2 Project Vicinity 12
Figure 3- 1 Prefered Alternative 17
Figure 3- 2 Proposed Structures 18
Figure 4- 1 Districts and Neighborhoods 20
Figure 4- 2 Land Use 21
Figure 4- 3 Zoning 23
Figure 4- 4 Proposed Bus Inspection Facility Movement 27
Figure 4- 5 Biological Resources 32
Figure 4- 6 Soils 33
Figure 4- 7 Identified Cultural Resource Surveys 38
Figure 4- 8 Previously Identified Above-Ground Historic Resources 39
Figure 4- 9 Water Resources 47
Figure 4- 10 California Coastal Zone 48

TABLES

Table ES-1 Summary of Potential Impacts by Alternative 8
Table 4- 1 Land Use in the San Ysidro Community 19
Table 4- 2 Total Minority and Total Below Poverty Level 24
Table 4- 3 Economic Structure Comparison for Census Year 2010 25
Table 4- 4 Unemployment Rates from 2000 to 2018 25
Table 4- 5 Mean Household Income from 2010 to 2018 26
Table 4- 6 I-5 Corridor Performance. 28
Table 4- 7 Level of Service Criteria for Intersections 28
Table 4- 8 Existing (2015) and Future (2035) Traffic LOS for Intersections in the Project Vicinity 29
Table 4- 9 Level of Service Criteria for Roadway/Freeway Segment Analysis 29
Table 4- 10 Existing (2015) and Future (2035) Traffic LOS for Roadway/Freeway Segments in the Project Vicinity 30
Table 4- 11 Prior cultural resource surveys that partially or entirely overlap the Project APE 36
Table 4- 12 Previously Identified Cultural Resources within the Indirect APE 37
Table 4- 13 Ambient Air Quality Monitoring Data for San Diego County 2016-2018 41
Table 6- 1 Public Comments during the scoping process for Proposed FMCSA Bus Inspection Facility . 54
Table 7- 1 Results of Environmental Analysis. 66

ACRONYMS AND ABBREVIATIONS

ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
APE	Area of Potential Effects
ASTM	American Society for Testing and Materials
AQCR	Air Quality Control Region
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CADOF	California Department of Finance
Caltrans	California Department of Transportation
CARB	California Air Resource Board
CBP	U.S. Customs and Border Protection
CCAA	California Clean Air Act
CDFW	California Department of Fish & Wildlife
CEQA	California Environmental Quality Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CNEL	Community Noise Equivalent Level
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CT	Census Tract
CWA	Clean Water Act
DHS	U.S. Department of Homeland Security
EA	Environmental Assessment
EIS	Environmental Impact Statement
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMCSA	Federal Motor Carrier Safety Administration
GSA	U.S. General Services Administration
GHG	Greenhouse Gases
HHMD	Hand-held metal detectors
HSPD	Homeland Security Presidential Directive
ICE	Immigration and Customs Enforcement
IPaC	Information, Planning, and Consultation System
LPOE	Land Port of Entry
LOS	Level of Service

MHPA	Multi-Habitat Planning Area
mph	miles per hour
MSCP	Multiple Species Conservation Program
MTS	Metropolitan Transit System
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NPDES	National Pollutant Discharge Elimination System
NOI	Notice of Intent
NRHP	National Register of Historic Places
PPD	Presidential Decision Directive
REC	Recognized Environmental Condition
ROW	Right of way
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SDAB	San Diego Air Basin
SFHA	Special Flood Hazard Areas
SHPO	State Historic Preservation Office
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SYITC	San Ysidro Intermodal Transportation Center
SYCPA	San Ysidro Community Planning Area
THPO	Tribal Historic Preservation Office
U.S.	United States
USACE	U.S. Army Corps of Engineers
U.S.C.	U.S. Code
USCB	U.S. Census Bureau
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
WOUS	Waters of the United States
WTMD	Walk-Through Metal Detectors

EXECUTIVE SUMMARY

The General Services Administration (GSA) proposes to design and construct a new Federal Motor Carrier Safety Administration (FMCSA) bus inspection canopy with two inspection pits, an administration building, and associated bus circulation infrastructure on previously disturbed, federal property north of the San Ysidro Land Port of Entry (LPOE).

Environmental Review Process

GSA prepared this Draft Environmental Assessment (EA) to analyze the potential impacts of the Preferred Alternative on social, economic, and environmental impacts for the construction of the proposed Federal Motor Carrier Safety Administration (FMCSA) bus inspection facility at the San Ysidro Land Port of Entry (LPOE) in San Diego, California. This Draft EA is being prepared to comply with the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S. Code [U.S.C.] 4321), as implemented by Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] 1500–1508), and policies of the U.S. General Services Administration (GSA) as the lead federal agency.

A Notice of Intent (NOI) was initially published in the Federal Register on May 23, 2019 (revised June 21, 2019), announcing the intent of GSA to prepare an Environmental Impact Statement (EIS) for multiple proposed bus and track inspection facilities at three LPOEs in California and two LPOEs in Arizona. GSA held a public scoping meeting on June 18, 2019 at Front Arte Cultura, 147 W. San Ysidro Boulevard in San Diego. However, based on public input regarding several of the other facilities, GSA and FMCSA revised the scope of the project. An NOI was published in the Federal Register in May 2020 announcing the intent of GSA to prepare this Draft EA for the proposed bus facility at the San Ysidro LPOE. During the public scoping process, GSA received five comment letters from the public and local, state, and federal agencies related to this Project. A summary of comments received, along with where the comment is addressed in the Draft EA as applicable, is presented in **Table 6-1**.

Introduction

The FMCSA has been tasked with ensuring that commercial vehicles entering the U.S. and travelling on U.S. highways are operating safely and within current U.S. standards. To achieve this mission and ensure safety on public highways, FMCSA must inspect commercial truck and bus traffic at points of destination or origin with the U.S.-Mexico Border being a main point of origin. In April of 2018, FMCSA received funding from Congress to develop, design, and construct facilities that will allow them to meet their mission goals safely and effectively. In support of this mission, FMCSA and the GSA have partnered to construct a new bus inspection facility at the San Ysidro LPOE to allow FMCSA agents to safely and effectively inspect bus traffic. The proposed development of this project necessitates the preparation of this Draft EA under NEPA.

The EA process provides steps and procedures to evaluate the potential social, economic, and environmental impacts for the construction of the proposed FMCSA bus inspection facility at the San Ysidro LPOE in San Diego, California. The GSA is providing an opportunity for local, state, or federal agencies to provide input or comment through scoping and public informational meetings. The social, economic, and environmental considerations are evaluated and measured, as defined in the CEQ regulations, by their magnitude of impacts.

Purpose and Need

Purpose of the Project

The San Ysidro LPOE is the busiest land port in the Western Hemisphere and processes an average of approximately 70,000 northbound vehicles and 20,000 northbound pedestrians per day, with an estimated equivalent number of daily southbound crossings. Long-term forecasts estimate that cross-border pedestrian traffic will increase by more than 85 percent and vehicular traffic in San Ysidro will increase by more than 87 percent by the year 2030.

The purpose of the proposed project is to provide a safe environment for bus passengers and FMCSA inspection officers and to improve overall operational efficiency, effectiveness, and security in bus inspection processing. In addition to safety improvements, the proposed project will:

- Increase bus inspection processing capacities at the San Ysidro LPOE
- Allow for more thorough Level I (North American Standard Inspection) inspections
- Allow for regular inspections of bus traffic at the border
- Improve the safety of the San Ysidro LPOE for FMCSA employees conducting inspections
- Provide office space and training rooms for FMCSA inspectors as well as proper equipment storage
- Provide a safe space for bus passengers and the bus driver to wait as the inspection is performed

Need for the Project

As part of the most current San Ysidro LPOE improvements completed in 2019, the facility was reconfigured and expanded; however, bus inspection facilities were not included as part of the improvements. Currently FMCSA is conducting strike force, Level V (vehicle-only) inspections at the San Ysidro LPOE and on San Ysidro Boulevard. The San Ysidro LPOE cleared approximately 38,000 buses in 2019 (USDOT, 2019). Of those buses, an average of 32 strike force inspections were conducted per month by two inspectors. The operations and lack of infrastructure for bus inspections is not adequate to maintain regular inspections and does not address safety needs for the travelling public nor FMCSA staff, nor capacity needs identified in future traffic projections at the LPOE.

Currently, bus inspection pits are not provided for FMCSA inspectors and they must conduct bus inspections along vehicle lanes at the LPOE. FMCSA inspectors are unable to perform Level I (North American Standard Inspection) inspections. The lack of dedicated bus inspection infrastructure exposes FMCSA to safety concerns while conducting inspections and is not in conformance with current FMCSA safety standards. Currently, FMCSA doesn't have the adequate office space for staff or storage space for the inspection and safety equipment.

Summary of the Proposed Action and Alternatives

GSA evaluated two alternatives in this EA: Preferred Alternative and No Action Alternative

Preferred Alternative

The Preferred Alternative consists of a new stand-alone bus inspection facility at the San Ysidro LPOE. The features of the Preferred Alternative include the construction of a new administrative building, two bus inspection lanes with pits and a canopy, and a new entrance to and improved exit from the facility on federally owned land.

No-Action Alternative

The No Build Alternative is included and analyzed to provide a baseline for comparison with impacts from the Project, and also to satisfy federal requirements for analyzing "no action" under NEPA (NEPA; 40 Code of Federal Regulations [CFR] 1502.14(d)). This alternative assumes that no new, standalone FMCSA bus inspection facility would be constructed. The No Build Alternative would not meet the purpose and need of the Project, as operational constraints and safety deficiencies would not be corrected, and the wait times to cross the border would be expected to increase.

Impact Matrix

This EA evaluates the potential impact on the environmental conditions from implementing the Preferred Alternative and the No-Action Alternative. Implementation of either of these alternatives is not expected to result in major environmental or socioeconomic effects. For each resource analyzed in this Draft EA, the expected consequences of the alternatives are summarized in **Table ES**.

Table ES-1 Summary of Potential Impacts by Alternative

Resource Area	Preferred Alternative	No Action Alternative
Land Use and Zoning	No adverse impact	No Impact
Title VI/Environmental Justice	No adverse impact to minority populations; Minor beneficial impact to low income populations	No Impact
Social and Economic Resources	Minor beneficial impact	No Impact
Traffic	Short-term minor adverse impact; Long-term beneficial impact	No Impact
Biological Resources	No adverse impact on soils and native vegetation. Short-term, minor adverse impacts to wildlife	No Impact
Threatened and Endangered Species	No Effect	No Effect
Special Status Species	No Effect	No Effect
Cultural Resources	No Effect	No Effect
Air Quality Analysis	Short-term, minor adverse impact	No Impact
Greenhouse Gases	No adverse impact	No Impact
Noise Analysis	Short-term, minor adverse impact	No Impact
Visual Resources	No adverse impact	No Impact
Water Resources	No adverse impact; Short-term, minor adverse impact to water quality	No Impact
Floodplains	No adverse impact	No Impact
Hazardous Materials	No adverse impact	No Impact
Cumulative Impacts	Negligible on a cumulative basis, except for the minor localized effects on air quality, water quality, traffic, and noise during construction	No Impact

CHAPTER 1 - INTRODUCTION

1.1 Explanation of an Environmental Assessment

This Draft Environmental Assessment (EA) is being prepared to comply with the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S. Code [U.S.C.] 4321), as implemented by Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] 1500–1508), and policies of the U.S. General Services Administration (GSA) as the lead federal agency. The Draft EA process provides steps and procedures to evaluate the potential social, economic, and environmental impacts for the construction of the proposed Federal Motor Carrier Safety Administration (FMCSA) bus inspection facility near the San Ysidro Land Port of Entry (LPOE) in San Diego, California. The GSA is providing an opportunity for local, state, or federal agencies to provide input and/or comment through scoping, public information meetings, and/or a public hearing. The social, economic, and environmental considerations are evaluated and measured, as defined in the CEQ regulations, by their magnitude of impacts.

The FMCSA was established as a separate administration within the U.S. Department of Transportation (USDOT) on January 1, 2000, pursuant to the "Motor Carrier Safety Improvement Act of 1999." The FMCSA has been tasked with ensuring that commercial vehicles entering the U.S. and travelling on U.S. highways are operating safely and within current U.S. standards. To achieve this mission and ensure safety on public highways, FMCSA must inspect commercial truck and bus traffic at points of destination or origin with the U.S.-Mexico Border being a main point of origin. In April of 2018, FMCSA received funding from the U.S. Congress to develop, design, and construct inspection facilities that will allow them to meet their mission goals safely and effectively. In support of this mission, FMCSA and the GSA have partnered to construct a new bus inspection facility at the San Ysidro LPOE to allow FMCSA agents to safely and effectively inspect bus traffic. The development of this project necessitates this Draft EA under NEPA.

1.2 Location

San Ysidro is a district of the City of San Diego, immediately north of the U.S.– Mexico border. It neighbors Otay Mesa West to the north, Otay Mesa to the east, and Nestor and the Tijuana River Valley to the west. Together these communities form South San Diego within San Diego County, California (**Figure 1-1**).

The San Ysidro LPOE is the busiest land port in the Western Hemisphere and is the region's primary gateway for cross-border automobile and pedestrian traffic. It is open 24 hours per day, seven days per week, and processes passenger vehicle, pedestrian, bicycle, bus, and limited-use rail traffic. It is located at 720 East San Ysidro Boulevard, San Diego, CA 92173 (**Figure 1-2**). The San Ysidro LPOE processes an average of approximately 70,000 northbound vehicles and 20,000 northbound pedestrians per day (GSA, 2020). In 2019, the San Ysidro LPOE processed inspections of nearly 36.7 million individual crossings from Tijuana to San Diego which included approximately 15 million passenger vehicles, 38,000 buses, and 10.8 million pedestrians (USDOT, 2019). The San Ysidro LPOE connects Mexican Federal Highway 1 on the Mexican side with Interstate 5 (I-5) on the U.S. side of the border. The San Ysidro LPOE is one of three ports of entry in the San Diego – Tijuana metropolitan region, connecting San Ysidro and the City of San Diego with the Zona Rio business district of the municipality of Tijuana, Mexico.

The proposed Project Site, approximately 1.5 acres, is currently in use as a secured, paved automobile parking/storage area and has a GSA temporary office trailer with unpaved portions covered by landscaped vegetation. GSA controls the Project Site through a perpetual easement granted by the San Diego Metropolitan Transit System (MTS). The Project Site is located immediately southeast of Camino De Le Plaza and the junction of I-5 and Interstate 805 (I-805). The Project Site is located approximately 0.16 miles north of the U.S.-Mexico border (**Figure 1-2**). Major thoroughfares in the area include I-5 (San Diego Freeway), I-805 and Camino De La Plaza.

1.3 Background and Overview

The San Ysidro LPOE is owned by the GSA and operated by the U.S. Department of Homeland Security (DHS), Immigration and Customs Enforcement (ICE) and Customs and Border Protection (CBP), whose

mission includes providing border security to protect the nation from acts of terrorism, assure that goods arriving in the U.S. are legitimate and that appropriate duties and fees are paid, and welcome lawful travelers to the U.S.

Under the 1994 North American Free Trade Agreement, the U.S. and Mexico agreed to long-haul, cross-border transportation of cargo and passengers. Since 2002, Section 350(c) of the Annual Appropriations legislation requires that vehicles owned or leased by Mexican motor carriers may not be permitted to operate beyond commercial zones in the U.S. until they are inspected by FMCSA. To ensure the vehicles are inspected properly, the Office of Inspector General verifies the FMCSA facilities have implemented the proper safety criteria as identified in the legislation. These criteria include maintaining staffing and infrastructure for monitoring Mexico-domiciled carriers and capacity to conduct meaningful inspections of commercial vehicles and drivers at U.S.-Mexico border crossings (USDOT, 2013).

According to Bureau of Transportation Statistics, more than 421,000 buses carrying over 5.6 million passengers entered the U.S. through 27 U.S.- Mexico border crossing locations during fiscal years 2011 and 2012. Of the 27 crossings, nine primary crossings located in six different counties in California and Texas account for 96 percent of the bus entries and 94 percent of passenger entries from Mexico to the U.S. The highest volume county—San Diego, CA— represents almost half of all border entries, and the next three highest volume counties—Webb, TX; El Paso, TX; and Hidalgo, TX—each represent 10 percent (USDOT, 2013).

Approximately 7 percent of all bus entries in the highest volume counties are inspected (drivers and/or vehicles) by the states and FMCSA. This is similar to the 8 percent inspection rate for large truck entries. Inspection rates are affected by various factors such as bus volume, inspection schedules, inspector qualifications, and facility conditions. Bus inspections are based on the Commercial Vehicle Safety Alliance's North American Standard Inspection procedures which categorize inspection types by levels. A Level "I" inspection examines the driver and bus, including the undercarriage (brake system, steering components, and suspension). Less comprehensive inspections review only the driver (Level III) or only the vehicle (Level V) (CVSA, 2020).

To accommodate growth and to address the changing needs of the tenant agencies and the traveling public, GSA completed a reconfiguration and expansion of the San Ysidro LPOE in 2019. Long-term forecasts estimate vehicular traffic in San Ysidro will increase by more than 87 percent by the year 2030 (GSA, 2019). Because of the large number of people with the common destination of the LPOE, there was a need to increase the efficiency of the border transportation system. To do so, all modes of transportation must be accommodated, and an integrated system of vehicular, transit, pedestrian, and bicycle facilities was needed. As part of the San Ysidro LPOE improvements, 34 lanes were constructed. A dedicated FMCSA bus inspection facility was not included as part of the LPOE improvements. Currently FMCSA is conducting strike force, Level V (vehicle-only) inspections at the San Ysidro LPOE and on San Ysidro Boulevard.

The GSA intends to design and construct a stand-alone FMCSA bus inspection facility which would include an inspection canopy with two inspection pits, a "Basic" FMCSA administration building, and associated bus circulation infrastructure on a previously disturbed, federal property north of the San Ysidro LPOE. Work would be done without interrupting current CBP operations. The Project Site is located at the intersection of Camino De Le Plaza, and I-5 and I-805 (**Figure 1-2**). The proposed facility would be strategically located to not adversely impact other transportation movement.

Figure 1- 1 Project Location

Figure 1- 2 Project Vicinity

CHAPTER 2 – PROJECT PURPOSE AND NEED

2.1 Purpose of the Project

The San Ysidro LPOE is the busiest land port in the Western Hemisphere and processes an average of approximately 70,000 northbound vehicles and 20,000 northbound pedestrians per day, with an estimated equivalent number of daily southbound crossings. Long-term forecasts estimate that cross-border vehicular traffic in San Ysidro will increase by more than 87 percent by the year 2030 (GSA, 2019).

The purpose of the proposed project is to provide a safe environment for bus passengers and FMCSA inspection officers and to improve overall operational efficiency, effectiveness, and security in bus inspection processing. The proposed stand-alone facility would be located on a federal property north of the San Ysidro LPOE. The proposed facility's administration building would be approximately 1,238 square feet and house approximately 5 FMCSA staff. In addition to safety improvements, the proposed project would:

- Increase bus inspection processing capacities at the San Ysidro LPOE
- Allow for more thorough Level I (North American Standard Inspection) inspections
- Allow for regular inspections of bus traffic at the border
- Improve the safety of the San Ysidro LPOE for FMCSA employees conducting inspections
- Provide office space, training rooms for FMCSA inspectors, and proper equipment storage
- Provide a safe space for bus passengers and the bus driver to wait as the inspection is performed

The Project Site is approximately 1.5 acres and includes an existing single-story, modular office trailer and paved parking lot. Construction of the proposed bus inspection facility would require removal of the existing facility and construction of a new "Basic" FMCSA administration building per FMCSA safety and security requirements. The new bus facility would also include an inspection canopy with two bus inspection pits. The bus inspection pits would allow FMCSA inspectors to safely and effectively examine the undercarriages of buses. There would be no change to the existing waiting area for bus drivers and/or passengers. There are currently two different waiting locations off site from the Project Site and would continue to function as such after the construction of the proposed bus inspection facility.

2.2 Need for the Project

As part of the most current San Ysidro LPOE improvements completed in 2019, the facility was reconfigured and expanded; however, bus inspection facilities were not included as part of the improvements. Currently FMCSA is conducting strike force, Level V (vehicle-only) inspections at the San Ysidro LPOE and on San Ysidro Boulevard. The San Ysidro LPOE cleared approximately 38,000 buses in 2019 (USDOT, 2019). Of those buses, an average of 32 strike force inspections were conducted per month by two inspectors. The operations and lack of infrastructure for bus inspections is not adequate to maintain regular inspections and does not address safety needs for the travelling public nor FMCSA staff, nor capacity needs identified in future traffic projections at the San Ysidro LPOE.

Currently, bus inspection pits are not provided for FMCSA inspectors and they must conduct bus inspections along one of the vehicle lanes at the San Ysidro LPOE or along San Ysidro Boulevard. FMCSA inspectors are unable to perform Level I (North American Standard Inspection) inspections. The lack of dedicated bus inspection infrastructure exposes FMCSA to safety concerns while conducting inspections and is not in conformance with current FMCSA safety standards. Also, there is currently no designated area for bus drivers and/or passengers to wait as the bus is being inspected.

FMCSA staff that provide bus inspections at the San Ysidro LPOE do not have adequate working space and the San Ysidro LPOE would not be able to accommodate additional inspectors, if needed. The San Ysidro LPOE also does not have the training areas needed for the inspectors to maintain or acquire necessary certifications. Additionally, the San Ysidro LPOE does not have proper storage capacity for safety equipment such as X-ray screening, walk-through metal detectors (WTMD), hand-held metal detectors (HHMD), and security cleared access cards required for security, detection, and screening.

CHAPTER 3 – ALTERNATIVES

During the feasibility phase of this Project, GSA and FMCSA explored various conceptual alternatives for the proposed bus inspection facility. The Project Site location was chosen because the land in and surrounding the San Ysidro LPOE is heavily developed and land available for acquisition and development is limited. As a result, alternative sites were not available. Currently, GSA controls the Project Site through a perpetual easement granted by the San Diego MTS. GSA would purchase the Project Site parcel as part of this project.

GSA and FMCSA analyzed the implementation of basic, medium, and large administration buildings and varying numbers of bus inspection pits for each alternative. Based on the bus traffic and staffing requirements identified for the San Ysidro LPOE and the size of the Project Site (1.5 acres), the GSA and FMCSA determined that a "basic" sized administrative building would be appropriate for staff, equipment storage, and safety needs. Also, two bus inspection pits would be an appropriate number of pits to handle the current and anticipated bus inspections at the LPOE. The maximum monthly inspections at full capacity, operating 24 hours a day/7 days a week, would be 1,000 Level I bus inspections. However, FMCSA is not currently staffed to operate 24 hours a day/7 days a week. FMCSA does not have a mandated number or percentage of inspections to conduct. FMCSA is required to "conduct a sufficient number of meaningful vehicle safety inspections and to accommodate vehicles placed out of service as a result of said inspections" (49 U.S.C. 13902). For the purposes of this EA, only the Preferred Alternative was carried forward for detailed study. It includes the "basic" administrative building and two bus inspection pits with a canopy.

3.1. Preferred Alternative

The Preferred Alternative consists of a new stand-alone bus inspection facility at the San Ysidro LPOE. The features of the Preferred Alternative include the construction of new administrative building, two inspection lanes pits and a canopy, and a new entrance to and improved exit from the facility on federally owned land. (**Figure 3-1**). The following is a description of these features that comprise the proposed bus inspection facility at San Ysidro LPOE as reported in the *San Ysidro Land Port of Entry – Bus Inspection Feasibility Study* (KMA et al., 2018).

Proposed Vehicular Access Features and Traffic Control

Vehicular access improvements to and from the proposed bus inspection facility would consist primarily of asphalt pavement. Grading of the existing topography would be necessary for the proposed facility in order to accommodate buses entering and exiting the Project Site from the existing roadways. A new entrance would be designed and constructed for buses to access the proposed facility from the I-5 northbound on-ramp. The existing entrance will be modified as the proposed inspection bay exit on to Camino De La Plaza (**Figure 3-1**). Security fencing that meets the requirements identified in the most current version of the CBP Security Policy and Procedures Handbook would be provided around the proposed bus inspection facility. Demolition of all existing structures and parking lot would be completed, and the Project Site would be re-graded as necessary for the proposed improvements.

The Preferred Alternative would have traffic control (i.e. signing and marking) to enforce safe and efficient traffic flow in and adjacent to the Project Site. There would be way-finding signs to direct the bus traffic from the CBP booths where the buses are tagged for inspection to the entrance of the proposed bus inspection facility. This includes signing and striping inside the proposed facility enforcing the one-way traffic flow from the entrance to the exit. The exit from the facility would be controlled with a stop sign.

Proposed Drainage Features

The Preferred Alternative's grading design would account for any modifications to the existing drainage patterns. Additional impervious area relative to the existing site would be mitigated through use of appropriate stormwater control measures in accordance with local, state, and federal requirements.

An existing large box culvert is located immediately adjacent to the Project Site. This culvert carries stormwater flows from the surrounding area. The proposed on-site drainage features would likely connect to the existing culvert.

Proposed Utilities
The Preferred Alternative's proposed bus inspection facility would utilize the existing, on-site utility infrastructure to the extent possible but some upgrades to existing service lines for domestic water, sanitary sewer, communications, and electrical will be required. Some utility infrastructure may be required to

extend service a short distance to the proposed facility. All drain lines at the proposed facility would flow to the Project Site's primary sanitary sewer line.

Proposed Parking Features
The Preferred Alternative's parking design includes Americans with Disabilities Act (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.

Proposed Landscaping
Four levels of Landscape Performance Requirements are defined in Public Buildings Service-P100. "Baseline" performance is the lowest permissible level allowed for the FMCSA sites. **Figure 3-1** identifies the minimum areas for landscape zones associated with the Preferred Alternative.

Architectural Features of the Preferred Alternative
The Preferred Alternative includes a basic administrative building, two inspection pits, and an inspection canopy. The architecture and interior design requirements of GSA's Public Buildings Standards-P100 – *Facilities and Standards for the Public Buildings Service* establishes the baseline design requirements for these Preferred Alternative features. The proposed architecture would be reflective of other San Ysidro LPOE architectural features.

*Proposed Administrative Building (**Figure 3-2**)*

The Preferred Alternative's proposed administrative building would be approximately 1,238 square feet and would be designed and constructed to have a 50-year lifespan.

*Proposed Inspection Pits (**Figure 3-2**)*

The following is a list of the Preferred Alternative's design parameters for the proposed bus inspection pits:

- Inspection lanes 15 feet wide.
- Inspection pits 5 feet deep by 3 feet wide and centered in each lane.
- The end of each inspection pit would have access stairs on one end and the other end would have stairs that lead to an underground tunnel that runs perpendicular to the pit and is accessed from grade level.
- Include 4-inch tall steel tube safety rails at the perimeter of each inspection pit. The vehicle entrance side of each inspection pit would include a safety rail to guide vehicle tires.
- Retractable safety net anchored to the perimeter (the full length and width) of the inspection. The safety net would be able to slide back and forth as required.
- Slot floor drains with oil separators leading to sanitary sewer connection would be included.
- LED linear lighting and fire extinguishers would be included.

*Proposed Inspection Canopy (**Figure 3-2**)*
The following is a list of design parameters to be utilized for the Preferred Alternative's inspection canopy:

- The canopy would be at least 20 feet in height and clear of all obstructions at travel lanes.
- The canopy would include a continuous, insulated cover that extends over the administrative building and parking.
- The canopy would provide translucent skylights throughout that will allow the inspectors to perform their job without the use of artificial lighting during daylight hours.
- Solar orientation and the prevailing winds would be modeled and factored into the extent of the canopy cladding. The final design would consider partially cladding the sides of the canopies or

implement other methods to address the unique site conditions.

- The canopy would include fire extinguishers and eye wash stations as required to comply with safety regulations.
- A proposed catwalk would be suspended from the canopy structure. The catwalk steel grate platform would be 4 feet clear width and 12 feet above the floor surface.

Security System Requirements

A large percentage of FMCSA facilities are located either in a U. S. Federal Building or co-located on a DHS CBP facility. These sites usually require a higher level of security, detection, and screening that includes: X-ray screening, WTMD, HHMD, and security cleared access cards. The physical security standards used meet the following criteria:

- Homeland Security Presidential Directive (HSPD) 7; Critical Infrastructure Identification, Prioritization, and Protection, December 2003
- HSPD 12 Policy for a Common Identification Standard for Federal Employees and Contractors, 2004
- HSPD 20, National Continuity Policy, 2007
- Executive Order (EO) 12472: Assignment of National Security and Emergency Preparedness Telecommunications Functions, April 3, 1984 (amended by EO 13286 of February 28, 2003 and changes made by EO 13407 June 2006)
- Presidential Decision Directive (PPD) 62: Protection Against Unconventional Threats to the Homeland and Americans Overseas, May 1998
- PPD 67: Enduring Constitutional Government and Continuity of Government Operations, October 1999 (Superseded by HSPD-7)

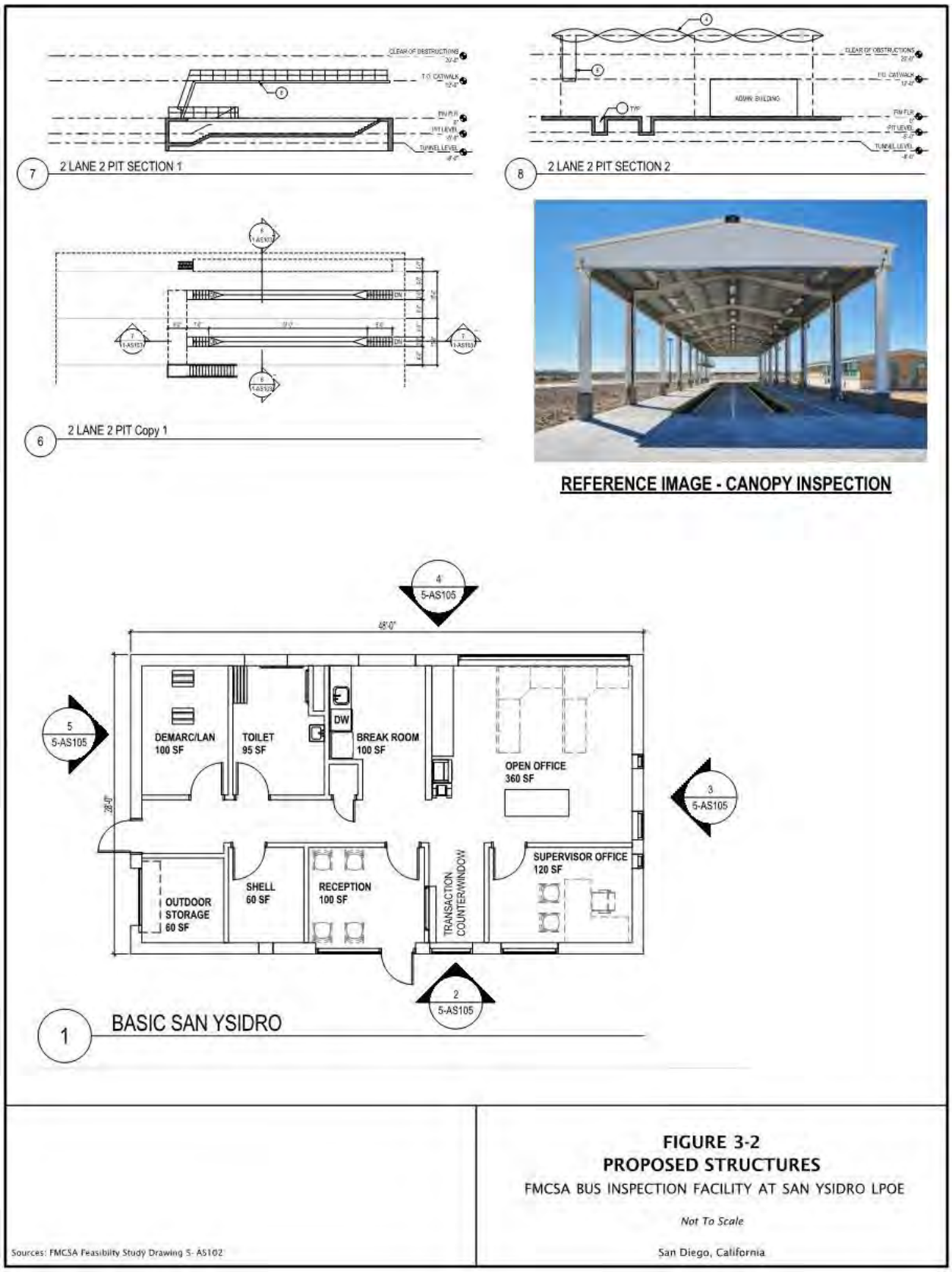
The design of the Preferred Alternative would include the security elements needed to meet the above-mentioned security requirements.

3.3 No Action Alternative

The No Action Alternative is included and analyzed to provide a baseline for comparison with impacts from the Project, and also to satisfy federal requirements for analyzing "no action" under the NEPA (NEPA; 40 CFR 1502.14(d)). This alternative assumes that no new, stand-alone FMCSA bus inspection facility would be constructed. The No Action Alternative would not meet the purpose and need of the Project, as operational constraints and safety deficiencies would not be corrected and the wait times to cross the border would be expected to increase.

Figure 3- 1 Prefered Alternative

Figure 3- 2 Proposed Structures



CHAPTER 4 – AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

4.1 Land Use and Zoning

Land Use

San Ysidro encompasses approximately 1,863 acres and sits adjacent to Otay Mesa-Nestor, Otay Mesa, the Tijuana River Valley, and the international border with Mexico. San Ysidro is largely comprised of residential neighborhoods and commercial centers with the residential neighborhoods generally bounded by the freeways and with the commercial areas closest to the international border (City of San Diego, 2017). San Ysidro anticipates its established land use pattern will remain intact even as the San Ysidro Community Plan (2017) induces growth in specific areas and land uses identified in the community. Overall, San Ysidro expects a stable, balanced growth of the area. **Table 4-1** reflects the Plan's recommended break down of land uses for the San Ysidro community.

Table 4-1 Land Use in the San Ysidro Community

Land Use	Acreage	Percentage*
Low-Density Residential (5-10 dwelling units/net acre)	308	17%
Low-Medium Density Residential (10-15 dwelling units/net acre)	219	12%
Low-Moderate Density Residential (10-22 dwelling units/net acre)	30	2%
Medium-Density Residential (15-30 dwelling units/net acre)	84	5%
Community Commercial/Residential Permitted	60	3%
Community Commercial/Residential Prohibited	66	4%
Regional Commercial	91	5%
Heavy Commercial	38	2%
Industrial	38	2%
Open Space	161	9%
Park	70	4%
Institutional	160	9%
Right-of-Way	538	29%
TOTAL	1,863	100%

*Note: Numbers may not add to exactly 100 percent due to rounding
Source: San Diego, 2017

The *San Ysidro Community Plan* is organized into a composite of walkable-multimodal neighborhoods, districts, and villages. San Ysidro contains five distinct residential neighborhoods: two neighborhood villages, "the heart" of the community, San Ysidro Historic Village, and the Border Village District; two additional commercial districts; and the Port of Entry District (City of San Diego, 2017). The San Ysidro LPOE is the hub of the Port of Entry District. The Port of Entry District is primarily designated as Institutional in the San Ysidro Community Plan. Approximately 50 acres of designated institutional land is reserved for the LPOE, and another 14.5 acres of federal property supporting border and port activities (**Figure 4-1**). A review of the land use data provided by San Diego Association of Governments (SANDAG) indicates the Project Site is designated as "other – retail trade and strip commercial" land use (**Figure 4-2**) (SanGIS, 2019).

Figure 4- 1 Districts and Neighborhoods

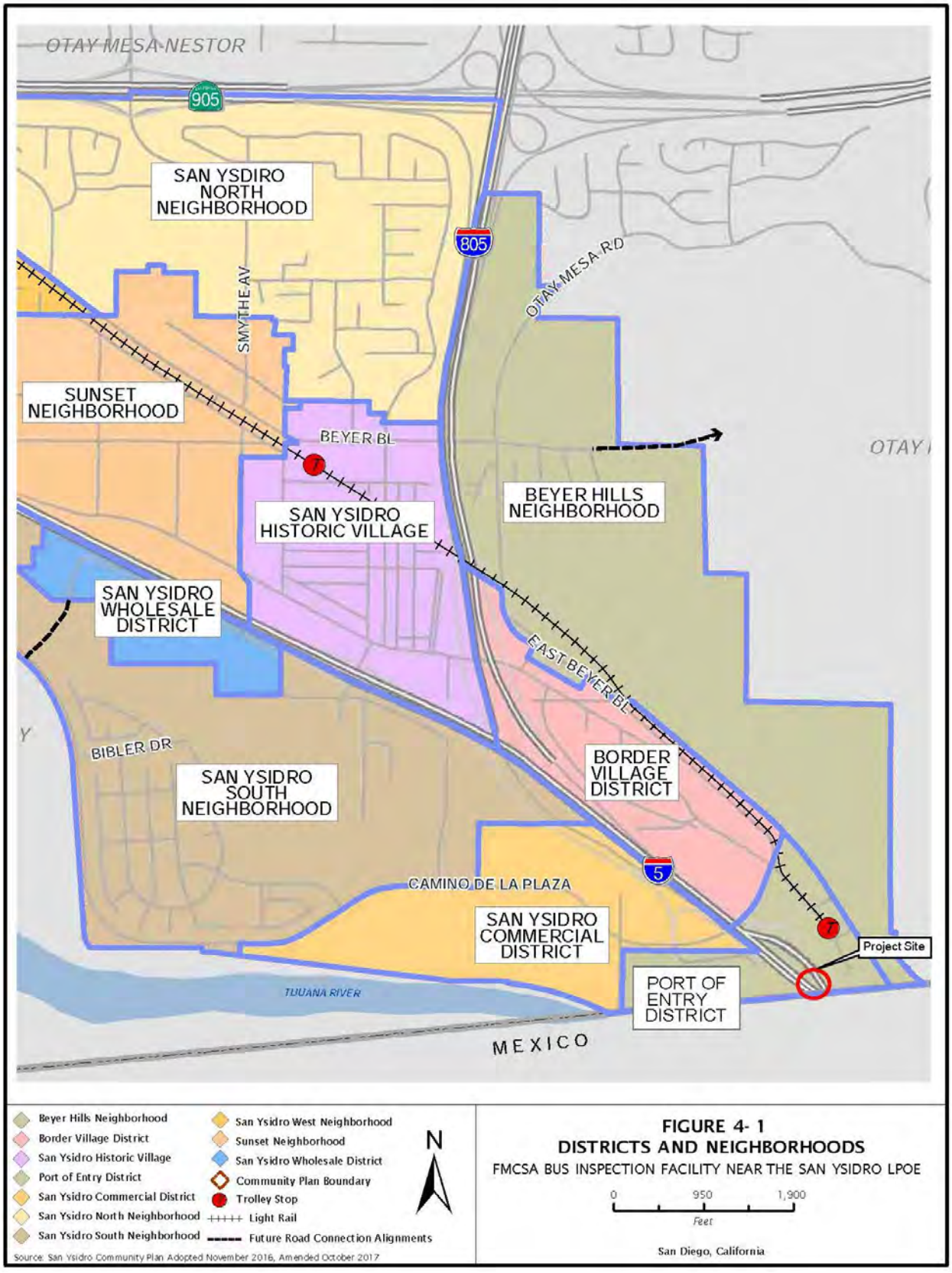
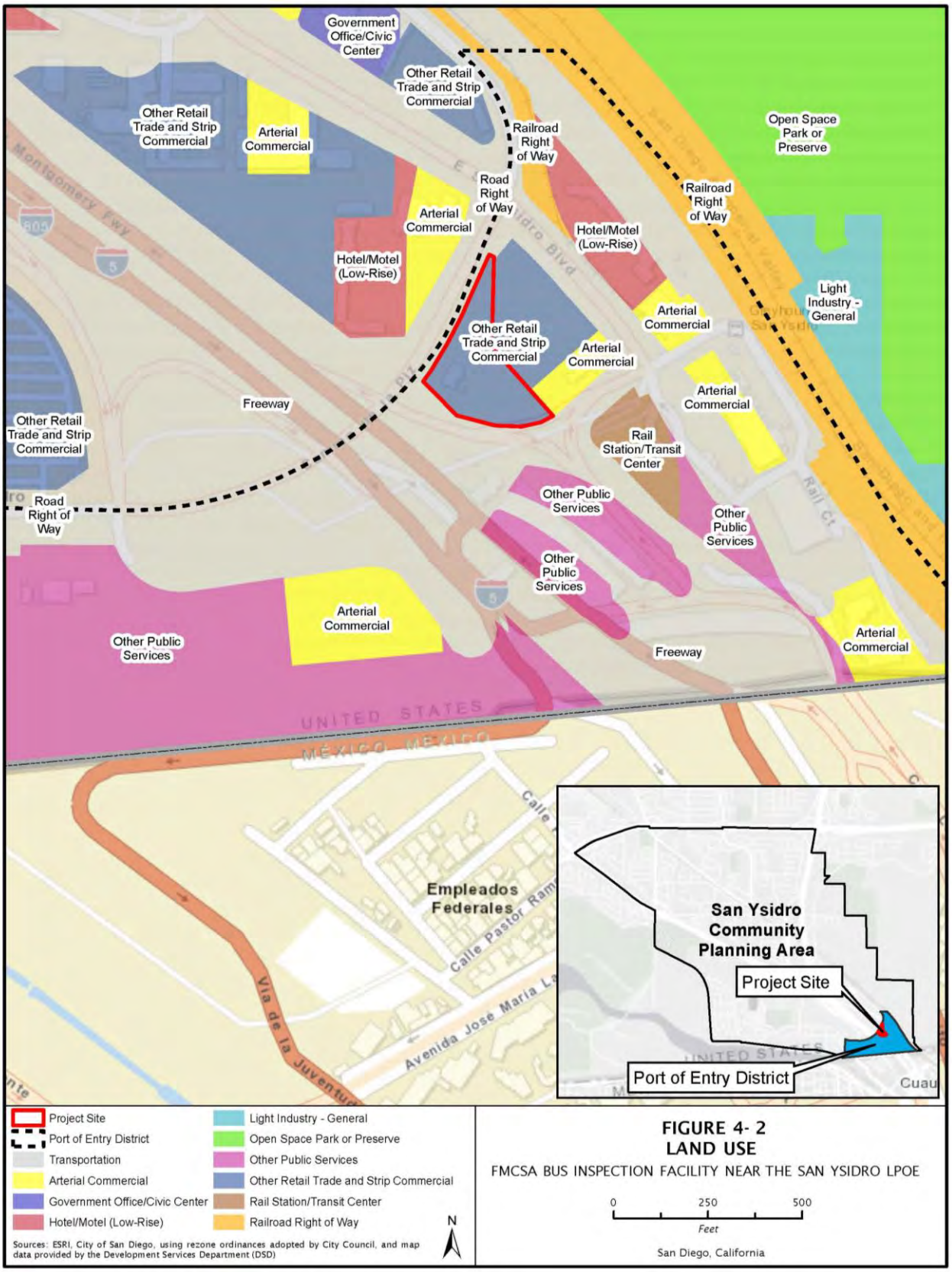


Figure 4- 2 Land Use



Zoning

Zoning designations in the Project Site were identified using and the City of San Diego General Plan (2008). The City of San Diego adopted the Official Zoning Map in February 2006. The Official Zoning Map is GIS data maintained by the City of San Diego Development Services Department with current zoning information (City of San Diego, 2006). The current zoning designations in and surrounding the Project Site are depicted on **Figure 4-3**. The Project Site is designated CC-2-5, which is a Commercial-Community - high-intensity, pedestrian-oriented development, limited residential zone. Because the Project Site is federal land, it is considered exempt from local zoning rules and regulations. The proposed project is located outside of both airport influence areas.

Consequences of the Preferred Alternative

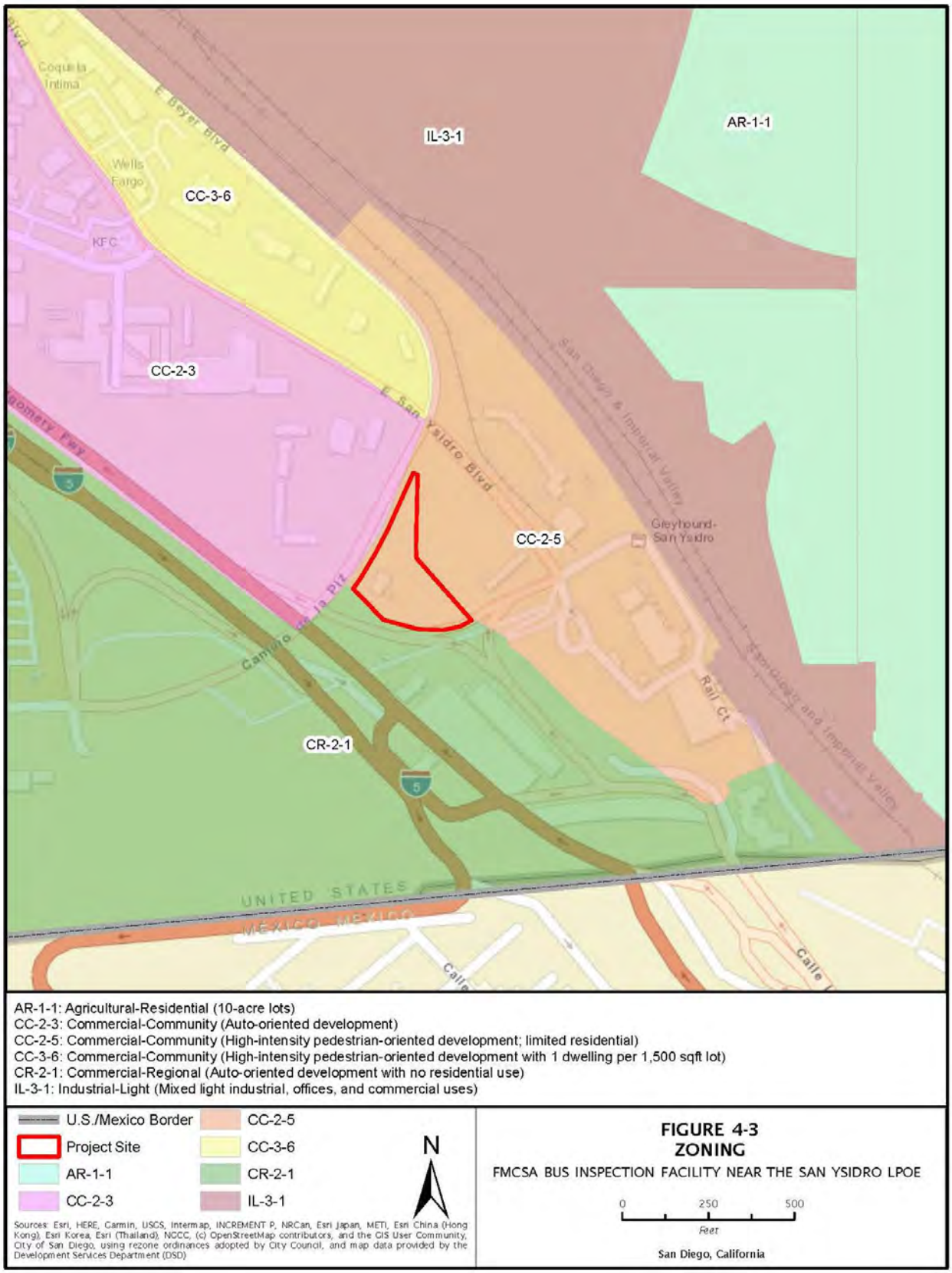
The Preferred Alternative would have no adverse impacts to existing or planned land uses and zoning. Even though the Preferred Alternative may be considered exempt from local land use and zoning regulations, it would be consistent with existing and planned land uses and zoning in the San Ysidro Community Management Plan's Port of Entry District (2017) as well as the City of San Diego General Plan (2008). The Preferred Alternative's proposed bus inspection facility would enhance operations at the LPOE which supports the main purpose of the land use for this area.

The Preferred Alternative consists of the construction and operation of a new bus inspection facility on a federally owned parcel. Currently, GSA controls the Project Site through a perpetual easement granted by the San Diego MTS. GSA would purchase the Project Site parcel as part of this project. The Preferred Alternative would be consistent with the existing land use and zoning. The Preferred Alternative would also maintain pedestrian movement around the outside of the facility which would accommodate the "high intensity, pedestrian oriented development" designation in the City of San Diego's zoning ordinance (City of San Diego, 2019a). The Preferred Alternative would be built in accordance with the California Building Code in addition to applicable GSA standards. Permits for any off-site improvements such as utility connections, sidewalks, and the entrance road connections would be required from the City of San Diego, the California Department of Transportation (Caltrans), and other appropriate agencies as necessary.

Consequences of the No Action Alternative

The No Action Alternative would have no impact on current land use and zoning at the Project Site, because the existing FMCSA bus inspection facility would continue to operate in the existing space at the San Ysidro LPOE. Land use at the proposed site would remain unchanged.

Figure 4- 3 Zoning



4.2 Title VI/Environmental Justice

Title VI of the Civil Rights Act of 1964 and related statutes ensure that individuals are not excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, or national origin. EO 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations) directs that federal programs, policies, and activities do not have disproportionately high and adverse human health and environmental effects on minority and low-income populations.

Existing Conditions

Data from the U.S. Census Bureau (2017) and SANDAG (2020) were used for the analysis of environmental justice concerns. Data specific to the area were evaluated to assess the demographic composition at the census tract level and were compared with the percentage of the San Ysidro Community Planning Area (SYCPA), the City of San Diego, and San Diego County. The Preferred Alternative is located in Census Tract (CT) 100.15, Block Group 1078. Block Group data was not available for this area. **Table 4.2** summarizes the demographic data obtained from the USCB and SANDAG. Demographic data were included for racial and ethnic minorities and persons living below the poverty level.

For environmental justice evaluations, a racial or ethnic minority population is an aggregate composed of the following categories: Black/African American, American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islander, Other Races, Two or More Races, and Hispanic.

The percentage of minorities in CT100.15 (47.0 percent) is significantly higher than San Diego County (29.2 percent), but lower than the City of San Diego (55.9 percent) and much lower than SYCPA (96 percent). **Table 4-2** indicates that the percentage of persons living below the poverty level for CT 100.15 (7.1 percent) is lower than the corresponding percentage for San Diego County (13.3 percent) and the City of San Diego (14.5 percent). Comparable poverty data for the SYCPA was not available.

Table 4-2 Total Minority and Total Below Poverty Level

Area	Total Population for Whom Total Minority is Determined	Total Minority		Total Population for Whom Poverty is Determined	Below Poverty Level
		#	%		%
CT 100.15	2,803	1,323	47.0	2,293	7.1
SYCPA	26,550	25,496	96.0	N/A	N/A
City of San Diego	1,399,924	782,708	55.9	1,136,857	14.5
San Diego County	3,283,665	958,231	29.2	2,636,785	13.3

Source: SANDAG, 2020 and USCB, 2017

CT = Census Tract, # = Number, % = Percentage. N/A = data not available

Total Minority is all people who consider themselves non-White racially plus those who consider themselves White Hispanic.

Consequences of the Preferred Alternative

The Preferred Alternative is not expected to have a disproportionately high adverse impact on minority populations but is expected to have a minor beneficial impact on low income populations. Although the percentage of minority populations is higher in the Project Site's census tract than the County, it is much lower than the SYCPA which encompasses the San Ysidro LPOE and Project Site. There would be no residential or business displacements and no disruption to the community because the proposed development is in a commercially zoned area on federal property. The Preferred Alternative is in a census tract that has a lower poverty level than San Diego County. Jobs would be created for the construction of the facility and the need for goods and services for the operation of the facility. The Preferred Alternative would comply with EO 12898.

Consequences of the No Action Alternative

The No Action Alternative would have no impact on environmental justice populations, because it would not involve the construction of a new bus inspection facility in the Project Site and would not cause any changes affecting minority populations or the percentage of people living below the poverty level.

4.3 Social and Economic Resources

The analysis of socioeconomic resources identifies those aspects of the social and economic environment that are sensitive to changes and that may be affected by actions associated with the proposed FMCSA bus inspection facility at the San Ysidro LPOE. Since there is no specific social and economic data related to the San Ysidro LPOE, including the Project Site, relevant data for SYCPA, City of San Diego, San Diego County, and the state of California were used to identify and assess potential effects to the social and economic resources within and adjacent to the Project Site.

Existing Conditions

Employment

The economic base of the community of San Ysidro is a mix of educational, social, and health services; retail trade; art, entertainment, recreation, accommodations, and food services; construction; and public administration.

Table 4-3 illustrates the five categories representing a majority of the economic employment structure of San Ysidro compared with the same categories in the City of San Diego and San Diego County. The numbers represent a workforce of age 16 and older.

Table 4-3 Economic Structure Comparison for Census Year 2010

Industry*	San Ysidro	City of San Diego	San Diego County
Educational, Social, and Health Services	17%	21%	20%
Retail Trade	15%	10%	11%
Art, Entertainment, Recreation, Accommodations, and Food	10%	11%	11%
Construction	9%	5%	7%
Public Administration	8%	16%	14%

Source: SANDAG, 2020

* Economic structure categories do not total 100 percent because not all U.S. Census 2000 industry categories were included

Table 4-4 shows the annual unemployment levels in SYCPA, City of San Diego, San Diego County, and California in 2000, 2005, 2010, 2015, and 2018. Only 2000 and 2010 unemployment data were available for SYCPA. Unemployment rates in the City of San Diego and San Diego County were generally lower than in the state of California in 2000, 2005, 2010, and 2018. From 2005 to 2010, unemployment increased for the city, county, and state (BLS, 2018). From 2000 to 2010, the SYCPA unemployment rate increased by 6% which is similar to the county and state (SANDAG, 2003 and SANDAG 2016). The sharp increase in the unemployment rates for the city, county, and state between 2005 and 2010 can be attributed to the 2008 economic crisis, which was part of the global financial downturn. Unemployment rates have decreased since 2010, and in 2018 unemployment rates are the lowest of the data range.

Table 4-4 Unemployment Rates from 2000 to 2018

Location	2000	2005	2010	2015	2018
SYCPA	6%	N/A	12%	N/A	N/A
City of San Diego	5.0%	4.3%	10.5%	5.3%	3.2%
San Diego County	3.9%	4.3%	10.8%	5.2%	2.3%
California	4.9%	5.3%	12.2%	6.2%	4.1%

Source: BLS, 2018; SANDAG, 2020

Income

Table 4-5 contains 2010, 2015, and 2018 mean household income for San Ysidro, City of San Diego, San Diego County, and the state of California. All dollar estimates are in current dollars (not adjusted for inflation).

Table 4-5 Mean Household Income from 2010 to 2018

Location	Mean Household Income			
	2010	2015	2018	Percent Change 2010-2018
SYCPA	$35,993	$38,035	$44,021	8.1%
City of San Diego	$63,198	$69,284	$78,515	8.1%
San Diego County	$63,586	$66,948	$77,231	8.2%
California	$65,020	$66,737	$70,489	9.2%

Source: SANDAG, 2020

Note: All dollar estimates are in current dollars (not adjusted for inflation)

In general, SYCPA, City of San Diego, and San Diego County increased all at the same rate while California's grew slightly faster.

Consequences of the Preferred Alternative

The construction of the Preferred Alternative would have a minor beneficial impact on the local economy by creating jobs during construction of the proposed facility. Construction of the proposed facility would create jobs in the local community as there would be a need for materials and labor during construction and a need for goods and services once the facility becomes operational. The Preferred Alternative is not expected to have a noticeable increase in jobs in regard to overall San Ysidro LPOE operations.

Consequences of the No Action Alternative

The No Action Alternative would have no impact on the local economy, because it would not involve the construction of a new bus inspection facility in the Project Site and would not cause any changes affecting population, employment, and income.

4.4 Traffic and Traffic Circulation

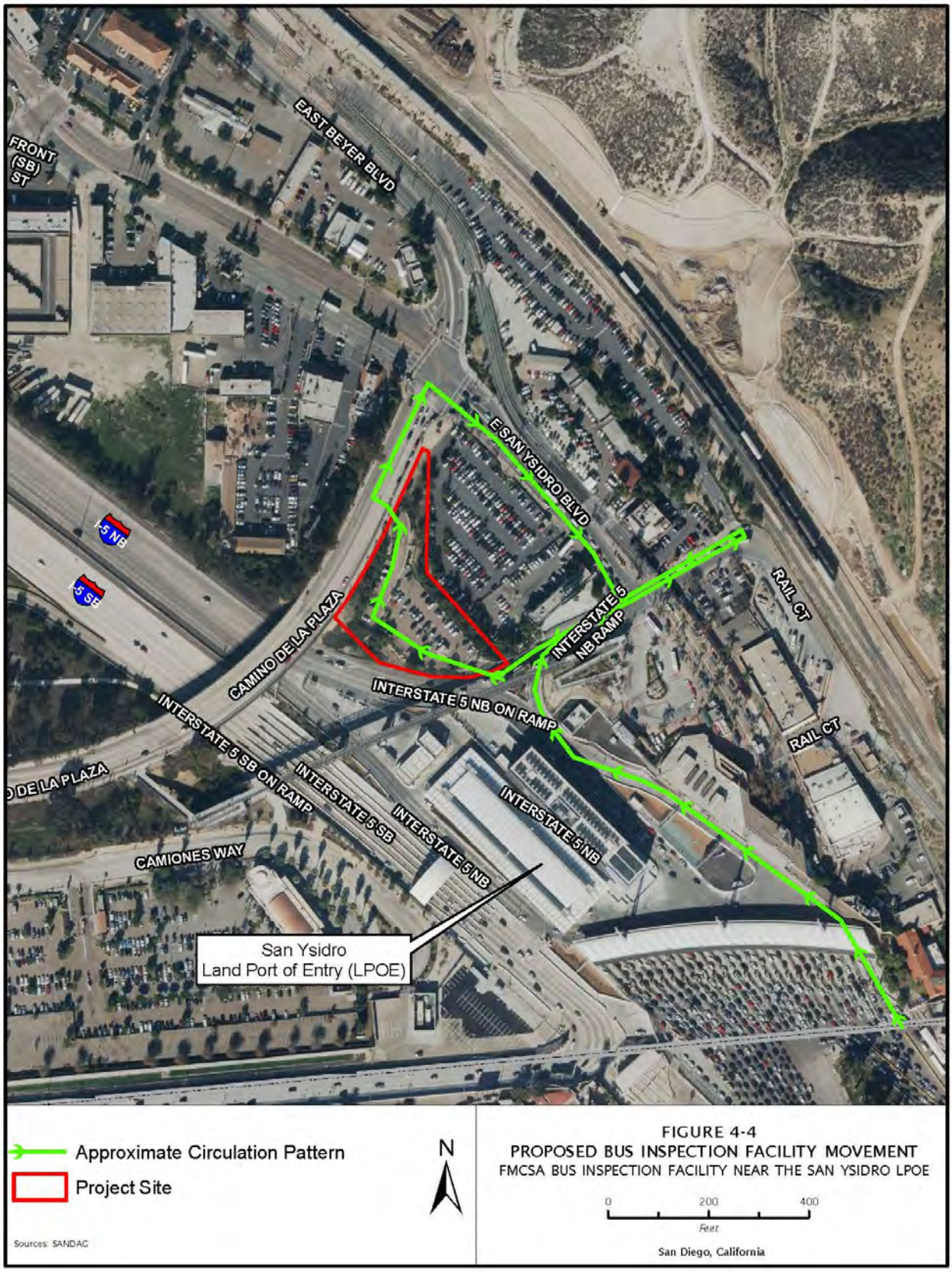
The proposed site is located immediately southeast of Camino De Le Plaza and the junction of I-5 and I-805 in the district of San Ysidro in San Diego, California. San Ysidro Boulevard borders the parking lot, abutting the proposed site to the east. Proposed bus circulation would exit the San Ysidro LPOE from I-5, turn around at Rail Court, then enter the facility from a proposed entrance off the I-5 northbound ramp. Buses will then exit the facility onto Camino De La Plaza then turn right onto E. San Ysidro Boulevard to then access I-5/I-805 **(Figure 4-4)**.

I-5 (John J. Montgomery Freeway/San Diego Freeway) is a significant north-south interstate that traverses the U.S. from the Mexican border to the Canadian border through the states of California, Oregon, and Washington. Within California, I-5 connects the following major metropolitan areas: San Diego, Los Angeles, Sacramento, and the eastern portion of the San Francisco Bay Area. I-5 can be directly accessed from the San Ysidro community and provides access to I-805 and State Route 905 (SR-905). The primary purpose of I-5 within San Ysidro is to serve international passenger and commercial vehicle traffic between the U.S. and Mexico via the San Ysidro LPOE. The East San Ysidro Boulevard and I-5 northbound ramp at the LPOE is one of the most pedestrian-used intersections with San Diego. A pedestrian bridge at the LPOE provides additional east-west connections over the freeways.

I-805 is a north – south interstate within the San Diego County limits. I-805 provides connections with I-5. Within San Ysidro, I-805 has one local interchange at San Ysidro Boulevard and provides southbound travel an exit opportunity at Camino De La Plaza.

Camino De La Plaza is classified as a Four-Lane Collector that runs in the east-west direction. A sidewalk exists on the north side of the street. There is a wide, painted median, and the posted speed limit is 45 miles per hour (mph). Camino De La Plaza provides a secondary access to the commercial shopping center along the south end of the San Ysidro community and provides a connection between the San Ysidro LPOE. Camino De La Plaza is surrounded by commercial uses, single family and multi-family residential uses, recreational facilities, agricultural uses and the U.S./Mexico border. Bike facilities exist along both the north (Class III bike route) and south (Class II bike lane) sides of Camino De La Plaza and a sidewalk exists on the north side of the street within the project vicinity.

Figure 4- 4 Proposed Bus Inspection Facility Movement



San Ysidro Boulevard is the primary thoroughfare in the San Ysidro community. East San Ysidro Boulevard is classified as Four-Lane Major arterial from Border Village Road (east) to East Beyer Boulevard-Camino De La Plaza. The posted speed limit along San Ysidro Boulevard is 35 mph. San Ysidro Boulevard is surrounded by multi-family, commercial and industrial uses.

Table 4-6 shows existing and future traffic conditions for I-5. As I-5 is a freeway with separated lanes, the information in the table addresses the north and south volumes separately.

Table 4-6 I-5 Corridor Performance.

Segment	**1**		**2**		**3**	
Direction	**North**	**South**	**North**	**South**	**North**	**South**
Segment Description	San Diego, Camino De La Plaza, International Border Oro Vista Road		South Junction Route 805		Via San Ysidro	
Post Miles	0.000-0.306		0.306-0.878		0.878-1.198	
Basic System Operations						
Peak Hour	N/A	7,200	7,200	3,950	3,950	5,100
Peak Month	N/A	86,000	86,000	48,000	48,000	62,000
AADT	N/A	85,000	85,000	43,000	43,000	57,000

Source: Caltrans, 2016
AADT – Annual Average Daily Traffic

Existing traffic studies were evaluated within San Ysidro to determine the existing and future Level of Service (LOS) in which these roadways operate (**Tables 4-7 and 4-8**) (City of San Diego, 2016).

Table 4-7 Level of Service Criteria for Intersections

LOS	**Signalized (Control Delay) (seconds/vehicle)**	**Description**
A	≤10.0	EXCELLENT. Operations with very low delay and most vehicles to not stop.
B	>10.0 and ≤20.0	VERY GOOD. Operations with good progression but with some restricted movement.
C	>20.0 and ≤35.0	GOOD. Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>25.0 and ≤55.0	FAIR. Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55.0 and ≤80.0	POOR. Operations where this is significant delay, extensive queuing, and poor progression.
F	>80.0	FAILURE. Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

The Camino De La Plaza and I-5 southbound ramps experience significant delay due to the I-5 southbound inspection entering Mexico. As southbound traffic is inspected before entering Mexico, traffic queues along I-5 southbound extend up to the I-805 merging point. This queuing causes the intersection of Camino De La Plaza and I-5 southbound ramps to experience less than optimum traffic flow, which affects the overall operation of the intersection.

Table 4-8 Existing (2015) and Future (2035) Traffic LOS for Intersections in the Project Vicinity

Intersection	Traffic Control	Peak Hour	Current Level of Service (2015)	Future Level of Service (2035)
I-5 NB Ramps & E. San Ysidro Blvd	Signal	AM	A	D
		PM	B	F
I-805 SB Ramps & E. San Ysidro Blvd	Signal	AM	B	B
		PM	C	D
I-805 NB Ramps & E. San Ysidro Blvd	Signal	AM	B	B
		PM	B	E
Camino De La Plaza/E. Beyer Blvd & E. San Ysidro Blvd	Signal	AM	B	C
		PM	C	C
I-5 SB Ramps & Camino De La Plaza	Signal	AM	B	C
		PM	F	F

Source: City of San Diego, 2016

Table 4-9 Level of Service Criteria for Roadway/Freeway Segment Analysis

LOS	Volume to Capacity Ratio	Congestion/ Delay	Description
A	<0.41	None	Free flow
B	<0.41 - 0.62	None	Free to stable flow, light to moderate volumes
C	0.63 – 0.80	None to Minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted
D	0.81 – 0.92	Minimal to Substantial	Approaches unstable flow, heavy volumes, and very limited freedom to maneuver
E	0.93 – 1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor
F_0	1.01 – 0.25	Considerable 0-1 hour delay	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection
F_1	1.26 – 1.35	Severe 1-2 hour delay	Forced flow, heavy congestion, long queues from behind breakdown points, stop and go
F_3	1.36 – 1.45	Very Severe 2-3 hour delay	Extreme heavy congestion, very long queues
F_4	>1.46	Extremely severe 3+ hour delay	Gridlock

Table 4- 10 Existing (2015) and Future (2035) Traffic LOS for Roadway/Freeway Segments in the Project Vicinity

Segment	Functional Classification	Peak Hour	Current Level of Service (2015)	Future Level of Service (2035)
Camino De La Plaza (I-5 SB Ramp to E. San Ysidro Blvd)	4-Lane Collector	N/A	C	E
E. San Ysidro Blvd (Border Village Rd [south] to E. Beyer Blvd / Camino De La Plaza)	4-Lane Major Arterial	N/A	B	E
E. San Ysidro Blvd (E. Beyer Blvd / Camino De La Plaza to I-5 SB Ramp)	3-Lane Collector	N/A	E	F
I-5 NB and SB (Camino De La Plaza to I-805 Connection	Freeway	AM	A	A
		PM	B	B
I-805 NB and SB (I-5 Connection to San Ysidro Blvd)	Freeway	AM	A	A
		PM	A	A

Source: City of San Diego, 2016

Consequences of the Preferred Alternative

The Preferred Alternative would have short-term, minor adverse impacts and long-term, beneficial impacts to traffic operations near and in the San Ysidro LPOE. As the number of buses entering the U.S. over time are projected to increase, the new stand-alone facility would divert bus traffic and therefore help alleviate overall traffic congestion at the San Ysidro LPOE. The proposed bus inspection facility would only change the traffic flow of the buses being processed through the facility, but would not increase the overall traffic on the local roads within the project vicinity. The maximum monthly inspections at full capacity, operating 24 hours a day/7 days a week, would be 1,000 Level I bus inspections. However, FMCSA is not currently staffed to operate 24 hours a day/7 days a week. A new entrance would be designed and constructed for buses to access the proposed facility from the I-5 NB on-ramp. The existing entrance would be modified to become the proposed inspection bay exit on to Camino De La Plaza. The proposed facility would provide for one-way traffic flow from the entrance to the exit. The projected staffing at the new facility would be approximately 5 staff at the proposed operating level. The increased traffic load on the local roads due to staff ingress and egress from the Preferred Alternative would be negligible. The proposed facility would not substantially change the amount of bus traffic on the local roads, but would change the bus traffic movement on the local roads slightly. All work within Caltrans right-of-way (ROW) would be submitted to Caltrans for review and approval. An encroachment permit application would be prepared for work in the ROW prior to construction. In their response to scoping on the project, Caltrans requested the completion of a Traffic Impact Study, which if required, would be performed as part of the project design.

It is likely that temporary lane closures would be required for construction of the proposed facility entrance and exit. GSA and the construction contractor would coordinate with Caltrans staff early in preparation for construction to determine the appropriate short-term, lane closure options that would minimize conflicts with current San Ysidro LPOE operations. There would be short-term, minor adverse impacts to the bike and pedestrian facilities, but that disruption would be limited to construction activities.

Consequences of the No Action Alternative

Under the No Action Alternative, the traffic on and within the vicinity of the Project Site would remain the same. The No Action Alternative would have no impact to the surrounding traffic operations.

4.5 Biological Resources

For the purposes of this Draft EA, biological resources include soils, vegetation, and wildlife resources in the Project Site (1.5-acre parcel of primarily developed land). Biological resources information was collected for the Project Site during a pedestrian survey conducted on June 19, 2019 by JMT Biologists. During the pedestrian survey, photos were taken, vegetation was recorded, and the likelihood for special

status species occurrence was assessed based on habitat characteristics. Additional background information on the Project Site was obtained from aerial photos, topographic maps, Geographic Information System (GIS) data, various natural history/biological texts, unpublished technical documents, and state and federal agency coordination and websites.

Existing Conditions

The Project Site is located within the Tijuana River Basin and lies at approximately 60 feet above mean sea level as shown on the U.S. Geological Survey (USGS) topographic quadrangle for Imperial Beach-(USGS, 2018). The Project Site is within the eastern developed extent of San Ysidro and near the western foot of the San Diego National Wildlife Refuge (Vernal Pool Unit). It is just north of the U.S-Mexico border. There are no water bodies on or adjacent to the Project Site. The Tijuana River is located approximately 2,000 feet to the southwest of the Project Site.

The Project Site is located outside the San Diego Multiple Species Conservation Program (MSCP) Plan (**Figure 4-5**). The MSCP plan, with the accompanying subarea plans, serves as a Natural Community Conservation Plan. The MSCP is a plan and process for the issuance of permits under the federal and state Endangered Species Act and the California Natural Communities Conservation Planning Act of 1991 (City of San Diego, 1998). The Project Site is also located outside of the Multi-Habitat Planning Area (MHPA). The MHPA is the area within which the permanent MSCP preserve will be assembled and managed for its biological resources. MHPA consists of public and private lands, much of which has been conserved. For parcels located outside the MHPA, "there is no limit on encroachment into sensitive biological resources, with the exception of wetlands, and listed non-covered species' habitat (which are regulated by state and federal agencies) and narrow endemic species." However, "impacts to sensitive biological resources must be assessed and mitigation, and where necessary, must be provided in conformance" with the City's Biological Guidelines (**Figure 4-5**) (San Diego, 2012).

Environmentally Sensitive Lands are regulated by the City of San Diego (Land Development Code Sections 143.0101 through 143.0160) and may have conservation easements and other restrictions. The Project Site is located outside of San Diego designated Environmentally Sensitive Lands.

4.5.1 Soils

The predominant soil map unit within the Project Site consists of Tujunga sand (TuB), 0 to 5 percent slope (**Figure 4-6**). The Tujunga series consists of very deep, somewhat excessively drained soils that formed in alluvium from granitic sources. Tujunga soils are on alluvial fans and floodplains, including urban areas. The TuB soil map unit is classified as non-hydric. The TuB soil map unit is classified as non-hydric. This soil is not a prime farmland soil but is classified as a farmland of statewide importance (NRCS, 2020). Although a farmland of statewide importance is present, about 85 percent of the Project Site is paved.

4.5.2. Vegetation

The Project Site is intensely developed with no remaining natural habitat. It consists of a paved parking lot with unpaved portions covered with landscaped vegetation.

4.5.3 Wildlife

There are no aquatic wildlife resources present; therefore, no discussion of aquatic wildlife is included in this Draft EA. Terrestrial wildlife includes native and non-native or naturalized terrestrial animals and the habitats in which they exist. Species addressed in this section do not include those listed as threatened or endangered by the U.S. Fish and Wildlife Service (USFWS) or protected by the State of California.

Most of the Project Site is paved, and no natural faunal assemblages are present. No animals were observed during a June 2019 site visit. Mammals and reptiles that may be present or temporary visitors include, but are not limited to, pocket mice (*Chaetodipus* spp.), ground squirrels (Sciuridae family), woodrats (*Neotoma* spp.), coyotes (*Canis latrans*), whiptail lizards (*Aspidoscelis uniparens*), skinks (Scincidae family), and spiny lizards (*Sceloporus* spp.). Birds commonly seen in the area include jays (Corvidae family), ravens (*Corvus corax*), western bluebirds (*Sialia Mexicana*), sparrows (Passeridae family), Hutton's vireos (*Vireo huttoni*), red-tailed hawks (*Buteo jamaicensis*), and turkey vultures (*Cathartes aura*).

Figure 4- 5 Biological Resources

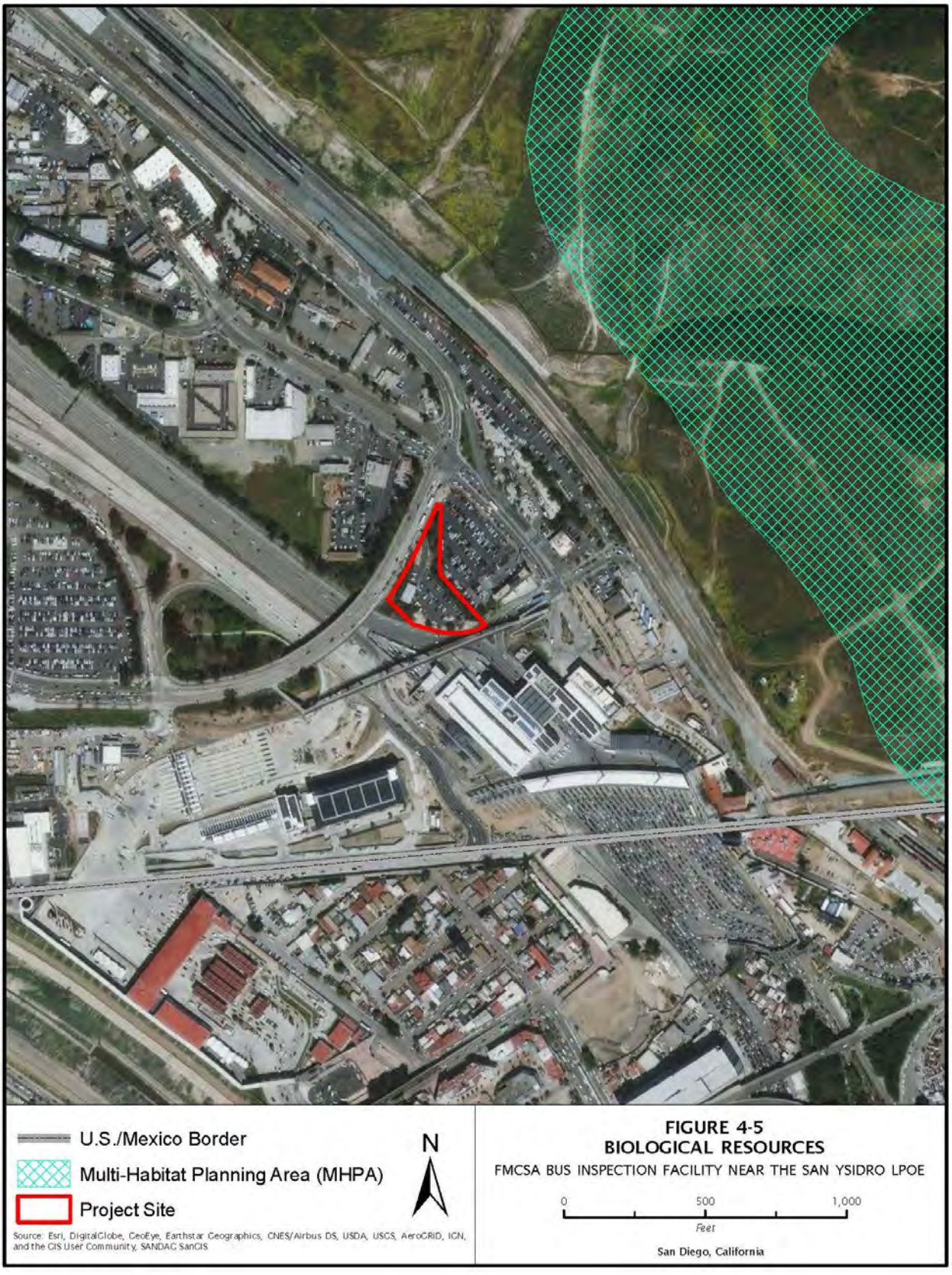
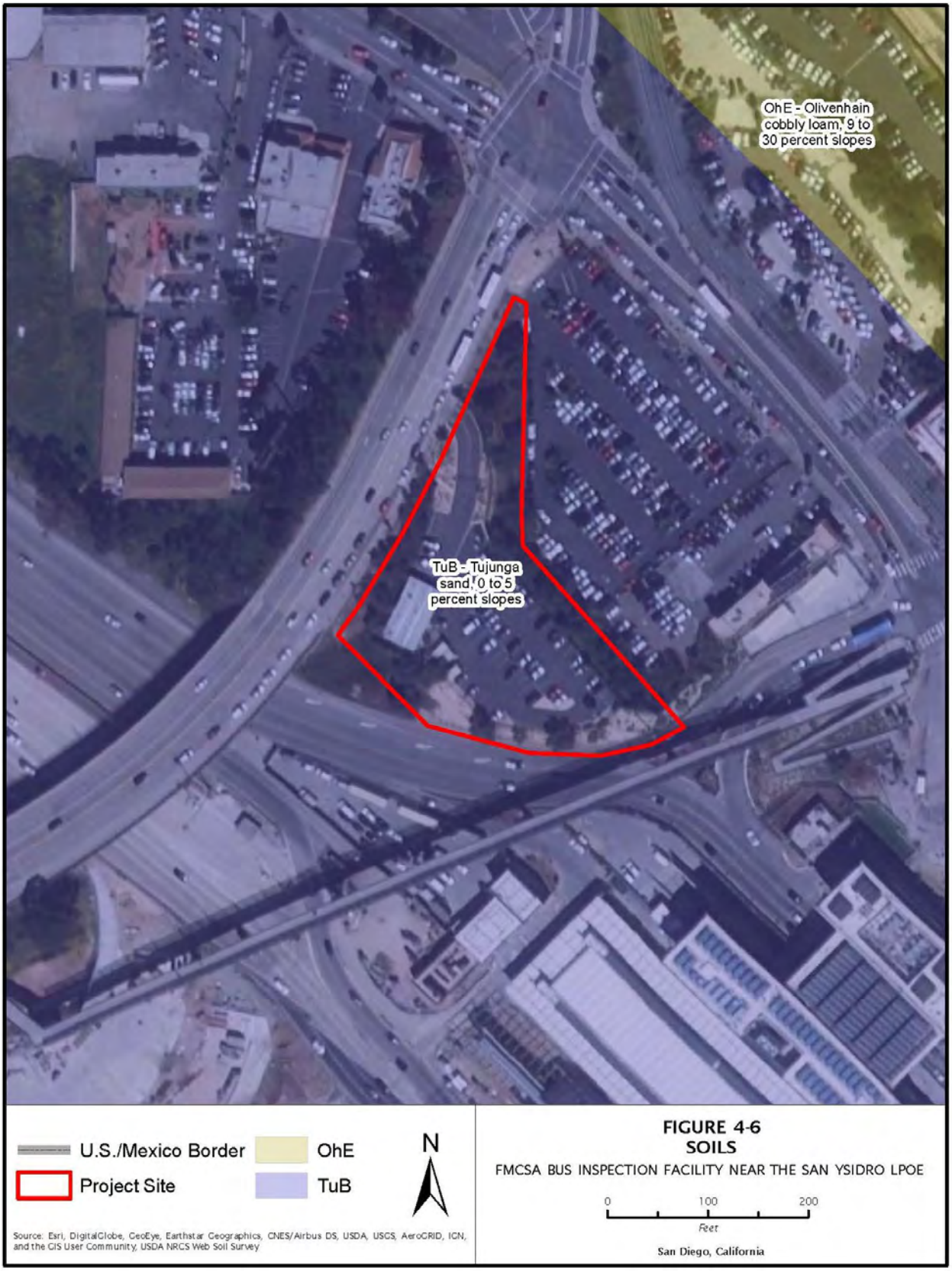


Figure 4- 6 Soils



Consequences of the Preferred Alternative

The Preferred Alternative would have no adverse impact to prime farmland soils or farmland soils of statewide importance. The Project Site is already developed; therefore, coordination with the NRCS under the Farmland Policy Protection Act would not be required.

The Preferred Alternative would have no adverse impact to native vegetation. The Project Site and adjacent properties have been intensely developed to accommodate local roadways, highways, and LPOE facilities. Because the Project Site has been heavily disturbed by development, no native vegetation exists on site.

The Preferred Alternative would have short-term, minor adverse impacts to wildlife in or adjacent to the Project Site. Construction activities may result in minor displacement or disturbance of small reptiles, mammals, and birds that may be present in or near the Project Site. However, the start of construction activities would likely scare wildlife away from the footprint of disturbance. Species likely to be impacted are common and widely distributed and, as a result, construction of the Preferred Alternative would not impact the size or future viability of their populations. The Preferred Alternative would not alter existing wildlife movement patterns or result in substantial fragmentation of habitat since the Project Site has been intensely developed.

Consequences of the No Action Alternative

The No Action Alternative would have no impact to farmland soils, vegetation, and wildlife because it would not involve the construction of a new bus inspection facility in the Project Site.

4.6 Threatened and Endangered and Special Status Species

Under Section 7 and 10 of the Endangered Species Act, the USFWS has regulatory authority over federally listed endangered or threatened plant and animal species.

The Information, Planning, and Consultation System (IPaC), maintained by the USFWS, was queried to identify resources including federally listed threatened and endangered species, designated critical habitats, and national wildlife refuges potentially occurring within the Project Site and surrounding vicinity. NatureServe element occurrence data were used to determine the presence of species within and adjacent to the Project Site (NatureServe, 2020). An element occurrence is defined by NatureServe as an area of land or water where a species or natural community is or was present and has conservation value. These occurrence data require that a species is in appropriate habitat, at the appropriate time of the year, and is naturally occurring (NatureServe, 2020).

Existing Conditions

The list generated by the official IPaC database search included a total of 20 federally threatened or endangered species: one mammal, six birds, one insect, three aquatic invertebrates and nine plants that may be affected by the proposed project (USFWS, 2020a) (**Appendix A**). The list was reviewed by a qualified JMT biologist to determine which species may occur in the Project Site. In June 2019, JMT Biologists assessed the proposed Project Site for suitable habitat. No suitable habitat for federally threatened, endangered, proposed, candidate, or conservation agreement species was identified in the Project Site.

Critical habitat, as defined and designated by the USFWS, is the habitat necessary to support the special needs of federally threatened or endangered species. There are no critical habitat designations for protected species in the Project Site (USFWS, 2020b), thus critical habitat is not discussed in the analysis of impacts.

Special status species are identified by federal and state agencies to conserve rare species, avoid future federal threatened or endangered status, and avoid impacts during construction activities. These species are not listed as federally threatened, endangered, proposed, or candidate species.

Special status species are considered:

- Species protected by the Migratory Bird Treaty Act of 1918;
- Rare, endangered, or threatened species designated by the State of California and/or listed in the California Natural Diversity Database (CNDDB, 2019a; CNDDB, 2019b; CNDDB, 2020);

- Endangered or rare species designated under Section 15380(d) of California Environmental Quality Act (CEQA) guidelines (CEQA, 2016);
- A narrow endemic or covered species in the City of San Diego Multiple Species Conservation Program Plan (City of San Diego, 1998);
- Species with a California Native Plant Society (CNPS) Rare Plant Ranking of 1 or 2 in the Inventory of Rare and Endangered Vascular Plants of California (CNPS, 2020);
- Fully protected animals by the California Department of Fish and Wildlife (CDFW, 2020a); and
- Species considered rare, sensitive, or noteworthy by local conservation organizations or specialists.

The special status species listed in **Appendix A** are known to occur within San Ysidro based on information obtained from a search of the CNDDB using the USGS Imperial Beach 7.5-minute quadrangle which encompasses the San Ysidro LPOE and Project Site. Noteworthy plant species have a CNPS Rare Plant Ranking of 3 and 4 in the inventory listed in **Appendix A**.

Based on a review of the habitat requirements of special status plant and animal species by a qualified biologist, no suitable habitat was identified in the Project Site.

Consequences of the Preferred Alternative
The Preferred Alternative would have no effect to any federally listed plant and animal, proposed, or candidate species or any federally designated critical habitat No threatened or endangered plants and animals are known to occur in or immediately adjacent to the Project Site nor is there suitable habitat or federally designated critical habitat in the Project Site. The Preferred Alternative would be compliant with the federal Endangered Species Act. Also, the Preferred Alternative would have no effect to special status species because these species are not known to inhabit the area nor is there suitable habitat in the Project Site. The Preferred Alternative would be compliant with the Migratory Bird Treaty Act.

Consequences of the No Action Alternative
The No Action Alternative would have no effect on threatened and endangered species, and special status species because the existing parking lot and temporary GSA office would remain on-site.

4.7 Cultural Resources

Cultural resources are sites, buildings, structures, districts, and objects as defined by the National Historic Preservation Act (NHPA), as amended. Cultural resources included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) are termed “historic properties”. “Traditional cultural properties” having heritage value for contemporary communities (often, but not necessarily, Native American groups) also can be listed in the NRHP because of their association with historic cultural practices or beliefs that are important in maintaining the cultural identities of such communities.

Section 106 of the NHPA requires federal agencies to consider the effects of their activities and programs on NRHP-eligible or listed properties. Regulations for Protection of Historic Properties (36 CFR Part 800) define a process for federal agencies to consult with the State Historic Preservation Office (SHPO), Native American groups, other interested parties, and when appropriate, the Advisory Council on Historic Preservation (ACHP) to ensure that historic properties are duly considered as federal projects are planned and implemented.

Existing Conditions
An in-person records search was conducted by JMT at the South Coastal Information Center at San Diego State University on August 28, 2019. The records search included a review of all cultural resource records and reports within 0.5 miles of the Area of Potential Effect (APE).

The APE for archaeological resources (referred to as the direct APE) is defined as the area of potential ground disturbance and any property, or any portion thereof, which will be physically altered or destroyed by the undertaking. The direct APE is approximately 1.5 acres and encompasses the Project Site.

The APE for above-ground historic resources (referred to as the indirect APE) is the geographic area in which the project has the potential to directly or indirectly alter the characteristics which make a non-archaeological resource eligible for listing in the NRHP. The indirect APE encompasses the limits of disturbance and a 1,000-foot buffer surrounding the Project Site.

For the records search, a search radius of 0.5 miles from the Project Site was used for archaeological resources and 1,000 feet from the Project Site for above-ground resources **(Figure 4-7)**. Based on the results of the records search, the Project's direct and indirect APE has been sufficiently surveyed for cultural resources in order to evaluate the potential impacts to historic properties listed to or eligible for listing to the NRHP per Section 106 of the NHPA of 1966 (as amended 1972) and implementing regulations under 36 CFR 800. Three prior cultural resource surveys are located directly adjacent to or overlap the direct APE (**Figure 4-7**). These surveys are described in the table below. In addition to the research, the California SHPO and Tribal Historic Preservation Offices (THPOs) were contacted during the scoping phase of this Project.

Table 4-11 Prior cultural resource surveys that partially or entirely overlap the Project APE

Report	Title	Reference	Relation to San Ysidro APE
SD-03084	Cultural Resource Constraint Level Analysis for the San Ysidro Redevelopment Project	Kyle et al. 1996	Overlaps entire APE
SD-13912	Evaluation of Buildings and Structures at the Land Ports of Entry in California	Belfast and Newlan 2009	Overlaps entire APE
SD-14094	San Ysidro Land Port of Entry Cultural and Historical Resource Inventory and Evaluation Report	ASM Affiliates, Inc. 2009	Overlaps southern majority of APE

Based on the results of the records search, the San Ysidro direct APE and indirect APE have been sufficiently previously surveyed for cultural resources. No historic properties are located within the direct APE (**Figure 4-7**). The federal parcel (circa 2016) and the private parking area and rental car facility (circa 1974) was previously surveyed and recommended not eligible for listing in the NRHP. Past construction activities for the development of the existing property would have likely compromised the integrity of any archaeological deposits in the direct APE. It is unlikely that intact archaeological resources would be encountered within the direct APE. There are no historic properties in the direct APE.

A total of seven historic properties have been recorded in the NRHP, California Register of Historic Places, or San Diego Historic Register within the 1,000-foot indirect APE. This includes three previously-recorded archaeological sites within 750 feet northeast of the direct APE and four above-ground resources, one whose location is unknown (**Table 4-12 and Figure 4-8**).

Table 4-12 Previously Identified Cultural Resources within the Indirect APE

Trinomial/ID	Resource Description	Affiliation	NRHP Eligibility Recommendation/ Status
CA-SDI-5555	Lithic quarry; highly disturbed by railroad construction and grading	Prehistoric	Unevaluated and/or unknown
CA-SDI-020285/ P-37-032027	Artifact scatter	Prehistoric	Unevaluated and/or unknown
P-37-25680	1.35-mile segment of the San Diego and Arizona (Eastern) Railroad	Early twentieth century	Not eligible for NRHP; Recommended eligible for San Diego Historic Register
0 Virginia Avenue	Inspection Station/U.S. Customs House	N/A	Listed on NRHP #83001228 (1982)
751-755 San Ysidro Boulevard	The International building	N/A	Recommended eligible for NRHP, CRHR, and San Diego Historic Register; Demolished in 2019
701 E. San Ysidro Boulevard	Gateway Travelodge Motel	N/A	Unevaluated for NRHP; listed Site No. 0 on San Diego Historic Register (2016); Demolished 2017
0 E. San Ysidro Boulevard	Boundary Marker – U.S. to Mexico Border	N/A	Unevaluated

Consequences of the Preferred Alternative

The Preferred Alternative would have no effect to historic properties. The Preferred Alternative is limited to the direct APE and there are no known historic properties within the direct APE. Current conditions within the direct APE indicate construction activities for the development of the existing property and subsurface utility emplacement would have likely compromised the integrity of any archaeological deposits in the direct APE. It is unlikely that intact archaeological resources would be encountered within the direct APE. The Preferred Alternative would have no effect on previously identified archaeological resources outside of the direct APE.

The Preferred Alternative would have no effect on NRHP-eligible or listed above-ground resources in the indirect APE. The indirect APE contains one archaeological site (location unknown) and two above-ground sites that are listed in or recommended eligible for listing in the NRHP, CRHR, and/or San Diego Historic Register (**Figure 4-8**). It also contains two sites that have been demolished within the last three years. The area is densely developed and the construction of a proposed bus inspection facility at the Project Site adjacent to two highways does not have the potential to indirectly affect the setting of the Inspection Station/U.S. Customs House or the International Building (demolished), both of which are visually separated from the project location by major roadways and buildings. The full Summary of Cultural Resources Findings, submitted to the California SHPO can be found in **Appendix B**. The California SHPO has not yet responded to the submittal.

In addition, there are no known Native American tribal lands, reservations, or trust lands located within San Ysidro; therefore, no adverse impacts to Native American historic properties should occur from the Preferred Alternative. Continued coordination with the SHPO and THPOs' regarding the "finding of effect" for the Preferred Alternatives will occur. No additional work is recommended. The Preferred Alternative would comply with Section 106 of the NHPA.

Consequences of the No Action Alternative

The No Action Alternative would have no effect on historic properties because the existing parking lot and temporary GSA office would remain on-site.

Figure 4- 7 Identified Cultural Resource Surveys

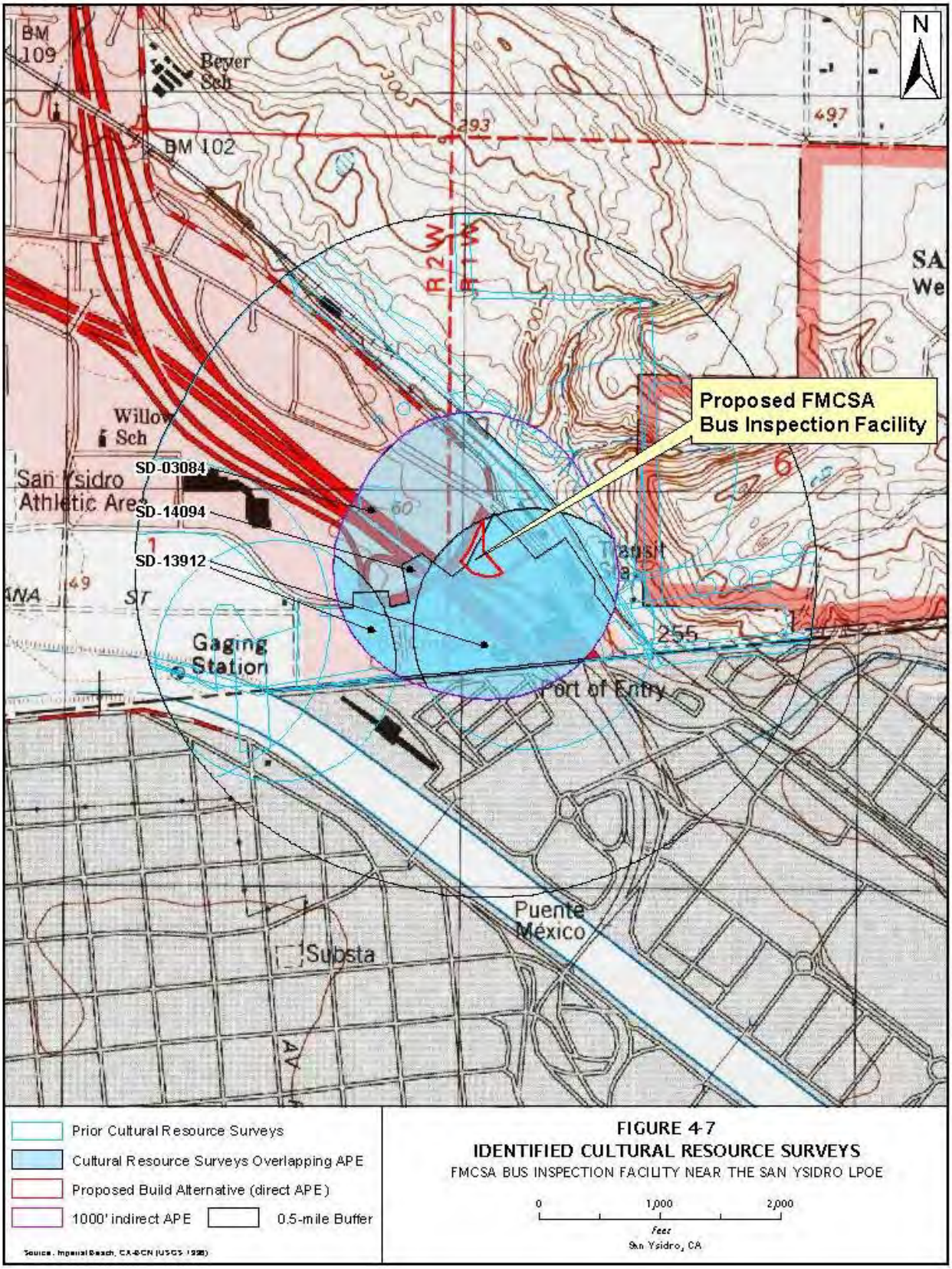


Figure 4- 8 Previously Identified Above-Ground Historic Resources

4.8 Air Quality Analysis

The 1970 Clean Air Act (CAA), its amendments, and NEPA require that air quality impacts be addressed in the preparation of environmental documents. The U.S. Environmental Protection Agency (EPA) established National Ambient Air Quality Standards (NAAQS) for six "criteria" pollutants: carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM10;PM2.5), sulfur dioxide (SO2), and lead (Pb). Primary and secondary standards for NAAQS have been established for most of the criteria pollutants. Primary standards are a set of limits based on human health. Secondary standards are a set of limits to prevent environmental and property damage. An example of a primary pollutant is carbon monoxide produced from exhaust emitted by a gas-powered vehicle. Ozone, a major component of photochemical smog that is the greatest air quality concern in California, is a secondary air pollutant.

The CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. The California Air Resource Board (CARB) has established more stringent California Ambient Air Quality Standards (CAAQS) for the six criteria pollutants through the California Clean Air Act of 1988 (CCAA), and also established CAAQS for additional pollutants including sulfates, Hydrogen sulfide (H2S), vinyl chloride, and visibility-reducing particles. Areas that do not meet the NAAQS or the CAAQS for a particular pollutant are considered to be "nonattainment areas" for the pollutant. Those areas in accordance with the standards are designated as "attainment areas"; Areas or Regions that have been redesignated from nonattainment to attainment are called "maintenance areas". The CCAA also requires that districts implement regulations to reduce emissions from mobile sources through the adoption and enforcement of transportation control measures.

San Ysidro is located within the San Diego Air Basin (SDAB) of the San Diego Air Pollution Control District. In the San Diego region, 80 percent of air pollution is caused by fossil fuel burning vehicles. The most harmful emissions come from diesel fuel emissions, which contain particulate matter. Within San Ysidro, the majority of diesel fuel emissions come from vehicles that travel through the LPOE.

The EPA is authorized to designate those locations that have not met the NAAQS as nonattainment and to classify these nonattainment areas according to their degree of severity. Effective June 3, 2016, the EPA determined that the SDAB, failed to attain the 2008 ozone NAAQS by the applicable attainment date of July 20, 2015, and thus are reclassified by operation of law as "Moderate" for the 2008 ozone NAAQS. San Diego County is classified as attainment for PM10. San Diego County is classified as attainment for the Annual and the 2006 PM2.5 standard. San Diego County is classified as a Maintenance for the Carbon Dioxide (CO2) standard and as attainment/unclassifiable for the Primary 1Hour Sulfur Dioxide, and Nitrogen Dioxide standards. The SDAB is currently classified as a nonattainment area under the CAAQS for ozone, PM10, and PM2.5.

Federally funded projects are subject to the General Conformity Rule. The General Conformity Rule ensures that the actions taken by Federal agencies do not interfere with a state's plans to attain and maintain the NAAQS. According to the rule, if a project takes place in an area that is in attainment, then the general conformity requirements do not apply to the project.

Existing Conditions

Because air quality is measured and regulated on a regional level, the air quality analysis in this EA utilizes air quality data for San Diego County with falls within the San Diego Intrastate Air Quality Control Region (AQCR) (40 CFR 81.164). The San Diego Intrastate AQCR encompasses San Diego County and therefore includes the San Ysidro LPOE.

EPA has designated San Diego County (part of the SDAB) as a moderate-nonattainment area for 8-hour ozone (2015) and a moderate-maintenance area for carbon monoxide (1971) (EPA, 2020). Because the proposed project is in a nonattainment area, the General Conformity Rule requirements apply. The General Conformity Rule states that, if a project would result in a total net increase in direct and indirect emissions of nonattainment or maintenance pollutants that are less than the applicable de minimis (i.e., negligible) thresholds established in 40 CFR 93.153(b), detailed conformity analyses are not required pursuant to 40 CFR 93.153(c).

Existing air quality conditions at the San Ysidro LPOE can be characterized by monitoring data collected in the region. Ambient air pollutant concentrations in San Diego County are measured at multiple monitoring stations. The EPA maintains an AirData Air Quality Index Summary Report that displays an annual summary for sites around the country. This data was used to determine the ambient air quality summary for the San Diego region. **Table 4-13** presents the excesses of standards and the highest pollutant levels recorded at these stations for the years 2016 to 2018. During this time, the NAAQS ozone standards were exceeded 29 times in 2016, 48 times in 2017, and 20 times in 2018. No standards were exceeded for any other pollutants during these three years.

Table 4-13 Ambient Air Quality Monitoring Data for San Diego County 2016-2018

Pollutant Standards	2016	2017	2018
Carbon Monoxide (CO)			
Maximum 1-hour concentration (ppm)	2.2	2.0	1.9
Maximum 8-hour concentration (ppm)	1.7	1.5	1.4
Number of Days Standard Exceeded			
NAAQS 1-hour (>35 ppm)	0	0	0
NAAQS 8-hour (>9 ppm)	0	0	0
Nitrogen Dioxide (NO2)			
Maximum 1-hour concentration (ppb)	73	74	55
Annual Average (ppb)	17.01	16.19	8.66
Number of Days Standard Exceeded			
NAAQS 1-hour	0	0	0
NAAQS Annual	0	0	0
Sulfur Dioxide (SO2)			
Maximum 1-hour concentration (ppb)	1.8	1.1	3.5
Maximum 24-hour concentration (ppm)	0.5	0.4	0.4
National annual average concentration (ppm)	0.11	0.11	0.1
Number of Days Standard Exceeded			
NAAQS 1-hour (> 75 ppb)	0	0	0
NAAQS 24-hour (>0.14 ppm)	0	0	0
NAAQS 24-hour (>0.030 ppm)	0	0	0
Ozone (O3)			
Maximum 8-hour concentration (ppm)	0.091	0.095	0.082
Number of Days Standard Exceeded			
NAAQS 8-hour (>0.075 ppm)	29	48	20
Particulate Matter (PM10)[1]			
National maximum 24-hour concentration (g/m^3)	79	68	55
National second highest 24-hour concentration (g/m^3)	66	67	54
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 g/m^3)	0	0	0
Particulate Matter (PM2.5)			
Maximum 24-hour concentration (g/m^3)	34.4	42.7	52.7
Second highest 24-hour concentration (g/m^3)	29.1	32.1	39.2
Third highest 24-hour concentration (g/m^3)	23.9	29.3	31.5
Fourth highest 24-hour concentration (g/m^3)	21.7	26.8	31
Number of Days Standard Exceeded			
NAAQS 24-hour >35 µg/m^3)	0	0	0

Source: EPA, 2018

Consequences of the Preferred Alternative

The Preferred Alternative would have a short-term, minor adverse impact to air quality due to construction activities. Construction-related effects of the Project would be limited to short-term increased fugitive dust and mobile-source emissions at a relatively small construction site and would not typically be expected to affect the area PM_{10} nonattainment status. Moving and handling of soil during construction would increase the potential for emissions of fugitive dust; however, any deterioration of air quality would be a localized, short-term condition that would be discontinued when the project is completed, and disturbed soils have been stabilized or permanently covered. Proper construction control measures, including site watering, using a gravel pad to reduce carrying material off-site, limiting access points, limiting construction vehicle speed, and ensuring limiting the quantity of disturbed surface area at one time are typical dust abatement measures. The addition of a new bus inspection facility would not constitute a point source and would not generate increased traffic on the local roads; therefore, a conformity analysis would not be required. The Preferred Alternative would be compliant with the CAA, NAAQS, the CCAA, and CAAQS.

Under the Preferred Alternative, the Project would likely be subject to San Diego Air Pollution Control District requirements and require completion of an "Authority to Construct" Permit Application for construction (San Diego County, 2020). This application would need to be filed before the start of construction.

Consequences of the No Action Alternative

The No Action Alternative would have no impact on air quality because it would not involve the construction of a new bus inspection facility in the Project Site.

4.9 Greenhouse Gases

Greenhouse gases (GHG) are gases that trap heat in the atmosphere. These emissions occur from natural processes and human activities. The accumulation of GHGs in the atmosphere influences the long-term range of average atmospheric temperatures. The most common GHGs emitted from natural processes and human activities include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Examples of GHGs created and emitted primarily through human activities include fluorinated gases (hydrofluorocarbons and perfluorocarbons used in refrigerants and propellants, among other products) and sulfur hexafluoride.

CEQ's NEPA Guidance on Consideration of the Effects of Climate Change and Greenhouse Gas Emissions states that "if a proposed action would be reasonably anticipated to cause direct emissions of 27,563 tons per year (25,000 metric tons) or more of carbon dioxide equivalent GHG emissions on an annual basis, agencies should consider this an indicator that a quantitative and qualitative assessment may be meaningful to decision makers and the public." These recommendations are consistent with the EPA's Mandatory Reporting of Greenhouse Gases (Mandatory Reporting) rule (40 CFR Part 98), which applies to all stationary sources emitting 27,563 tons per year or more of carbon dioxide equivalent GHG emissions. The Mandatory Reporting rule allows for data collection to help shape future climate change policies and programs but does not require control of GHGs.

Federal agencies address emissions of GHGs by reporting and meeting reductions mandated in federal laws, EOs, and agency policies. The most recent of these are EOs 13123 (Greening the Government Through Efficient Energy Management) and 13514 (Federal Leadership in Environmental, Energy, and Economic Performance) and the EPA Mandatory Reporting of Greenhouse Gases Final Rule. Several states have promulgated laws as a means of reducing statewide levels of GHG emissions. In particular, the California Global Warming Solutions Act of 2006 (Assembly Bill 32) directs the state of California to reduce statewide GHG emissions to 1990 levels by the year 2020. Groups of states also have formed regionally based collectives (such as the Western Climate Initiative) to jointly address GHG pollutants.

On December 11, 2008, the CARB adopted the Scoping Plan (CARB, 2008), as directed by Assembly Bill 32. The Scoping Plan proposes a set of actions designed to reduce overall GHG emissions in California to the levels required by Assembly Bill 32. Measures applicable to development projects include those related to energy-efficiency building and appliance standards, the use of renewable sources for electricity

generation, regional transportation targets, and green building strategy. Relative to transportation, the Scoping Plan includes nine measures or recommended actions related to reducing vehicle miles traveled and vehicle GHGs through fuel and efficiency measures. These measures would be implemented statewide rather than on a project-by-project basis.

The potential effects of proposed GHG emissions are, by nature, global and cumulative impacts, as individual sources of GHG emissions are not large enough to have an appreciable effect on climate change. Therefore, an appreciable impact on global climate change would only occur when proposed GHG emissions are considered with GHG emissions from other man-made activities on a global scale. Currently, there are no formally adopted or published NEPA thresholds of significance for GHG emissions.

Consequences of the Preferred Alternative
The Preferred Alternative would have no adverse impacts from greenhouse gas emission as construction emissions are short in duration and are not covered by the Mandatory Reporting of Greenhouse Gases rule as the intent is to track and regulate stationary sources. The Preferred Alternative would not induce an increase in local or regional traffic levels. During inspections at the new facility, bus engine idle times would be limited. The Preferred Alternative would be compliant with EO 13123 and EO 13514. The design of the FMCSA basic facility would be in compliance with the requirements of the CARB Scoping Plan.

Consequences of the No Action Alternative
The No Action Alternative would have no impacts from greenhouse gas emissions because it would not involve the construction of a new bus inspection facility in the Project Site.

4.10 Noise Analysis

The Noise Control Act of 1972 (42 U.S.C. 4901) found "that inadequately controlled noise presents a growing danger to the health and welfare of the Nation's population, particularly in urban areas; that the major sources of noise include transportation vehicles and equipment, machinery, appliances, and other products in commerce; and that, while primary responsibility for control of noise rests with State and local governments, Federal action is essential to deal with major noise sources in commerce control of which require national uniformity of treatment." The Noise Control Act of 1972 was amended by the Quiet Communities Act of 1978 (42 U.S.C. 4913) to promote the development of effective state and local noise control programs, to provide funds for noise research, and to produce and disseminate educational materials to the public on the harmful effects of noise and ways to effectively control it.

Sections 46000 through 46080 of the California Health and Safety Code, known as the California Noise Control Act of 1973, find that excessive noise is a serious hazard to the public health and welfare, and that exposure to certain levels of noise can result in physiological, psychological and economic damage. The Act also finds that there is a continuous and increasing bombardment of noise in the urban, suburban and rural areas. The Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

Section 59.5.0101 et seq. of the City of San Diego's Municipal Code, the Noise Abatement and Control Ordinance, regulates the making and creating of disturbing, excessive, or offensive noises within the City limits (City San Diego, 2019b). The Noise Element of the General Plan provides the allowable noise levels by land use (City of San Diego, 2008). Land use noise compatibility guidelines for industrial areas is considered compatible from 55 to 65 Community Noise Equivalent Level (CNEL), conditionally compatible from 65 to 75 CNEL, and incompatible above 75 CNEL. Sources of noise in industrial and manufacturing areas include heavy machinery and truck loading/unloading. Noises from these types of activities would be considered normal environmental noises that would be expected to occur within these types of land uses and are not typically considered significant sources of noise. The City's Municipal Code regulates excessive noises resulting from these types of activities.

Noise-sensitive receptors are land uses associated with indoor or outdoor activities that may be subject to stress or substantial interference from noise. These generally include residences, hotels/motels, nursing homes, schools, places of worship, and libraries.

The Project Site consists of federal land, and the land within the vicinity of the Project Site is predominantly zoned commercial and is surrounded by transportation use (i.e. freeways and local roadways). No noise-sensitive receptors were identified within the vicinity of the Project Site.

Consequences of the Preferred Alternative
The Preferred Alternative would have short-term, minor adverse impacts from noise as there would be short-term increases in noise levels from construction equipment and activities. Construction activities would be limited to daylight hours and, therefore, would not affect ambient noise levels at night.

Even though the proposed federal facility may be considered exempt from local noise ordinances, the average sound level for construction would be no greater than 75 decibels from 7am to 7pm as required by the Noise Abatement and Control Ordinance. If construction is required between the hours of 7 p.m. and 7 a.m., a permit would be obtained from the Noise Abatement Control Administrator. Noise levels related to construction would be temporary and only last for the duration of construction activities. With the Preferred Alternative, future operations at the site would be similar to the existing operations and result in a similar noise environment. Existing noise sources include commercial trucks and buses entering the San Ysidro LPOE and the surrounding industrial and commercial activities. Any noise generated by future occupants of the building would be similar to that generated by the existing inspection operation. The Preferred Alternative would be compliant with the Noise Control Act of 1972, the Quiet Communities Action of 1978, the California Noise Control Act of 1973, and the City of San Diego's Municipal Code – Noise Abatement and Control Ordinance.

Consequences of the No Action Alternative
The No Action Alternative would not have adverse noise impacts, because it would not involve the construction of a new bus inspection facility in the Project Site.

4.11 Visual Resources

Visual or scenic resources consist of the natural and man-made landscape features that give a particular environment its visual characteristics. The Project Site is located at the southern terminus/beginning of I-5 at the U.S.-Mexico border in the San Ysidro community of San Diego. The Project Site is completely surrounded by commercial development, LPOE facilities, and major roadways. Some residential neighborhoods also are located within 0.5 mile of the Project, mainly north and west of the LPOE.

There are no designated scenic view corridors, vistas, viewing areas or other scenic resources within the vicinity of the area of analysis for visual resources for this Project. The area of analysis is approximately 1.5 acres, which represents the anticipated maximum extent of disturbance from the Project, including improvements, staging areas and temporary impacts resulting from Project construction. The Project Site is not in an area subject to any local, state or federal agency visual quality objectives. The area of analysis and immediate surroundings are highly developed. Public views looking into San Ysidro LPOE and surrounding area are limited due to visual barriers, such as existing buildings and differences in elevation. There are multiple, large-scale industrial buildings located in the vicinity of the Project Site. The area is zoned for commercial use only and is highly disturbed.

The San Ysidro LPOE and the immediately surrounding area consists of one- and two-story structures; pedestrian bridges; vehicle inspection booths; roadway directional barriers, signage, and signals; a large number of vehicles; lights and other utility fixtures; fences; a trolley station; a bus-loading station; multiple parking lots of various sizes; sparse landscaping that includes canopy trees, palm trees, vines, and groundcovers; and a drainage area supporting low-growing species. The entirety of the San Ysidro LPOE, including the Project Site, is paved and much of the site is developed with existing structures.

Consequences of the Preferred Alternative
The Preferred Alternative would have no adverse impact on visual or scenic resources. The construction of the proposed facility would be consistent with the current land use of the area, and the architectural appearance of the proposed facility would be similar to the current structures in and surrounding the San Ysidro LPOE.

Consequences of the No Action Alternative
The No Action Alternative would have no impact on visual resources, because no visual resources were identified and no development or changes to the current land use would take place.

4.12 Water Resources

4.12.1 Clean Water Act Section 404 and 401

The Project Site is located within the Tijuana Hydrological Unit of the San Diego Region and drains south across the border into Mexico and eventually into the Tijuana River. The Project Site is located within the Tijuana River Watershed Management Area, Tijuana Hydrologic Unit (911), Tijuana Valley Hydrologic Area (911.1). Water Tanks East Hydrologic Subarea (911.12) (**Figure 4-9**).

The U.S. Army Corps of Engineers (USACE) regulates the discharge of fill material into WOUS, pursuant to Section 404 of the Clean Water Act (CWA), and issues permits for actions proposed within such waters. Jurisdictional, non-tidal WOUS regulated by the USACE are defined in 33 CFR 328.4 (c) as those that compose the area of a water course that extends up to the ordinary high-water mark in the absence of wetlands.

EO 11990 (Protection of Wetlands) requires federal agencies to minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands. To meet these objectives, the EO require federal agencies, in planning their actions, to consider alternatives to wetland sites and limit potential damage of an activity affecting a wetland cannot be avoided.

During the site visit in June 2019, no wetlands, streams, or any other regulated WOUS were identified within the Project Site. A large box culvert was identified on the southwest side of the property that conveyed stormwater from the existing site and surrounding area.

In addition, the Project Site is located outside of the California Coastal Zone regulated by the Coastal Zone Management Act (**Figure 4-10**).

The State Water Resources Control Board (SWRCB) divides California into nine regions, each defining the jurisdiction for regional administration of the state's water quality control program. The Project Site is located within the Tijuana Hydrological Unit of the San Diego Region and drains south across the border into Mexico and eventually into the Tijuana River, which crosses the U.S.-Mexico border back into Southern California. The River then empties into the Pacific Ocean in an estuary on the southern edge of San Diego. Specifically, the Project Site is located within the Tijuana River Watershed Management Area, Tijuana Hydrologic Unit, Tijuana Valley Hydrologic Area, and portions of the San Ysidro and Water Tanks East Hydrologic Subareas. It is this last subarea that represents the area of analysis for water quality impacts due to this proposed Project.

Consequences of the Preferred Alternative
The Preferred Alternative would have no adverse impact to WOUS (including wetlands). No jurisdictional waters or wetlands were identified in the Project Site. The Preferred Alternative would be consistent with EO 11990 and the Clean Water Act. A Section 404 permit from the USACE and a Section 401 Water Quality Certification is not anticipated for the Preferred Alternative.

Consequences of the No Action Alternative
The No Action Alternative would have no impact to jurisdictional waters or wetlands, because it would not involve the construction of a new bus inspection facility in the Project Site.

4.12.2 Clean Water Act Section 402

CWA Section 402 authorizes the National Pollutant Discharge Elimination System (NPDES) program as well as the state pollutant discharge elimination system program. These permit programs are intended to maintain water quality by regulating discharges of pollutants into surface waters, including sediment and pollutants that can be generated during ground-disturbing activities and transported by storm water runoff. In California, the NPDES program is regulated by the SWRCB. The Project Site is located within the San Diego Regional Water Quality Control Board (RWQCB) – Region 9.

The proposed Project would require an Erosion and Sediment Control Plan, with approval administered by the San Diego RWQCB as well as a Stormwater Management Plan with approval administered by the City of San Diego Development Services Department. The City's Storm Water Standards Manual provides information for projects processed through the Development Services Department on how to comply with the permanent and construction storm water quality requirements for new development projects in the City of San Diego. This manual went into effect on December 2, 2002 and was last updated October 1, 2018 (City of San Diego, 2018).

Consequences of the Preferred Alternative

The Preferred Alternative would disturb more than one acre of land and generate indirect impacts from stormwater discharge as the site would be re-developed with impermeable pavement and rooftop. The contractor would be required to secure a NPDES Construction General Permit, including a Notice of Intent and a Notice of Termination. In accordance with the California NPDES regulations, a Storm Water Pollution Prevention Plan (SWPPP) would need to be developed and implemented for the Project. The SWPPP would specify control measures to reduce soil erosion while containing and minimizing the release of construction pollutants. An approved Erosion and Sediment Control Plan would be needed prior to construction. The NPDES Construction General Permit, the SWPPP, and the Erosion and Sediment Control Plan are administered by the San Diego RWQCB. A Stormwater Management Plan would also be needed for site development, which would ensure that stormwater discharges from the facility are managed. This stormwater management plan would be reviewed and approved by the City of San Diego Development Services Department.

Consequences of the No Action Alternative

No NPDES permit, SWPPP, Erosion and Sediment Control Plan, and Stormwater Management Plan would be required under the No Action Alternative, because it would not involve the construction of a new bus inspection facility in the Project Site.

Figure 4- 9 Water Resources

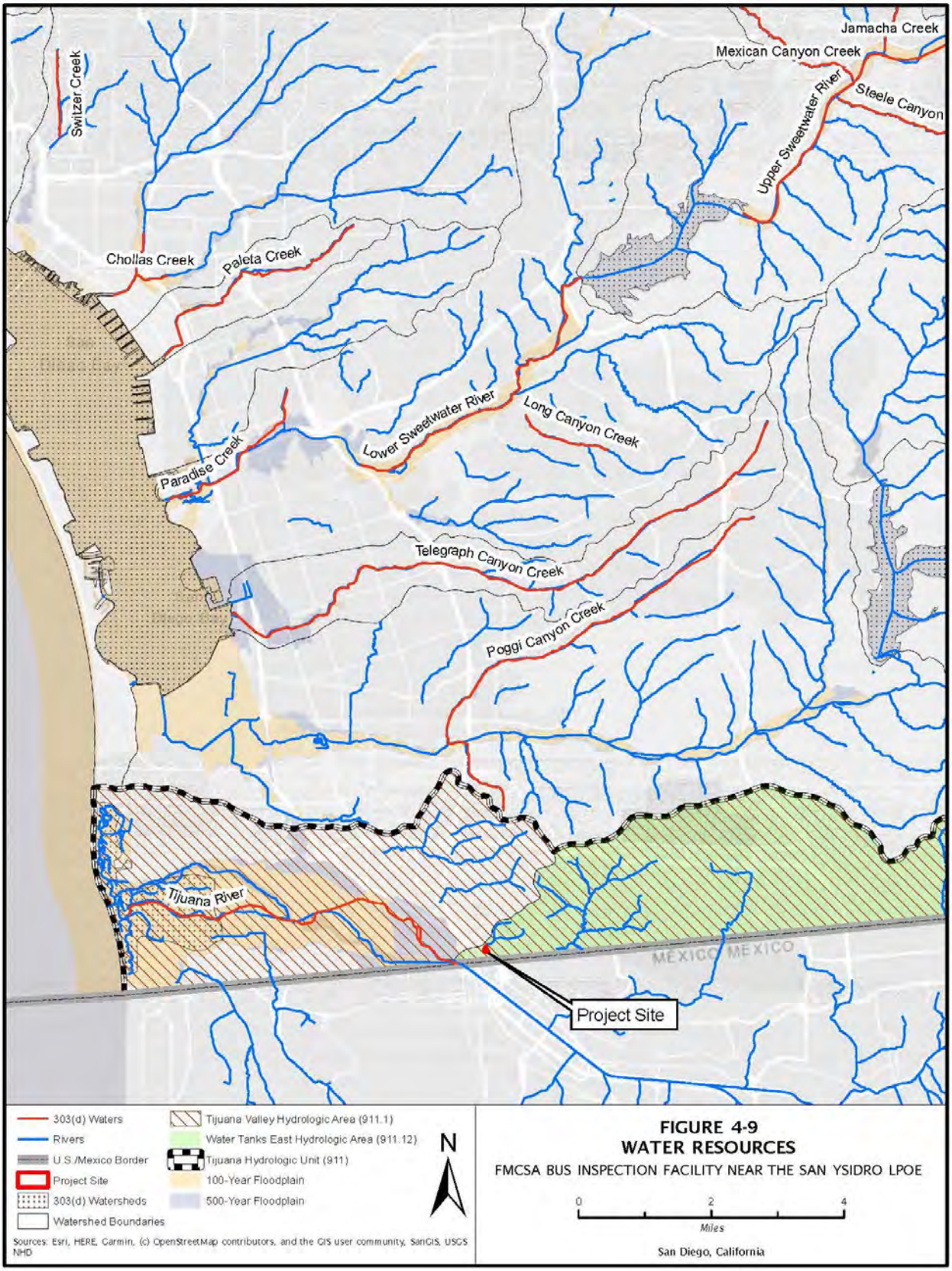
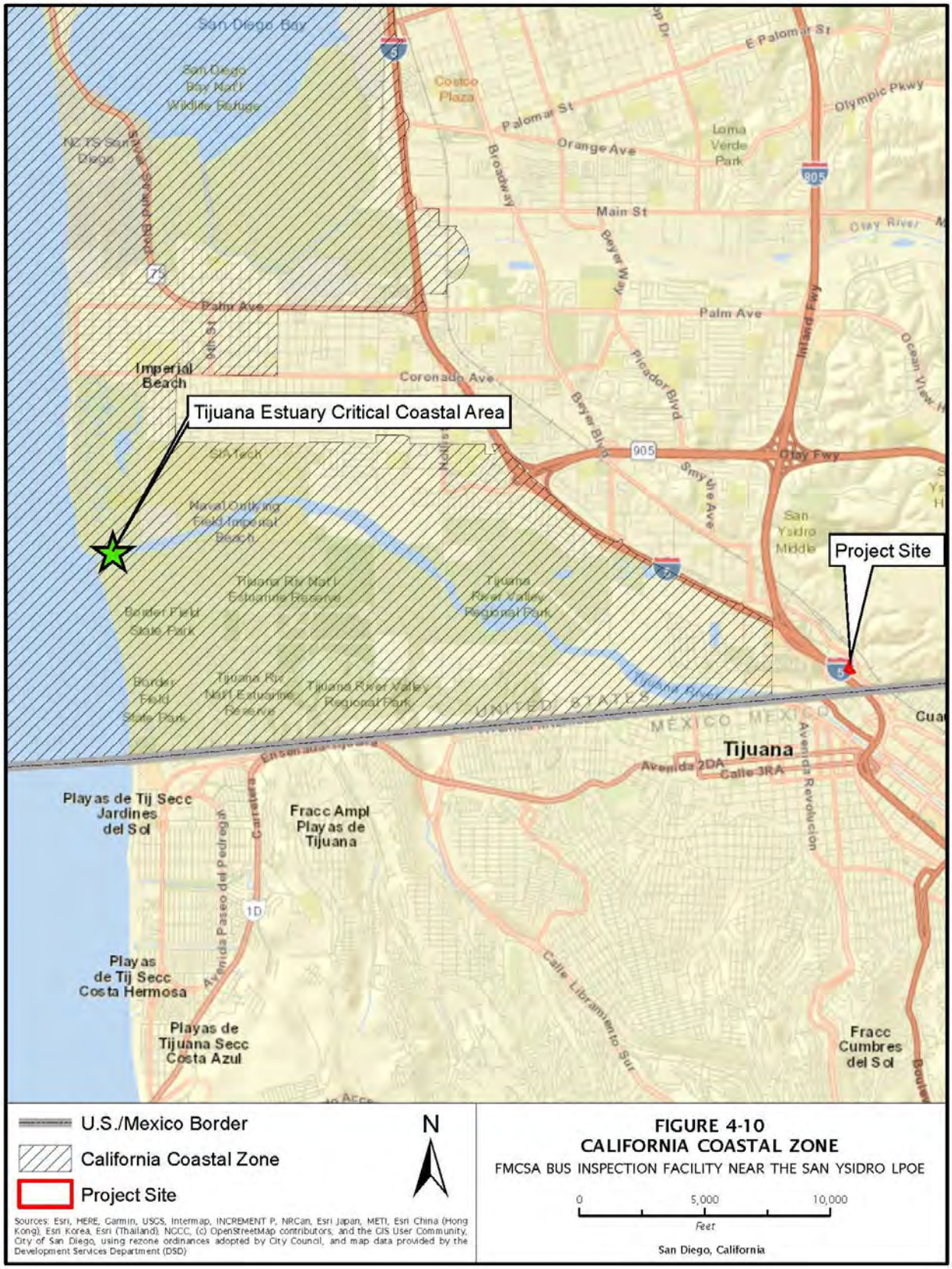


Figure 4- 10 California Coastal Zone



4.12.3 Clean Water Act Section 303(d)

The integrated sections 303(d) and 305(b) reporting process of the CWA requires that states identify water quality segments that fail to meet water quality standards. The 305(b) section is the water quality assessment portion of that process. The list developed is updated biannually by the RWQCB and the SWRCB. The Tijuana River is listed as an impaired water body in the 2014 – 2016 303(d) list with pollutants that include toxicity, trash, fecal indicator bacteria, lead, ammonia, solids, sedimentation, phosphorus, pesticides, eutrophic, diazinon, cadmium, and chlorpyrifos (California Water Boards, 2016). The listed lower six miles of the Tijuana River and the Tijuana River Estuary (the Tijuana River Valley) are degraded due to excessive sedimentation and trash. As a result, numerous beneficial uses are impaired, primarily those associated with aquatic life (e.g., warm freshwater, estuarine, and marine habitat, rare and endangered species, etc.), and human health (e.g., contact and noncontact water recreation, fishing, shell fishing, etc.).

Because TMDLs and other traditional regulatory tools cannot be enforced in Mexico, the RWQCB established the Tijuana River Recovery Team as an alternative approach to controlling pollutants in the watershed (California Water Boards, 2015).The RWQCB is also in the process of developing a Tijuana River TMDL for indicator bacteria and trash for the lower six miles of the Tijuana River, which is the portion of the river in the U.S. (California Water Boards, 2020). This would be the first TMDL for the Tijuana River Watershed.

Consequences of the Preferred Alternative
The Preferred Alternative would have minor, short term impacts to water quality during construction and would result in stormwater runoff from impervious areas of the proposed facility. The Preferred Alternative would disturb more than one acre of land. As mentioned above, the construction of the proposed bus inspection facility would require a California NPDES Construction General Permit, a SWPPP, as well as an Erosion and Sediment Control Plan prior to construction. Runoff from the Project Site flows into the Tijuana River, which is an impaired waterway. All efforts would be taken to minimize urban runoff, pollution, and sedimentation at their source. The Project would comply with erosion and sediment control regulations, California NPDES, and stormwater management regulations.

Consequences of the No Action Alternative
Consideration of 303(d) streams would not be required under the No Action Alternative, because it would not involve the construction of a new bus inspection facility in the Project Site.

4.13 Floodplains

EO 11998 (Floodplain Protection) requires federal agencies to avoid or minimize development in the floodplain except where there are no practicable alternatives. Federal Emergency Management Agency (FEMA) regulations related to the implementation and enforcement of EO 11998 are set forth in 44 CFR Chapter 1 (10-1-03 Edition).

The National Flood Insurance Program (NFIP) is a Federal program enabling property owners in participating communities to purchase insurance protection against losses from flooding. In support of the NFIP, FEMA identifies flood hazard areas throughout the United States and its territories by producing Flood Hazard Boundary Maps, FEMA Flood Insurance Rate Maps (FIRMs), and Flood Boundary & Floodway Maps. Several areas of flood hazards are commonly identified on these maps. One of these areas is the Special Flood Hazard Area (SFHA) or high risk area defined above as any land that would be inundated by the 100-year flood – the flood having a 1-percent chance of occurring in any given year (also referred to as the base flood).

The City of San Diego is a participating Community in the NFIP. Therefore, the City has adopted a floodplain management ordinance that meets certain minimum requirements intended to reduce future flood losses. The City has adopted Development Regulations for SFHA in San Diego Municipal Code Sections 143.0145 and 143.0146. If redevelopment is proposed within one of the SFHA Zones, these existing regulations will apply.

A review of the FIRM for the Project Site indicates that the Project Site is not located in a 100-year or 500-year floodplain and therefore is not within an SFHA. The Project Site is included in the FIRM Map Number 06073C2166G (FEMA, 2012).

Consequences of the Preferred Alternative
The Preferred Alternative would have no adverse impact to floodplains. The proposed bus inspection facility is not located in a 100-year or 500-year floodplain. The Preferred Alternative would be compliant with EO 11998.

Consequences of the No Action Alternative
The No Action Alternative would have no impact on floodplains, because it would not involve the construction of a new bus inspection facility in the Project Site.

4.14 Hazardous Materials

A Phase I Environmental Site Assessment (ESA) was prepared for the Preferred Alternative site in April 2020 by JMT. The main objective of the ESA was to identify recognized environmental conditions (REC) in connection with the purchase of the Project Site parcel. A REC as defined in the American Society for Testing and Materials (ASTM) Standard Practice E1527-05 (ASTM, 2005) is the presence or likely presence of any hazardous substances or petroleum products that indicate an existing release, a past release, or a material threat of a release The Phase I ESA report was prepared in accordance ASTM Standard E 1527-13: Standard Practice for Environmental Site Assessments: Phase I (ESA) Process and the EPA All Appropriate Inquiry (AAI) Rule.

One REC was identified in the Project Site during the Phase I ESA assessment, which included two 55-gallon drums labeled “Hazardous Waste” stored on spill containment pallets and five chemical storage cabinets adjacent to two large temporary storage lockers in the Project Site. In addition, one small capacity holding tank labeled “Diamond Environmental Services” was observed on the southeast side of the onsite modular office trailer. These hazardous materials would be removed and properly disposed as part of the re-development of the site. No evidence of leakage or contamination of surrounding pavement or soils related to these containers was observed.

The Project Site parcel was not identified in any regulated environmental database. Review of the EDR report revealed 10 sites at a higher elevation than the subject property with three additional sites located at a lower elevation. The identified sites located topographically upgradient of the property are from 0.082 to 0.492 miles of the Project Site parcel. Review of the provided database information indicates that these sites pose minimal to no potential risk to the subject property as the majority are either closed cases or administrative listings. One site, the San Ysidro Land Port of Entry, located approximately 500 feet east of the site, is identified as “Open: Site Assessment”; however, due to the distance of this site, it presents minimal risk to the Project Site parcel.

Consequences of the Preferred Alternative
The Preferred Alternative would have no adverse impacts from hazardous materials in the Project Site. The hazardous materials are properly stored and would be removed and disposed of in accordance with applicable regulations, prior to construction of the bus inspection facility. The Preferred Alternatives would not create potential hazards to human health. Management of any contaminated media encountered during construction would be performed in accordance with applicable regulations.

Consequences of the No Action Alternative
The No Action Alternative would have no impact on hazardous materials or create any potential hazard to human health, because it would not involve the construction of a new bus inspection facility in the Project Site.

CHAPTER 5 – CUMULATIVE IMPACTS

Cumulative effects are the combined impacts on the environment that result from the incremental effect of the proposed action when added to past, present, and reasonably foreseeable future actions within the immediate vicinity of the Project Site (40 CFR 1508.7). CEQ regulations implementing NEPA require federal agencies to analyze cumulative effects of their actions on the environment. In accordance with 40 CFR, Section 1508.7 of the CEQ Regulations, cumulative impacts are defined as:

> *The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-federal) or person undertakes such other actions.*

The level and scale of the cumulative analysis should be commensurate with the proposed project's potential impacts, scale, and other factors. NEPA documents consider those past, present, and future actions that incrementally contribute to the cumulative effects on resources affected by the proposed action.

There are 14 projects in the SYCPA that have been recently constructed, are under construction, are in various stages of processing/review by the applicable lead agency or are currently planned for development. These cumulative projects consist of a mixture of residential and parking land uses, a public park, a library, a transit center, and two comprehensive planning documents.

There are currently no additional GSA or CBP plans or funding to acquire land in the Project Site. Other potential federal projects in the area include the future modernization project for the Otay Mesa LPOE and the proposed Otay Mesa East Port of Entry. This modernization project reconfigures the current LPOE complex to better accommodate the multi-modal (commercial, non-commercial, pedestrian) traffic entering the Port. Included in the scope of this modernization project is the reconfiguration of the existing cargo inspection areas to improve operational efficiency and meet current facility standards. An Environmental Impact Statement (EIS) was completed this project in January 2019. The Otay Mesa East POE is a planned border crossing between San Diego and Tijuana, approximately 2 miles east of the existing Otay Mesa LPOE. Although the proposed crossing would allow for cars and pedestrians, it would mainly be designed for trucks and commercial vehicles. The proposed port would offer an alternative to the highly congested ports of entry at Otay Mesa and San Ysidro LPOEs, benefitting the regional economy and the environment by reducing border-crossing wait times. These projects are expected to help alleviate congestion at the San Ysidro LPOE, which is why they were considered in the cumulative analysis.

Future commercial and residential growth in the Interstate 5 (I-5) and Interstate 805 (I-805) corridors may have minor operational impacts on the facility. To meet future demand, the region is pursuing large infrastructure projects as well as utilizing operational improvements, system management, and multimodal facilities that will optimize corridor efficiency.

The three major, revenue constrained projects identified in the 2019 SANDAG *The San Diego Forward: Federal Regional Transportation Plan* that will improve corridor efficiency include the completion of I-5 managed lane/toll lane project from State Route 905 (SR 905) to State Route 54 (SR 54) (SANDAG, 2019). This includes the addition of two high occupancy vehicle (HOV) or managed lanes for a total of 10 lanes. There is another section of I-5 between the I-5/I-805 merge and State Route 56 (SR 56) that will include the addition of four managed lanes. Also, there are plans to add four additional managed lanes along I-805, for a total of 12 travel lanes, from I-5 to Interstate 8 (I-8).

Locally, the 2009 *San Ysidro Mobility Strategy* recommended two improvements within the project vicinity: 1) remove connection of the East San Ysidro Boulevard to I-5 northbound and 2) maintain connection from East San Ysidro Boulevard to I-5 northbound and construct a new northbound I-5/I-805 on-ramp on Camino De La Plaza (City of San Diego, 2009). The first project would remove the existing connection from East San Ysidro Boulevard to I-5 northbound immediately to the north of the US/Mexico International Border. This improvement assumes that other planned improvements associated with the border crossing, including a new northbound on-ramp from Camino De La Plaza to I-5 will be constructed and will accommodate diverted traffic. The project would also remove the existing median on East San

Ysidro Boulevard in order to allow left turns in and out of an existing parking lot located south of Camino De La Plaza. The intent of this improvement is to reduce vehicle/pedestrian conflicts on this segment. This intersection presents many vehicle/pedestrian conflicts. The second project would maintain the existing northbound on-ramp and off-ramp in the existing location but would construct a new northbound I-5 and I-805 on-ramp on the north side of the Camino De La Plaza bridge. In addition, the bridge would need to be widened to provide for left turn lanes northbound onto I-5 and I-805.

The 2016 *San Ysidro Community Plan Update* recommended several bike and pedestrian improvements in the immediate project vicinity (City of San Diego, 2016). Recommended improvements include new/improved sidewalks with pedestrian scale lighting alone the north side of Camino De La Plaza and new Class I Pedestrian/Bicycle share facility along the south side of Camino De La Plaza, from the I-805 SB off ramp to East San Ysidro Boulevard. The 2016 Plan also recommended new/improved sidewalks with pedestrian scale lighting along East San Ysidro Boulevard, north of the Camino De La Plaza intersection, new Class I pedestrian/bicycle share facility along East San Ysidro Boulevard south of the intersection, and traffic calming along E. Beyer Boulevard.

The 2016 *San Ysidro Community Plan Update* recommended several roadway improvements in the immediate project vicinity (City of San Diego, 2016). Two improvements on East San Ysidro Boulevard were recommended: from Border Village Road (east) to East Beyer Boulevard/Camino De La Plaza, widen the road to a 5-lane major arterial and install a raised media; from East Beyer Blvd/Camino De La Plaza to Rail Court, widen the roadway to a 4-lane major arterial and install a raised median. One improvement on Camino De La Plaza was recommended: I-5 SB Ramp to East San Ysidro Boulevard, widen the roadway to a 4-lane major arterial and install a raised median.

The 2016 *San Ysidro Community Plan Update* recommended several intersection improvements in the immediate project vicinity (City of San Diego, 2016). Intersection improvements include: I-5 NB Ramp and East San Ysidro Boulevard, install a new on-ramp to the I-805 freeway; Camino De La Plaza and I-5 SB ramps, provide additional lanes for the southbound ramps.

The above actions are all subject to individual environmental review and analysis, are dispersed in location, and feature a wide range of improvement types (roads, government complexes, and building renovations). This project would not affect sensitive or critical resources, lead to a wide range of effects, induce population growth, lead to further development, or require expansion of infrastructure. Impacts from implementation of the Preferred Alternative are expected to be negligible on a cumulative basis, except for the minor localized effects on air quality, water quality, traffic, and noise during construction.

The proposed project is consistent with all local and state planning documents such as the *San Ysidro Community Plan Update* (2016), *San Ysidro Mobility Strategy* (2009), *City of San Diego General Plan* (2008), SANDAG *San Diego Forward: Federal Regional Transportation Plan* (2019),

The No Action Alternative would not cause a significant adverse cumulative effect on environmental or socio-economic resources in conjunction with the planned and foreseeable projects.

CHAPTER 6 – PUBLIC INVOLVEMENT/PROJECT COORDINATION

6.1 Agency Coordination

Scoping letters were mailed to the following 21 federal, state, and local organizations and 14 Federally recognized Native American Tribes on July 15, 2019. The letters and mailing lists are included in **Appendix C**.

Federal:

- Council on Environmental Quality
- Federal Highway Administration
- USDA Natural Resources Conservation Service
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service

State:

- California Department of Fish and Game
- California Department of Fish and Wildlife – South Coast Region 5
- California Department of Transportation – District 11
- California Department of Water Resources
- California Department of Conservation
- California Environmental Protection Agency
- California Native American Heritage Commission
- California Natural Resources Agency
- California State Office of Historic Preservation
- California State Lands Commission

Local:

- City of San Diego
- County of San Diego
- San Diego Association of Governments
- San Diego County Board of Supervisors
- 22nd District Agricultural Association

Tribal:

- Barona Group of the Capitan Grande
- Campo Band of Mission Indians
- Ewiiaapaayp Tribal Office
- Iipay Nation of Santa Ysabel
- lnaja Band of Mission Indians
- Jamul Indian Village
- La Posta Band of Mission Indians
- Manzanita Band of Kumeyaay Nation
- San Pasqual Band of Diegueno Mission Indians
- Sycuan Band of the Kumeyaay Nation
- Cocopah Indian Reservation
- Kwaaymii Laguna Band of Mission Indians
- Mesa Grande Band of Diegueno Mission Indians
- Viejas Band of Kumeyaay Indians

6.2 Public Involvement

6.2.1 Scoping Process

Scoping outreach included notices of a public scoping meeting in the general distribution (San Diego Tribune) and Spanish language (El Latino) newspapers serving the San Diego area. A Notice of Intent (NOI) was published in the Federal Register on May 23, 2019. A revised NOI was published June 21, 2019. Based on comments received at the scoping meeting, the NOI was revised once more and published in the Federal Register in May 2020.

6.2.2 Newspaper Notice

A notice to the public was published in the San Diego Tribune on June 2 and 9, 2019 and in El Latino from June 7 through the 13 and from June 14 through the 20, 2019. The notice summarized the purpose and need for the proposed FMCSA Bus Inspection Facility and a description of the Preferred Alternative. The notice also invited interested parties to a public meeting held on June 18, 2019 at 4:00pm at the Front Arte Cultura in San Diego. See **Appendix D** for a copy of the public notices published in the San Diego Tribune and El Latino.

6.2.3 Public Scoping Meeting

A public, open house–style meeting was held on June 18, 2019 from 4 p.m. to 6:00 p.m. at the Front Arte Cultura, 147 W. San Ysidro Boulevard in San Diego. The purpose of the meeting was to provide information for the proposed FMCSA Bus Inspection Facility at the San Ysidro LPOE, the NEPA process and associated timelines, and the project background, purpose, need, and alternatives, as well as to solicit comments from the public. Figures of the proposed Preferred Alternative site were displayed, and a comment form was provided to attendees.

6.3 Agency Responses

This section includes is a matrix capturing all of the agency comments from the scoping process regarding the FMCSA proposed bus facility at the San Ysidro LPOE and responses from the GSA.

Table 6-1 Public Comments during the scoping process for the Proposed FMCSA Bus Inspection Facility

San Diego Association of Governments (SANDAG)	**SAN YSIDRO, OTAY MESA, AND CALEXICO EAST**
Contact: **Katie Hentrich / Associate Regional Energy/Climate Planner** **619-595-5609** **Katie.Hentrich@sandag.org**	
Comment	GSA Response
Thank you for the opportunity to comment on the GSA's Land Ports of Entry (LPOE) NOI. The San Diego Association of Governments (SANDAG) is submitting the following comments: -For the FMCSA improvements at San Ysidro and Otay Mesa LPOEs, SANDAG and Caltrans would appreciate continued coordination in regards the project's scope and design to see if there is a potential to integrate elements of the agencies' Border Wait Times pilot project. -Since SANDAG and Caltrans are continuing progress on the proposed Otay Mesa East LPOE, SANDAG encourages continued partnership with FMCSA to address any potential impacts from the FMSCA improvements at San	Thank you for your comment. The proposed project scope of an EIS for six proposed bus and truck inspection facilities at five locations in California and Arizona has been revised to develop co-located truck inspection facilities within existing state-operated inspection facilities to the extent practicable and develop stand-alone Federal facilities for the proposed bus inspection facilities where necessary. GSA has revised the approach to NEPA documentation. GSA intends to prepare a separate Environmental Assessment (EA) and, if appropriate, a Finding of

Ysidro and Otay Mesa LPOEs to the new LPOE. If you have any questions or concerns, please contact me or Seth Litchney (seth.litchney@sandag.org).	No Significant Impact (FONSI) to analyze the potential impacts from the proposed construction of the bus inspection facility at the San Ysidro LPOE in California. GSA is negotiating agreements with state operated inspection facilities for possible co-located facilities, which will determine what type of NEPA documentation will be prepared for those proposed actions. FMCSA has a need for the improved inspection facilities to provide safe working conditions for FMCSA inspection workers, to ensure a robust and compliant program for bus/truck inspections crossing LPOEs as mandated by Congress, and for the safety and convenience of the travelling public. GSA will coordinate with SANDAG throughout the development of the EA for San Ysidro.
California Department of Transportation **Maurice Eaton / Local Development and Intergovernmental Review Branch**	SAN YSIDRO, OTAY MESA, AND CALEXICO EAST
Contact: **Roger Sanchez-Rangel** **(619) 688-6494** **roger.sanchez-rangel@dot.ca.ca**	
Comment	GSA Response
Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Intent to Prepare an Environmental Impact Statement for proposed inspection facilities for the Land Ports of Entry (LPOEs) located near Interstate (1-5), State Route (SR-905), SR-11 , and SR-7. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. Caltrans has the following comments: Traffic Impact Study A traffic impact study (TIS) is necessary to determine the proposed project's near-term and long-term impacts to existing and proposed State facilities, and to propose appropriate mitigation measures. • Please include ramp intersections at SR-7, SR-11, SR-905, 1-5. The geographic area examined in the TIS should also include, at a minimum, all regionally significant arterial system segments and intersections, including State	Thank you for your comment. The proposed project scope of an EIS for six proposed bus and truck inspection facilities at five locations in California and Arizona has been revised to develop co-located truck inspection facilities within existing state-operated inspection facilities to the extent practicable and develop stand-alone Federal facilities for the proposed bus inspection facilities where necessary. GSA has revised the approach to NEPA documentation. GSA intends to prepare a separate Environmental Assessment (EA) and, if appropriate, a Finding of No Significant Impact (FONSI) to analyze the potential impacts from the proposed construction of the bus inspection facility at the San Ysidro LPOE in California. GSA is negotiating agreements with state operated inspection facilities for possible co-located facilities, which will determine

highway facilities where the project will add over 100 peak hour trips. State highway facilities that are "Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability" experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips. • A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacity. • In addition, the TIS could also consider implementing vehicles miles traveled (VMT) analysis into their modeling projections. • Any increase in goods movement operations and its impacts to State highway facilities should be addressed in the TIS. • The data used in the TIS should not be more than 2 years old. • Please provide Synchro Version 10 files. • Early coordination with Caltrans is recommended. Please see additional Traffic comments in the PDFs attached. Freight/ Trade Corridor In October of 2017, the U. S. Customs and Border Protection (CBP) initiated a pilot program in conjunction with Mexico's Servicio de Administracion Tributaria (SAT) in the Unified Cargo Processing Program at the Otay Mesa Cargo Facility in San Diego. Under the Unified Cargo Processing pilot, CBP and SAT began conducting joint cargo inspections at the Otay Mesa Cargo Facility-eliminating separate inspections and subsequently reducing wait times at the border. Caltrans encourages General Service Administration (GSA) and Federal Motor Carrier Safety Administration (FMCSA) to explore the feasibility of creating a joint inspection between the State of California and FMCSA at California's Commercial Vehicle Enforcement Facilities (CVEF) to keep in line with common agency effortsto reduce wait times, conduct efficient inspections and reduce costs of doing business in the region. A new CVEF facility will be constructed to serve the future Otay Mesa East POE. At this time the type, size, and scope of the new facility is unknown, and expansion of the existing facility may be needed to serve this purpose which could affect the area being proposed for the FMCSA facility at the Otay Mesa POE. Please coordinate with both Caltrans and the California Highway Patrol (CHP) during the environmental approval process. "Provide a safe,	what type of NEPA documentation will be prepared for those proposed actions. FMCSA has a need for the improved inspection facilities to provide safe working conditions for FMCSA inspection workers, to ensure a robust and compliant program for bus/truck inspections crossing LPOEs as mandated by Congress, and for the safety and convenience of the travelling public. GSA will consider Caltrans recommendations provided in the letter dated June 11, 2019 during the preparation of the environmental documents as they relate to the project. Information on available traffic data, complete streets/mobility, and Caltrans right of way will be addressed in the EA for the proposed bus inspection facility at San Ysidro. A formal Traffic Impact Study, if required, will be considered in the design phase.

sustainable, integrated and efficient transportation system to enhance California's economy and livability" Complete Streets and Mobility Network Caltrans views all land development improvements that impact the transportation network as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. During the development of this project, please consider the following existing bicycle and pedestrian conditions as well as future proposed improvements within the project area of the proposed inspection facilities. 1. GSA Proposed Inspection Facility at San Ysidro LPO Comments: a. Camino de Ia Plaza and East San Ysidro Boulevard currently serve as unmarked bicycle routes, and there are proposed plans to replace these bicycle routes with Class II Bike Lanes on both Camino de Ia Plaza and East San Ysidro Boulevard. Pedestrian traffic is also present on Camino de Ia Plaza and East San Ysidro Boulevard. 2. GSA Proposed Inspection Facility at Otay Mesa LPO Comments: a. There is an existing Class II Bicycle Lane east of Enrico Fermi Drive on Siempre Viva Road. At Enrico Fermi Drive and Siempre Viva Road there are also pedestrian crossings on all four sides of the intersection. 3. GSA Proposed Inspection Facility at Calexico LPO Comments: a . The Imperial County Transportation Commission Pedestrian Bicycle Transportation Access Study for the California/Baja California and Ports of Entry (20 15) study indicates that there are proposed bicycle and pedestrian improvements near the proposed project are of this project. Please see attached documents or follow this link for additional information regarding proposed bicycle and pedestrian improvements: http://www.imperialctc.org/media/managed/borderstudy/Bicycle%20and%20Pedestrian%20Border%20Study%20-%20FINAL%20Feb%202015.pdf Through the development of this project, and for all final designs that may impact the roadway or sidewalks please maintain ADA compliance, provide accessibility and comfort to bicycle and pedestrian facilities, and seek ways to enhance bicycle and pedestrian travel. Motor vehicle entry and exit points that may conflict with pedestrian pathways or bicycle facilities are particularly important when considering improvements that may affect sidewalks and roadways. Lastly, please ensure temporary construction traffic management plans include appropriate	

accommodations for bicyclists and pedestrians. Right-of-Way Any work performed within Caltrans' Right-of-Way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction . As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies. Please include detailed plan sheets showing State's R/W in subsequent submittal for review of this project. If you have any questions, please contact Roger Sanchez-Rangel, of the Caltrans Development Review Branch, at (619) 688-6494 or by e-mail sent to roger.sanchez-rangel@dot.ca.ca.	
US EPA Region IX - Environmental Review Branch	ALL SITES
Contact: **Zac Appleton** **415-972-3321** **appleton.zac@epa.gov**	
Comment	GSA Response
The U.S. Environmental Protection Agency (EPA) has reviewed the Notice of Intent (NOI) published in the Federal Register on May 23, 2019, requesting comments on the General Services Administration (GSA) intention, on behalf of the Federal Motor Carrier Safety Administration (FMCSA), to prepare a programmatic Draft Environmental Impact Statement (Draft EIS) for the proposed construction of six (6) inspection facilities at five (5) different Land Ports of Entry in California and Arizona. Construction of all six inspection facilities would entail clearing buildings from the existing sites, extending and relocating utilities, rerouting vehicle paths through the new inspection facility, potentially relocating other LPOE facility functions, and adding an inspection canopy with pits and a FMCSA administrative building. EPA's scoping comments are provided 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. Please feel free to direct any questions you may have concerning our comments to me at 415-972-3321, or contact me via email at appleton.zac@epa.gov. When the Draft EIS is available, please send one hard copy to our office at the above address (TIP-2) along with an electronic copy of all technical appendices. EPA DETAILED SCOPING COMMENTS FOR THE SIX BUS AND COMMERCIAL TRUCK INSPECTION	Thank you for your comment. The proposed project scope of an EIS for six proposed bus and truck inspection facilities at five locations in California and Arizona has been revised to develop co-located truck inspection facilities within existing state-operated inspection facilities to the extent practicable and develop stand-alone Federal facilities for the proposed bus inspection facilities where necessary. GSA has revised the approach to NEPA documentation. GSA intends to prepare a separate Environmental Assessment (EA) and, if appropriate, a Finding of No Significant Impact (FONSI) to analyze the potential impacts from the proposed construction of the bus inspection facility at the San Ysidro LPOE in California. GSA is negotiating agreements with state operated inspection facilities for possible co-located facilities, which will determine what type of NEPA documentation will be prepared for those proposed actions. FMCSA has a need for the improved inspection facilities to provide safe

FACILITIES AT FIVE LAND PORTS OF ENTRY, MULTIPLE COUNTIES, CALIFORNIA AND ARIZONA, JULY 11, 2019 Alternatives Analysis EPA understands that several of the Land Ports of Entry near the proposed safety inspection facilities have extensive modernization and expansion plans either currently under construction or proposed for construction in the near future. These expansion plans may have impacts in the same project areas as the proposed safety inspection facilities. We also understand that GSA is in ongoing discussions with the state of Arizona regarding similar vehicle safety inspection activities at state facilities, and that the Draft EIS may include new build alternatives specific to Arizona Land Ports of Entry not mentioned in the Notice of Intent. Please ensure that the Draft EIS includes a range of alternatives to reach decisions at both the programmatic and project levels. Recommendations: EPA recommends the Draft EIS explore and objectively evaluate a range of reasonable alternatives, including the No Action Alternative, and briefly discuss the reasons for eliminating some alternatives from further evaluation (40 CFR 1502.14). Please ensure the No Action Alternative accurately reflects the reasonably foreseeable changes to the Affected Environment, pursuant to 40 CFR 1502.15, expected to take place at or near the proposed land parcels for the proposed safety inspection facilities. We further recommend that GSA ensure that any new build alternative included in the Draft EIS be consistent with the overall purpose and need of the proposed projects, and that any site specific build alternative disclose project-level details, impacts, and mitigation measures not adequately described at a programmatic level for the other proposed vehicle safety inspection facilities. Air Quality The ambient air quality in the air basins along the Southwest border is in federal nonattainment for several National Ambient Air Quality Standard (NAAQS) criteria pollutants 1. In California, San Diego County is in nonattainment for the 8-hour ozone NAAQS, and in state designated nonattainment for 1- hour ozone, PM10, and PM2.5. Imperial County is in federal nonattainment for 8-hour ozone, PM10, and PM2.5 NAAQS. In Arizona, Yuma County is in federal nonattainment for 8-hour ozone, and for PM10 NAAQS. Santa Cruz County is in federal nonattainment for PM10 and PM2.5 NAAQS. It is therefore important to reduce emissions of ozone	working conditions for FMCSA inspection workers, to ensure a robust and compliant program for bus/truck inspections crossing LPOEs as mandated by Congress, and for the safety and convenience of the travelling public. GSA will take into account the recommendations provided by the EPA in the letter dated July 11, 2019 during the preparation of the environmental documents as they relate to the project. Information on the alternatives analysis, air quality, aquatic resources, stormwater management, cumulative impacts, and green building will be addressed in the EA for the proposed bus inspection facility at San Ysdiro.

precursors and particulates from these projects to the maximum practicable extent. As construction of the proposed vehicle safety inspection facilities at San Ysidro LPOE, Otay Mesa LPOE, and San Luis II LPOE may be occurring concurrently with modernization and expansion projects at or near those crossings, and while border crossing operations continue, there could be elevated concentrations of these criteria pollutants. Recommendations: https://www3.epa.gov/airguality/greenbook/anayoca.html; https://www3.epa.gov/airquality/greenbook/anayoaz.html Ambient Conditions: EPA recommends the Draft EIS include a detailed discussion of ambient air conditions (i.e., baseline or existing conditions) including each project area's attainment or nonattainment status for all NAAQS, and potential air quality impacts (including cumulative and indirect impacts) from the construction and operation of the project for each fully evaluated alternative. Characterization of Impacts: Include estimates of all criteria pollutant emissions and diesel particulate matter (DPM) emissions that are anticipated from the proposed project. Disclose information about the health risks associated with construction and truck emissions, and how the proposed safety inspection facilities will affect current emission levels. General Conformity: Section 176(c)(l) of the Clean Air Act requires federal agencies to assure that their actions conform to applicable implementation plans for achieving and maintaining NAAQS for criteria pollutants. EPA recommends GSA coordinate with EPA and the California Air Pollution Control Districts, and the Arizona Department of Environmental Quality to determine general conformity for the proposed project. The Draft EIS should disclose that conformity determination (https://www.epa.gov/general-conformity/de-minimis-tables). Phasing: Disclose whether the projects will be constructed in phases and, if so, include the anticipated timeline for construction, identify what specific activities will occur during each phase, and analyze both the construction and operational impacts of the project for each phase. Mitigation Plan: EPA recommends that GSA include a Construction Emissions Mitigation Plan in the Draft EIS and adopt this plan in the Record of Decision (ROD). In addition to all applicable local, state, or federal requirements, EPA recommends that the following	

mitigation measures be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of ozone precursors, particulate matter, and other toxics from construction-related activities, including the following: • Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions; • Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions; • When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph; • Minimize use, trips, and unnecessary idling of heavy equipment; • Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications; • Ensure that construction vehicles both on- and off-site shall be prohibited from excess idling consistent with current California Air Resource Board Regulations for California projects; • Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations; • Solicit bids that include use of energy and fuel-efficient fleets; • Solicit construction bids that use Best Available Control Technology (BACT), particularly those seeking to deploy zero-emission technologies; • Employ the use of alternative fueled vehicles; • Use lighting systems that are energy efficient, such as LED technology; • Use lighter-colored pavement where feasible; • Recycle construction debris to maximum extent feasible; • Identify sensitive receptors in the project area, such as children, elderly, and infirm, and specify the means by which you will minimize impacts to these populations. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners; • Plant shade trees in or near construction projects where feasible; and • Develop a construction traffic and parking management plan that minimizes traffic interference and maintains	

traffic flow. Aquatic Resources The proposed project has the potential to affect aquatic resources and the existing hydrology in the project areas. EPA recommends that GSA implement project design features that maximize current hydrologic functions and reduce impacts to waters. Discharges of dredged or fill material into waters of the U.S. require authorization by the. U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act (CWA). The Federal Guidelines at 40 CFR Part 230 promulgated under CWA Section 404 (b)(l) provide substantive environmental criteria that must be met to permit such discharges into waters of the United States. Recommendations: In the Draft EIS, identify if the projects will involve the discharge of dredged or fill material into jurisdictional wetlands and waterways. Include a summary of the projects' impacts to water quality or hydrology. Include the classification of waters and the geographic extent of waters and adjacent riparian areas. Characterize the functional condition of waters and adjacent riparian areas. Describe the extent and nature of stream channel alteration, riverine corridor continuity, and buffered tributaries. Characterize the hydrologic linkage to any impaired water body. If the project discharges dredged or fill material into jurisdictional waters, identify measures and modifications to avoid and minimize impacts to water resources. Quantify temporary and permanent direct and indirect impacts to waters of the U.S. for each alternative (e.g., acres of waters impacted). For each alternative, EPA recommends the Draft EIS report these numbers in table form for each impacted water and wetland feature. Including this information in the Draft EIS will assist GSA in demonstrating compliance with CWA Guidelines. Storm water Management The proposed vehicle inspection facilities will require the extension or relocation of utility lines, including sanitary sewer and water. Each new inspection facility may also be adding a net increase of impermeable surface to existing land parcels, adversely impacting hydrologic flow, and potentially affecting water quality. Recommendations: We recommend the Draft EIS discuss the existing National Pollutant Discharge Elimination System (NPDES) permit	

to the municipal entity covering stormwater discharges from the proposed project areas. Analyze and disclose any potential impacts to stormwater discharges by the FMCSA inspection facilities, from construction, demolition, and operations phases of the projects. Identify and commit to mitigation measures, including low-impact development (LID) practices where practicable, for the stormwater discharge impacts. EPA further recommends that GSA coordinate with the San Diego Regional Water Quality Control Board, the State Water Quality Control Board for California, the Arizona Department of Environmental Quality for Yuma County, and Santa Cruz County in Arizona, regarding Clean Water Act Section 401 certification determination and disclose any water quality impacts and associated mitigation in the Draft EIS. Cumulative Impacts Cumulative impacts are defined in 40 CFR 1508.7 as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." Recommendations: EPA recommends GSA clarify in the Draft EIS the phasing of construction of the proposed vehicle safety inspection facilities and timing of the other modernization and expansions projects that may be underway at the Land Ports of Entry near or at the proposed inspection facilities. Green Building The proposed vehicle inspection facilities are an opportunity for GSA to incorporate recycled materials, renewable electricity generation, and other efficient design commitments to conserve resources and reduce operating costs for the FMCA. For example, pulverized material from one structure's demolition can be reused as fill in the construction of new structures, and industrial materials can be used in cement and concrete. Recommendations: EPA recommends the Draft EIS discuss any green building elements the proposed projects will commit to. We encourage GSA to consider incorporating the green building designs of the San Ysidro Land Port of Entry (https://www.usgbc.org/projects/san-ysidro-lancl-port-entry-phase-lb-0), where practicable, in the proposed projects.	

Private Entity	ALL SITES
Contact: **Jean Publiee** **jeanpublic1@yahoo.com**	
Comment	GSA Response
we need to start making products here in America to give americans work to do. we should not be buying so much from mexico. we should make it here so our fellow citizens have work. i agree no dangerous trucks or buses should be allowed to come into america. some of the problems can be seen without an expensive inspection station and those shoudl be immediately turned around and sent bak to mexico and not let into this country at all. itis also necessary to advise mexicothat this country is upgrading its standards and that we will not allow dangerous trucks or buses to enter this countr anymore so that they can take steps themselves. we should tell them what we expect fromthe trucks and buses they try to send into the usa. that we have standards oryou will be sent back to mexico. we shuld start with just arizona and see how that goes. also we dont need to build concret permanent buildings. we can get temporary types of admin buldings that are lower cost and temporary in nature. above tents but no full scale million dolalr building the govt has a tendency to spend over a million dollars on a toilet. this cmment is for the public record.pleae receipt.	Thank you for your comment. The proposed project scope of an EIS for six proposed bus and truck inspection facilities at five locations in California and Arizona has been revised to develop co-located truck inspection facilities within existing state-operated inspection facilities to the extent practicable and develop stand-alone Federal facilities for the proposed bus inspection facilities where necessary. GSA has revised the approach to NEPA documentation. GSA intends to prepare a separate Environmental Assessment (EA) and, if appropriate, a Finding of No Significant Impact (FONSI) to analyze the potential impacts from the proposed construction of the bus inspection facility at the San Ysidro LPOE in California. GSA is negotiating agreements with state operated inspection facilities for possible co-located facilities, which will determine what type of NEPA documentation will be prepared for those proposed actions. FMCSA has a need for the improved inspection facilities to provide safe working conditions for FMCSA inspection workers, to ensure a robust and compliant program for bus/truck inspections crossing LPOEs as mandated by Congress, and for the safety and convenience of the travelling public.
CALTRANS	SAN YSIDRO (POSTER)
Comment	GSA Response
Improvements required to #12 exit from FMSCA driveway (e.g. widen driveway, signing right turn only, turning radius template, etc.) Where is 9? Where is 10?	Thank you for your comment. The proposed project scope of an EIS for six proposed bus and truck inspection facilities at five locations in California and Arizona has been revised to develop co-located truck inspection facilities within existing state-operated inspection facilities to the extent practicable and develop stand-alone

	Federal facilities for the proposed bus inspection facilities where necessary. GSA has revised the approach to NEPA documentation. GSA intends to prepare a separate Environmental Assessment (EA) and, if appropriate, a Finding of No Significant Impact (FONSI) to analyze the potential impacts from the proposed construction of the bus inspection facility at the San Ysidro LPOE in California. GSA is negotiating agreements with state operated inspection facilities for possible co-located facilities, which will determine what type of NEPA documentation will be prepared for those proposed actions. FMCSA has a need for the improved inspection facilities to provide safe working conditions for FMCSA inspection workers, to ensure a robust and compliant program for bus/truck inspections crossing LPOEs as mandated by Congress, and for the safety and convenience of the travelling public. A revised figure for the construction of the proposed bus inspection facility at the San Ysidro LPOE will be prepared.

CHAPTER 7 - CONCLUSION

7.1 Summary of Impacts

The potential environmental impacts of the Preferred Alternative were evaluated based on both the context of the effects on the Project Site and the intensity or severity of impacts as defined in CEQ regulations. **Table 7-1** summarizes the potential environmental impacts of the Preferred Alternative.

Table 7-1 Results of Environmental Analysis.

Environmental Consideration	Impact Summary for the Preferred Alternative
Land Use and Zoning	No adverse impact
Title VI/Environmental Justice	No adverse impact to minority population. Minor beneficial impact to low income populations
Social and Economic Resources	Minor beneficial impact
Traffic	Short-term minor adverse impact; Long-term beneficial impact
Biological Resources	No adverse impact on soils and native vegetation. Short-term, minor adverse impacts to wildlife
Threatened and Endangered Species	No Effect
Special Status Species	No Effect
Cultural Resources	No Effect
Air Quality Analysis	Short-term, minor adverse impact
Greenhouse Gases	No adverse impact
Noise Analysis	Short-term, minor adverse impact
Visual Resources	No adverse impact
Water Resources	No adverse impact; Short-term, minor adverse impact to water quality
Floodplains	No adverse impact
Hazardous Materials	No adverse impact
Cumulative Impacts	Negligible on a cumulative basis, except for the minor

7.2 Best Management Practices

GSA proposes to implement the following best management practices (BMP) for the proposed FMCSA bus inspection facility construction to minimize impacts to the natural and human environment.

Administrative Controls:

- The contractor shall secure all applicable permits for work associated with the project prior to the start of construction.
- 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.)
- The contractor shall develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.
- The contractor shall equip all internal combustion engines used for any purpose on the Preferred Alternative or related to work on the Preferred Alternative 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.

- To minimize impacts on area vehicular rights-of-way, the contractor shall minimize construction traffic and equipment on public roads during AM and PM peak hours.
- 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.

Fugitive Dust Source Controls:

- The contractor shall stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to inactive and active sites during workdays, weekends, holidays, and windy conditions.
- The contractor shall install wind fencing and phase grading operations, where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, the contractor shall prevent spillage and limit speeds to 15 miles per hour (mph).
- The contractor shall limit the speed of earthmoving equipment to 10 mph.

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 EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.
- 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 submit an "Authority to Construct" Permit Application for construction from the San Diego County Air Pollution Control District if required before the start of construction.

7.3 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. Potential measures that would be considered would be:

- 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 vehicles in construction traffic control plans.
- During final design, the contractor 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, road closures, or 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 contractor shall include creative use of texture and/or color, as well as architectural details among the FMCSA bus inspection facility to minimize their contrast with the existing visual environment, promote consistency with existing and planned local development patterns, and provide an appropriate visual entry statement for the international border crossing. Landscaping also could be incorporated to screen and soften structures with natural elements.
- The contractor shall prepare 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 (SWPPP) shall be developed and implemented for the project to minimize site runoff. The SWPPP shall specify control measures to reduce soil erosion while containing and minimizing the release of construction pollutants.
- The contractor shall prepare a stormwater management plan to reduce any discharge of pollutants to the storm water drainage system that serves the surrounding road and facilities.
- The contractor shall include an erosion and sediment control plan during construction that would include appropriate controls to prevent off-site sediment tracking or discharge.
- The contractor shall provide any new or replacement street lighting in accordance with City standards.
- Because the site of the proposed FMCSA bus inspection facility is adjacent to the existing LPOE, the contractor shall phase certain construction activities to allow continuous and uninterrupted operation of the LPOE.
- The contractor shall employ appropriate best management practices to control noise at its source during construction. Construction activities shall be limited to daylight hours. If construction is required between the hours of 7 p.m. and 7 a.m., a permit may be needed from the Noise Abatement Control Administrator from the City of San Diego Engineering Division of the Development Services Department.
- The contractor shall implement low-water landscaping and comply with LEED standards.
- 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. Waste debris, which is currently scattered around the site shall be properly disposed of prior to the start of construction.

CHAPTER 8 – PROJECT PREPARERS AND CONTRIBUTORS

General Services Administration (GSA)

Osmahn Kadri	NEPA Program Manager, Portfolio Management Division
Anthony Kleppe	LPOE Program Manager and Senior Asset Manager, Portfolio Management Division

Johnson, Mirmiran, and Thompson (JMT)

Ian Frost, CEP, AICP, LEED AP	Project Manager; QA/QC
Tina Sekula, PWS, CEP	Senior Environmental Scientist
Steven Swarr, MBA, CEP	Senior Environmental Scientist
Carter Teague, PWS	Senior Environmental Scientist
Ashley Wilkins	GIS Analyst
Abigail Heller, RPA	Archaeologist
Ray Bode, PWS	Senior Environmental Scientist/QC

CHAPTER 9 – BIBLIOGRAPHY

ASTM, 2005. American Society for Testing and Materials International. ASTM Standard Practice E1527-05, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.

BLS, 2018. U.S. Bureau of Labor Statistics. 2000-2018. Labor force data by county. https://www.bls.gov/lau/tables.htm [Accessed March 25, 2020].

CADOF, 2019. Demographic Research Unit, California Department of Finance. P-1: State Population Projections (2010-2050). Available URL: http://www.dof.ca.gov/Forecasting/Demographics/ [Accessed: March 16, 2020].

California Water Boards, 2015. California Water Boards. San Diego – Region 9. Water Quality Report Card. Sedimentation/Siltation in Tijuana River. Available URL: https://www.waterboards.ca.gov/sandiego/water_issues/programs/tmdls/docs/tmdlproject/Tijuana_river_sedimentation_2015.pdf [Accessed: March 30, 2020].

California Water Boards, 2016. California Water Boards. San Diego – Region 9. Clean Water Act Section 305(b) Surface Water Quality Assessment and Section 303(d) List of Water Quality Limited Segments. Available URL: https://www.waterboards.ca.gov/sandiego/water_issues/programs/303d_list/ [Accessed: March 30, 2020].

California Water Boards, 2020. California Water Boards. San Diego – Region 9. TMDL Investigations. Available URL: https://www.waterboards.ca.gov/sandiego/water_issues/programs/tmdls/tmdlprogress.html [Accessed: March 30, 2020].

Caltrans, 2016. California Department of Transportation. Traffic Census Program. Traffic Volumes: Annual Average Daily Traffic (AADT). Available URL: https://dot.ca.gov/programs/traffic-operations/census [Accessed: March 16, 2020]

CARB, 2018. California Air Resources Board. Assembly Bill 32 Scoping Plan. Available URL: https://ww3.arb.ca.gov/cc/scopingplan/scopingplan.htm [Accessed: March 30, 2020].

CDFWa, 2020. California Department of Fish and Wildlife. Fully Protected Animals. Available URL: http://www.dfg.ca.gov/wildlife/nongame/t_e_spp/fully_pro.html [Accessed: March 17, 2020].

CDFWb. 2020. California Department of Fish and Wildlife. Biogeographic Information and Observation Systems (BIOS). Available URL: https://wildlife.ca.gov/Data/BIOS [Accessed: March 26, 2020].

CEQA, 2016. California Environmental Quality Act. Title 14. California Code of Regulations; Chapter 3. Guidelines for Implementation of the California Environmental Quality Act. Article 20. Sections 15350 to 15387.

City of San Diego, 1998. Final Multiple Species Conservation Program. Available URL: https://www.sandiegocounty.gov/content/sdc/pds/mscp/sc.html [Accessed: March 17, 2020].

City of San Diego, 2006. City of San Diego Development Service Department. Zoning and Maps. Available URL: https://www.sandiego.gov/development-services/zoning-maps [Accessed: March 23, 2020].

City of San Diego, 2008. City of San Diego General Plan. Available URL: https://www.sandiego.gov/planning/genplan#GPOverview [Accessed: March 2020].

City of San Diego, 2009. San Ysidro Mobility Strategy. Available URL: https://www.sandiego.gov/sites/default/files/legacy/planning/community/profiles/sanysidro/pdf/sanysidromobstatvol1to2b.pdf [Accessed: March 31, 2020].

City of San Diego, 2012. San Diego Municipal Code. Land Development Code. Biology Guidelines. Adopted September 1999. Amended April 2012. Available URL: https://www.sandiego.gov/sites/default/files/legacy/development-services/pdf/industry/landdevmanual/ldmbio.pdf [Accessed: March 23, 2020].

City of San Diego, 2016. San Ysidro Community Plan Update. Final Program Environmental Impact Report. Available URL: https://www.sandiego.gov/sites/default/files/final_peir.pdf [Accessed: April 1, 2020].

City of San Diego, 2017. San Ysidro Community Plan and Local Coastal Program Land Use Plan. Adopted: November 2016. Amended: October 2017. Available URL: https://www.sandiego.gov/sites/default/files/final_sycpu_jan_2018-1.pdf [Accessed March 2020].

City of San Diego, 2018. The City of San Diego. Storm Water Standards. Available URL: https://www.sandiego.gov/sites/default/files/storm_water_standards_manual_oct_2018.pdf [Accessed: March 26, 2020].

City of San Diego, 2019a. City of San Diego Zoning Ordinance. Effective December 1978. Last Revised September 2019. Available URL: https://www.sandiegocounty.gov/content/sdc/pds/zoning.html [Accessed March 25, 2020].

City of San Diego, 2019b. City of San Diego Municipal Code. Chapter 5: Public Safety, Morals and Welfare. Available URL: https://docs.sandiego.gov/municode/MuniCodeChapter05/Ch05Art9.5Division04.pdf [Accessed March 25, 2020].

City of San Diego, 2020. San Diego Municipal Code. Chapter 14: General Regulations. Available URL: https://docs.sandiego.gov/municode/MuniCodeChapter14/Ch14Art03Division01.pdf [Accessed: March 17, 2020].

CNDDB, 2020. California Natural Diversity Database. State of California, Natural Resources Agency, Department of Fish and Wildlife, Biogeographic Branch. State and Federally Listed Endangered, Threatened, and Rare Plants of California. Available URL: https://wildlife.ca.gov/Conservation/CESA [Accessed: March 17, 2020].

CNDDB, 2019a. California Natural Diversity Database. State of California, The Resources Agency, Department of Fish and Wildlife, Biogeographic Branch. State and Federally Listed Endangered and Threatened Animals of California. Available URL: https://wildlife.ca.gov/Conservation/CESA [Accessed: March 17, 2020].

CNDBB, 2019b. California Natural Diversity Database. California Department of Fish and Wildlife. Special Animals List. August 2019. Periodic publication. 67 pp.

CNPS, 2020. California Native Plant Society, Rare Plant Program. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Available URL: http://www.rareplants.cnps.org [Accessed: March 7, 2020].

CVSA, 2020. Commercial Vehicle Safety Alliance. All Inspection Levels. Available URL: https://www.cvsa.org/inspections/inspections/all-inspection-levels/ [Accessed: March 6, 2020]

EPA, 2018. U.S. Environmental Protection Agency. Outdoor Air Quality Data. Monitor Values Report. Available URL: https://www.epa.gov/outdoor-air-quality-data/monitor-values-report [Accessed: March 25, 2020].

EPA, 2020. U.S. Environmental Protection Agency. Green Book. Counties Designated "Nonattainment" for Clean Air Act's National Ambient Air Quality Standards" Available URL: https://www3.epa.gov/airquality/greenbook/mapnpoll.html [Accessed: March 25, 2020].

FEMA, 2012. Federal Emergency Management Agency. FEMA Flood Insurance Rate Maps. Number 06073C2166G. Effective May 16, 2012. Available URL: https://msc.fema.gov/portal/home [Accessed: March 30, 2020].

KMA et al., 2018. KMA Architecture, HDR, General Services Administration. San Ysidro Land Port of Entry – Bus Inspection. FMCSA Southern Border Program. Feasibility Study.

NatureServe, 2020. NatureServe Explorer. Available URL: https://explorer.natureserve.org/ [Accessed: March 17, 2020].

NRCS, 2020. Soil Survey Staff, Natural Resources Conservation Service. United States Department of Agriculture. Web Soil Survey. Available URL: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm [Accessed: March 18, 2020].

SANDAG, 2019. San Diego Association of Governments. The San Diego Forward: Federal Regional Transportation Plan. Available URL: https://www.sdforward.com/2019-federal-rtp [Accessed: March 31, 2020].

SANDAG, 2020. San Diego Association of Governments. Data Surfer. Available URL: http://datasurfer.sandag.org/ [Accessed: March 6, 2020].

SanGIS, 2019. SanGIS datasets. City of San Diego Development Services Department. Available URL: http://www.sangis.org/services/index.html [Accessed: March 17, 2020].

San Diego County, 2020. San Diego County. Air Pollution Control District. The Permitting Process. Available URL: https://www.sandiegocounty.gov/content/sdc/apcd/en/engineering/Permits/Permitting_Process.html [Accessed: March 30, 2020].

USCB 2017. U.S. Census Bureau (USCB). 2013-2017 American Community Survey 5-Year https://www.census.gov/data.html [Accessed: March 24, 2020].

USDOT, 2013. 2013. U.S. Department of Transportation. Memorandum. Office of Inspector General Audit Report. Federal Motor Carrier Safety Administration. Report Number: MH-2014-007. Available URL: https://www.oig.dot.gov/sites/default/files/CSA%20Report.pdf [Accessed: March 6, 2020].

USDOT, 2019. U.S. Department of Transportation (DOT), Research and Innovative Technology Administration, Bureau of Transportation Statistics. Border Crossing/Entry Data. Available URL: https://www.bts.gov/content/border-crossingentry-data [Accessed March 6, 2020].

USGS, 2018. U.S. Geological Survey. Imperial Beach, California. Topographic Quadrangle (7.5-minute series.) Reston: 1 sheet.

USFWS, 2020a. U.S. Fish and Wildlife Service. IPaC Resource List for San Ysidro Project Site. Available URL: https://ecos.fws.gov/ipac/location/VP5FLZK4BFHOFFDDGRWOQV6Y4Q/resources#wetlands [Accessed: March 17, 2020].

USFWS, 2020b. U.S. Fish and Wildlife Service. Critical Habitat Mapper. Available URL: https://ecos.fws.gov/ecp/report/table/critical-habitat.html [Accessed: March 17, 2020].

CHAPTER 10 – APPENDICES

Appendix A USFWS Threatened, Endangered, and Special Status Species

Table 10-1 USFWS Federally Threatened and Endangered Species Listed for Imperial Beach USGS Quad

Species Name	Federal Status	Habitat Requirements/Range	Possibility of Occurrence in the Project Site
Birds			
California Least Tern (*Sternula antillarum browni*)	Endangered	Seacoasts, beaches, bays, estuaries, lagoons, lakes, and rivers	None. No suitable habitat. No Critical Habitat in the Project Site.
Light-Footed Ridgeway's Rail (*Rallus obsoletus levipes*)	Endangered	Cordgrass-pickleweed saltmarsh	None. No suitable habitat. No Critical Habitat in the Project Site.
Southwestern Willow Flycatcher (*Empidonax traillii extimus*)	Endangered	Willow-cottonwood forest, streamside thickets	None. No suitable habitat. No riparian vegetation. No Critical Habitat in the Project Site.
Least Bell's Vireo (*Vireo bellii pusillus*)	Endangered	Dense brush, mesquite, willow-cottonwood forest, streamside thickets and scrub oak in arid regions but often near water	None. No suitable habitat. No marshes or emergent riparian vegetation. No Critical Habitat in the Project Site.
Western Snowy Plover (*Charadrius alexandrinus nivosus*)	Threatened	Beaches, dry mud or salt flats, sandy shores of rivers, lakes, and ponds	None. No suitable habitat. No Critical Habitat in the Project Site.
Coastal California Gnatcatcher (*Polloptila californica californica*)	Threatened	Several distinctive sub-associations of the coastal sage scrub plant community	None. No suitable habitat. No Critical Habitat in the Project Site.
Crustaceans			
San Diego Fairy Shrimp (*Branchinecta sandiegonensis*)	Endangered	Occurs in vernal pools and similar ephemeral wetland types, including artificial habitats. Habitat is typically shallow	None. No suitable habitat. No Critical Habitat in the Project Site.
Riverside Fairy Shrimp (*Streptocephalus woottoni*)	Endangered	Occurs in seasonal pools only identified in Riverside County that are filled by winter and spring rains that usually begin in November and continue into April or May	None. No suitable habitat. No Critical Habitat in the Project Site.
Insects			
Quino Checkerspot Butterfly	Endangered	Chaparral, coastal sage scrub with host plants	None. No suitable habitat. No Critical Habitat in the Project

(*Euphydryas editha wrighti*)		*Plantago erecta* and *Plantago hookeriana* var. *californica*	Site.
Reptiles			
Green Turtle (*Chelonia mydas*)	Threatened	High energy beaches with deep sand	None. No suitable habitat. No Critical Habitat in the Project Site.
Fish			
Steelhead – Southern California DPS (*Oncorhynchus mykiss irideus* pop. 10)	Endangered	Freshwater perennial high gradient creeks or low gradient rivers	None. No suitable habitat. No Critical Habitat in the Project Site.
Plants			
San Diego Button-Celery (*Eryngium aristulatum* var. *parishii*)	Endangered	Grows in vernal pools	None. No suitable habitat. No Critical Habitat in the Project Site.
San Diego Ambrosia (*Ambrosia pumila*)	Endangered	Coastal scrub, grasslands, open floodplains and low valley bottoms below 150 m	None. No suitable habitat. No Critical Habitat in the Project Site.
Otay Mesa-Mint (*Pogogyne nudiuscula*)	Endangered	Vernal pools. Moist flats in chaparral and coastal sage scrub	None. No suitable habitat. No Critical Habitat in the Project Site.
San Diego Thorn-Mint (*Acanthomintha ilicifolia*)	Threatened	Restricted to gabbro soils or heavy clay soils in coastal sage scrub, grasslands and chaparral. Often in open areas, clay depressions, vernal pool habitats	None. No suitable habitat. No Critical Habitat in the Project Site.
California Orcutt Grass (*Orcuttia californica*)	Endangered	Beds of dried vernal pools typically in grassland or chaparral	None. No suitable habitat. No Critical Habitat in the Project Site.
Otay Tarplant (*Deinandra conjugens*)	Threatened	Clay soils in coastal sage scrub and grassland habitats at <300 m elevation	None. No suitable habitat. No Critical Habitat in the Project Site.
Spreading Navarretia (*Navarretia fossalis*)	Threatened	Occurs in vernal pools, alkali playa habitat, and alkali sink habitats. Found on flat to gently sloping terrain. Soils have a clay component or an impermeable surface or subsurface layer that supports the vernal pool habitat. Requires areas that are (ephemerally) wet in winter and spring but dry in summer and fall	None. No suitable habitat. No Critical Habitat in the Project Site.

Salt marsh bird's-beak (*Chloropyron maritimum* ssp. *maritimum)*	Endangered	Near shore	None. No suitable habitat. No Critical Habitat in the Project Site.
Mammals			
Pacific pocket mouse (*Perognathus longimembris pacificus*)	Endangered	Shrublands with firm sandy soil	None. No suitable habitat. No Critical Habitat in the Project Site.

Source: USFWS, 2020a; NatureServe, 2020; CDFW, 2020b

Table 10-2 Sensitive Species with the Potential to Occur in or near the SYCPU Area

Common Name	Scientific Name	State Status	CNPS/City
Plants with Federal Designation			
San Diego Thorn-Mint	*Acanthomintha ilicifolia*	Endangered	1B.1/NE
San Diego Ambrosia	*Ambrosia pumila*	None	1B.1/ Covered, NE
Otay tarplant	*Deinandra conjugens*	Endangered	1B.1/ Covered, NE
San Diego button-celery	*Eryngium aristulatum var. parishii*	Endangered	1B.1/None
Spreading navarretia	*Navarretia fossalis*	None	1B.1/NE
California Orcutt grass	*Orcuttia californica*	Endangered	1B.1/NE
Otay mesa mint	*Pogogyne nudiuscula*	Endangered	1B.1/NE
Plants without Federal Designation			
Spineshrub	*Adolphia californica*	None	2B.1/None
San Diego bur-sage	*Ambrosia chenopodiifolia*	None	2B.1/None
Singlewhorl burrobrush	*Ambrosia monogyra*	None	2B.2/None
South coast saltscale	*Atriplex pacifica*	None	1B.2/None
Golden-spined cereus	*Bergerocactus emoryi*	None	2B.2/None
Snake cholla	*Cylindropuntia (Opuntia) californica var. californica*	None	1B.1/ Covered, NE
Orcutt's bird's-beak	*Dicranostegia orcuttiana*	None	2B.1/Covered
Variegated dudleya	*Dudleya variegate*	None	1B.2/ Covered, NE
Cliff spurge	*Euphorbia misera*	None	2B.2/None
San Diego barrel cactus	*Ferocactus viridescens*	None	2B.1/Covered
Beach goldenaster	*Heterotheca sessiliflora ssp. sessiliflora*	None	1B.1/None
California box-thorn	*Lycium californicum*	None	4.2/None
Slender cottonheads	*Nemacaulis denudate var. gracilis*	None	2B.2/None
San Diego County viguiera	*Viguiera laciniate*	None	4.2/None
Amphibians			
Western spadefoot	*Spea hammondii*	SSC	None
Reptiles			
Belding's orange-throated whiptail	*Aspidoscelis (Cnemidophorus) hyperythrus beldingi*	SSC	Covered
Red-diamond rattlesnake	*Crotalus ruber*	SSC	None
Coronado skink	*Plestiodon skiltonianus interparietalis*	SSC	None
Coast horned lizard	*Phrynosoma blainvillii*	SSC	None
Two-striped garter snake	*Thamnophis hammondii*	SSC	None

Birds with Federal Designation			
Southern Willow Flycatcher	*Empidonax trailii extimus*	Endangered	Covered
Coastal California gnatcatcher	*Polioptila californica californica*	SSC	Covered
Least Bell's vireo	*Vireo bellii pusillus*	Endangered	Covered
Birds without Federal Designation			
Cooper's hawk	*Accipiter cooperii*	WL	Covered
Southern California rufous-crowned sparrow	*Aimophila ruficeps canescens*	WL	Covered
Grasshopper sparrow	*Ammodramus savannarum*	SCC	None
Bell's sage sparrow*	*Artemisiospiza belli bellu*	WL	None
Burrowing owl*	*Athene cunicularia*	SSC	Covered
Coastal cactus wren	*Camphylorhynchus brunneicapillus sandiegensis*	SSC	Covered
Northern harrier	*Circus cyaneus*	SSC	Covered
California horned lark	*Eremophila alpestris actia*	WL	None
Yellow-breasted chat	*Icteria virens*	SSC	None
Loggerhead shrike*	*Lanius ludovicianus*	SCC	None
Yellow warbler*	*Setophaga petechia*	SCC	None
Mammals			
Western red bat	*Lasiurus blossevillii*	SSC	None
San Diego black-tailed jackrabbit	*Lepus californicus bennettii*	SSC	None
San Diego desert woodrat	*Neotoma lepida intermedia*	SSC	None

Source: City of San Diego, 2016

* Bird of Conservation Concern (BCC) – Represents USFWS' high conservation priorities and draw attention to species in need of conservation action

Covered = Covered in the San Diego MSCP

NE = Narrow Endemic

CNPS Rare Plant Rank

1 = Rare in California and elsewhere

2 = Rare in California, but not elsewhere

A = Presumed extirpated or extinct

B = Rare, threatened, or endangered

2 = Species rare, threatened, or endangered in California but more common elsewhere. These species are eligible for state listing.

3 = Species for which more information is needed. Distribution, endangerment, and/or taxonomic information is needed.

4 = A watch list of species of limited distribution. These species need to be monitored for changes in the status of their populations.

.1 = Species seriously threatened in California (over 80% of occurrences threatened; high degree and immediacy of threat).

.2 = Species fairly threatened in California (20-80% occurrences threatened; moderate degree and immediacy of threat).

.3 = Species not very threatened in California (<20% of occurrences threatened; low degree and immediacy of threat or no current threats known).

Animal Status Codes

SSC = California Department of Fish and Game species of special concern

WL = California Department of Fish and Game watch list

MEMORANDUM

TO: Osmahn Kadri, GSA
DATE: April 9, 2020
FROM: Ian Frost, JMT
PROJECT: EA for FMCSA Proposed Bus Inspection Facility
JMT JOB NO.: 18-04510-001
RE: Final Summary of Cultural Resource Findings – San Ysidro

Proposed Action

GSA intends to prepare an Environmental Assessment (EA) and, if appropriate, a Finding of No Significant Impact (FONSI) to analyze the potential impacts from the proposed construction of Federal Motor Carrier Safety Administration (FMCSA) bus inspection facility at the San Ysidro Land Port of Entry (LPOE) in California. Two alternatives will be analyzed to include: 1) New "Basic" Facility Buildout; 2) No Build Action. FMCSA and the GSA have partnered to construct a new bus inspection facility at which FMCSA agents can safely and effectively inspect bus traffic. The San Ysidro LPOE is the busiest land port in the Western Hemisphere. Currently, there is only one lane for bus inspection, which is not adequate for future operation needs. The New "Basic" Facility is the Preferred Action. This facility will include an administration building and 2 pits with an inspection canopy. Inspection canopies will allow FMCSA inspectors to examine the buses while protected from the elements, and the pits will allow inspectors to more effectively examine the under carriages of the buses. The current bus inspection lane does not have a pit.

The proposed site, approximately 1.5 acres in area, is currently in use as a secured paved automobile parking/storage area with unpaved portions covered with landscaped vegetation. The site is located immediately southeast of Camino De Le Plaza and the junction of Interstates 5 and 805 in the district of San Ysidro in San Diego, California, approximately 0.16 miles north of the United States/Mexico border (Figures 1 and 2).

Summary of Cultural Resources Findings

An in-person records search was conducted by JMT at the South Coastal Information Center (SCIC) at San Diego State University on August 28, 2019. The records search included a review of all cultural resource records and reports within 0.5 miles of the proposed project location. Per 36 CFR Part 800.16[d], the Area of Potential Effect (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The term "historic properties" refers to all potential cultural resources, including archaeological sites, both historic and prehistoric in association.

The APE for archaeological resources (referred to as the direct APE) is defined as the area of potential ground disturbance and any property, or any portion thereof, which will be physically altered or destroyed by the undertaking. The APE for archaeological resources equates to the limits of disturbance for the project. The direct APE is approximately 1.5 acres and encompasses a federally owned, paved parking area and a GSA temporary office trailer (built ca. 2016) abutting a private parking area and rental car facility (ca. 1974).

The APE for above-ground historic resources (referred to as the indirect APE) is the geographic area in which the project has the potential to directly or indirectly alter the characteristics which make a non-archaeological resource eligible for listing in the National Register of Historic Places (NRHP). Indirect impacts may include visual, audible, or atmospheric elements that diminish or alter character-defining features of an above-ground resource. The indirect APE encompasses the limits of disturbance and a 1,000-foot buffer surrounding the project area. Based on the character of the surrounding area and the scope of proposed work, this APE area sufficiently encompasses potential direct and indirect impacts caused by the proposed undertaking. The indirect APE is described as a densely developed urban area consisting primarily of US-Mexico border facilities, large parking areas, and major highways and intersections.

For the records search, a search radius of 0.5 miles was used for archaeological resources and 1,000 feet for above-ground resources. Based on the results of the records search, the direct and indirect APEs have been sufficiently previously surveyed to evaluate the potential impacts to cultural resources listed in or eligible for listing in the NRHP.

Twenty prior cultural resource surveys were identified within 1,000 feet of the project area, three of which are located directly adjacent to or overlap the direct APE (Table 1).

Table 1. Prior cultural resource surveys that partially or entirely overlap the direct APE

Report	Title	Reference	Relation to San Ysidro APE
SD-03084	Cultural Resource Constraint Level Analysis for the San Ysidro Redevelopment Project	Kyle et al. 1996	Overlaps entire APE
SD-13912	Evaluation of Buildings and Structures at the Land Ports of Entry in California	Belfast and Newlan 2009	Overlaps entire APE
SD-14094	San Ysidro Land Port of Entry Cultural and Historical Resource Inventory and Evaluation Report	ASM Affiliates, Inc. 2009	Overlaps southern majority of APE

The previous cultural resource surveys did not identify any cultural resources in the direct APE. The direct APE encompasses a parking area on a rental car facility that was established ca. 1974. ASM Affiliates, Inc. (2009) previously recommended the subject property not eligible for listing in the NRHP.

The 1,000-foot indirect APE has been sufficiently previously investigated in 20 prior cultural resource surveys. A total of seven cultural resources have been recorded in the NRHP, CRHR, or San Diego Historic Register within the 1,000-foot indirect APE. This includes three previously-

recorded archaeological sites within 750 feet (250 meters) northeast of the direct APE and four above-ground resources. (Table 2).

Table 2. Previously identified cultural resources within the 1,000-foot indirect APE

Trinomial/ID	Resource Description	Affiliation	Eligibility Recommendation/Status
CA-SDI-5555	Lithic quarry; highly disturbed by railroad construction and grading	Prehistoric	Unevaluated and/or unknown
CA-SDI-020285/P-37-032027	Artifact scatter	Prehistoric	Unevaluated and/or unknown
P-37-25680	1.35-mile segment of the San Diego and Arizona (Eastern) Railroad	Early twentieth century	Not eligible for NRHP; Recommended eligible for San Diego Historic Register
0 Virginia Avenue	Inspection Station/U.S. Custom House	N/A	Listed on NRHP #83001228 (1982)
751-755 San Ysidro Boulevard	The International Building	N/A	Recommended eligible for NRHP, CRHR, and San Diego Historic Register (2010); Demolished 2019
701 E. San Ysidro Boulevard	Gateway Travelodge Motel	N/A	Unevaluated for NRHP; listed Site No. 0 on San Diego Historic Register (2016); Demolished 2017
0 E. San Ysidro Boulevard	Boundary Marker – U.S. to Mexico Border	N/A	Unevaluated

Based on the results of the records search, the San Ysidro direct APE and indirect APE have been sufficiently previously surveyed for cultural resources. No cultural resources are located within the direct APE. Current conditions within the direct APE indicate construction activities for the development of the existing property and subsurface utility emplacement would have likely compromised the integrity of any archaeological deposits in the direct APE. It is unlikely that intact archaeological resources would be encountered within the direct APE. The federal parcel and the ca. 1974 parking area and rental car facility was previously surveyed and recommended not eligible for listing in the NRHP. There are no cultural resources in the direct APE.

The indirect APE contains one archaeological site and two above-ground sites that are listed in or recommended eligible for listing in the NRHP, CRHR, and/or San Diego Historic Register (Figures 3 and 4). The proposed undertaking is limited to the direct APE and it will have no effect on previously identified archaeological resources outside of the direct APE. The proposed undertaking will have no effect on NRHP-eligible or listed above-ground resources in the direct APE. The area is densely developed and the construction of a truck and bus inspection facility at the rear of a parking lot adjacent to two highways does not have the potential to indirectly affect the setting of the Inspection Station/U.S. Customs House or the International Building, both of which are visually separated from the project location by major roadways and buildings.

In summary, there are no historic properties in the APE for direct effects and there will be no effect on historic properties in the APE for indirect effects. No additional work is recommended.

References

ASM Affiliates, Inc.
2009 *San Ysidro Land Port of Entry Cultural and Historical Resource Inventory and Evaluation Report.* ASM Affiliates, Inc. On file, South Coastal Information Center, San Diego State University, San Diego, California.

Belfast, Jesse A., and Ralph E Newlan
2009 *Evaluation of Buildings and Structures at the Land Ports of Entry in California*. Michael Baker Jr., Inc. On file, South Coastal Information Center, San Diego State University, San Diego, California.

City of San Diego and Page & Turnbull, Inc.
2010 *Final Historic Context Statement, San Ysidro, San Diego, California.* Report prepared for California Office of Historic Preservation, October 11, 2010. Page & Turnbull, Inc., Los Angeles. On file, South Coastal Information Center, San Diego State University, San Diego, California.

Fraser, Clayton
1982 *National Register of Historic Places Inventory – Nomination Form: Inspection Station/U.S. Custom House, San Ysidro, California*. 7 March 1982, Section 8.

Kyle, Carolyn, Roxanna Phillips, Susan Carrico, and Dennis Gallegos
1996 *Cultural Resource Constraints Level Analysis for the San Ysidro Redevelopment Project, San Ysidro, California*. Gallegos & Associates. On file, South Coastal Information Center, San Diego State University, San Diego, California.

Project Area

District of San Ysidro

U.S./Mexico Border

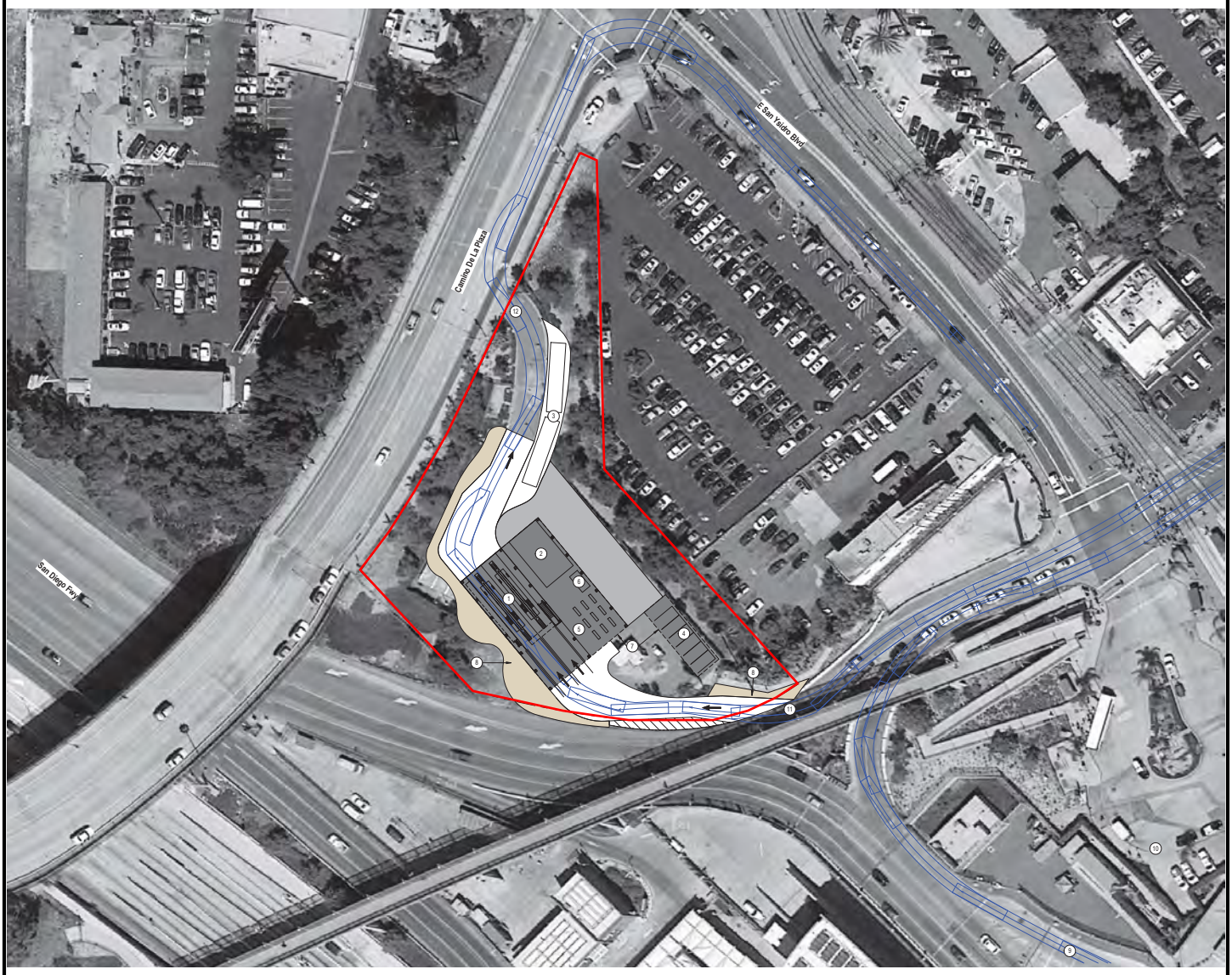
N

Sources: Esri, HERE, Garmin, (c) OpenStreetMap contributors, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

FIGURE 1
PROJECT VICINITY
FMCSA BUS INSPECTION FACILITY AT SAN YSIDRO LPOE

0 500 1,000
Feet

San Diego, California



1. 2 LANES WITH 2 PITS
2. BASIC FMCSA ADMINISTRATION BUILDING
3. OUT OF SERVICE BUS PARKING
4. STAFF PARKING
5. BUS PASSENGER WAITING AREA
6. TOILET MALE AND FEMALE
7. CANOPY
8. LANDSCAPE ZONE
9. FROM CBP BOOTHS
10. PASSENGER BUS PICK-UP AFTER PASSENGER PROCESSING
11. ENTRANCE TO FMCSA
12. EXIT FROM FMCSA

PROPOSED PROJECT SITE (1.5 ACRES)

PROPOSED TRAFFIC MOVEMENT

FIGURE 2
PROPOSED PROJECT ACTION
FMCSA BUS INSPECTION FACILITY AT SAN YSIDRO LPOE

0 80 160

Feet

San Diego, California

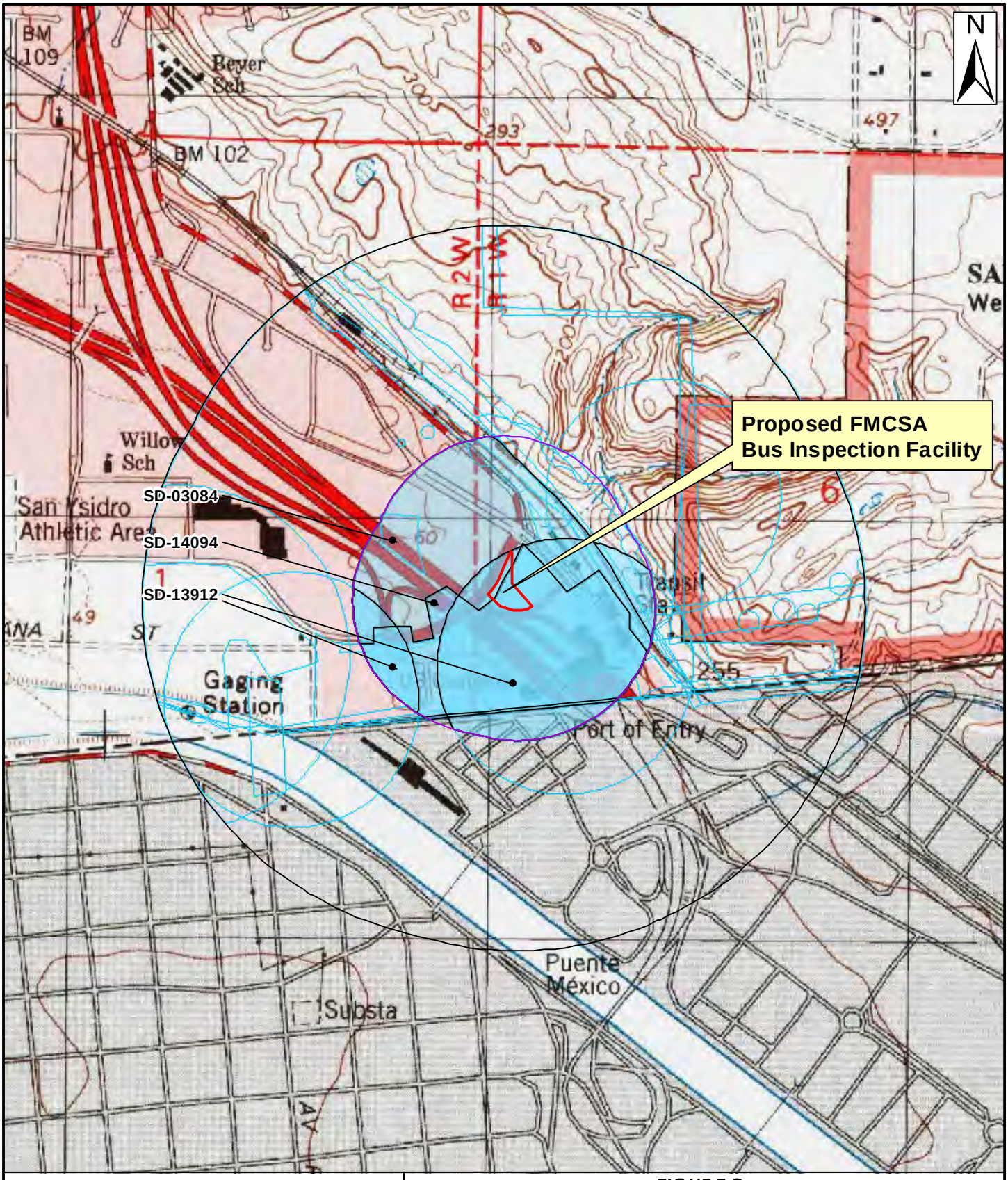


FIGURE 3
IDENTIFIED CULTURAL RESOURCE SURVEYS
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA)
SAN YSIDRO LAND PORT OF ENTRY (LPOE)

0 1,000 2,000
Feet
San Ysidro, CA

Proposed Build Alternative (direct APE)

1000' indirect APE

Above-ground historic resources

Archaeological site locations are not disclosed per National Historic Preservation Act § 304; Archaeological Resources Protection Act § 9(a).

Source: ESRI Aerial Imagery (2020)

FIGURE 4

PREVIOUSLY IDENTIFIED ABOVE-GROUND HISTORIC RESOURCES

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA)

SAN YSIDRO LAND PORT OF ENTRY (LPOE)

0 500 1,000

Feet

San Ysidro, CA

<< Date>>

<<Name>>
<<Title>>
<<Organization Name>>
<<Street Address>>
<<City, State Zip>>

RE: Scoping for the Preparation of an Environmental Impact Statement for proposed Commercial Truck and Bus Inspection Facilities at Multiple Land Ports of Entry Located in California and Arizona

<<Salutation>>

Please be advised that the U.S. General Services Administration (GSA) is requesting comments from local, state, and federal agencies and other interested stakeholders concerning the preparation of an Environmental Impact Statement (EIS) to analyze the potential impacts from the proposed construction of six (6) inspection facilities at five (5) different Land Ports of Entry (LPOEs) in both California and Arizona. The LPOEs are listed below:

- San Ysidro, CA (Bus Inspection)
- Otay Mesa, CA (Commercial Truck Inspection)
- Calexico East, CA (Bus and Commercial Truck Inspection)
- San Luis II, AZ (Commercial Truck Inspection)
- Nogales Mariposa, AZ (Bus and Commercial Truck Inspection)

The Federal Motor Carrier Safety Administration (FMCSA) and the GSA have partnered to develop a program of projects at a number of LPOEs so that FMCSA agents can safely and effectively inspect both commercial truck and bus traffic. The FMCSA has been tasked with ensuring that commercial vehicles entering the United States (U.S.) and travelling on U.S. highways are operating safely and within current U.S. standards. To achieve this mission and ensure safety on public highways, FMCSA must inspect commercial and bus traffic at points of destination or origin, the U.S.-Mexico Border being a main point of origin.

The EIS will consider three alternatives; a “preferred build alternative”, a “smaller footprint” build alterative, and a “no action” alternative. The two “action” alternatives consist of the construction of six (6) inspection facilities at five (5) different LPOEs.

The “no action” alternative assumes that a new facility would not be constructed at the existing LPOE and would continue to operate under current conditions.

The preferred build alternatives for each location are described in more detail as follows:

San Ysidro LPOE, CA
The construction of a new bus inspection facility on a newly acquired federal site north of the LPOE. The proposed facility includes an existing single-story building and parking lot. Site work would require the clearing of the existing site and building, extension/relocation of existing utilities for electrical, sanitary sewer and water, paving of the bus path and realignment and partial paving of the parking lot and entry and exit access through the site. Facility construction would include an inspection canopy with pits and a "Basic" FMCSA administration building. The other build alternative would consist of a smaller facility footprint on the same location.

Otay Mesa LPOE, CA
The proposed truck inspection facility would be located to the east of the current and proposed LPOE, on a site currently owned and operated by the California Department of Transportation. The proposed site is linked to the LPOE by a frontage road that is already in place. Site work would require the clearing of the existing site, extension of existing utilities for electrical, sanitary sewer and water. Facility construction would include an inspection canopy with a pit and a "Basic" FMCSA administration building. The other build alternative would consist of a smaller facility footprint on the same location.

Calexico East LPOE, CA
The proposed truck inspection facility would be located beyond the northern edge of the LPOE property line, adjacent to California State Highway Patrol land and is accessed at the exit of the LPOE. Site work would require the clearing of the existing site, extension of existing utilities for electrical, sanitary sewer and water, and paving of the truck path. Facility construction would include an inspection canopy with pits and a "Medium 1" FMCSA administration building. The other build alternative would consist of a smaller facility footprint on the same location.

The proposed bus facility would be located on the northwestern edge of the LPOE property. Site work would require the extension of existing utilities for electrical, sanitary sewer and water, and paving of the bus path through the site. Facility construction would include an inspection canopy with pits and a "Basic" FMCSA administration building. The other build alternative would consist of a smaller facility footprint on the same location.

San Luis II LPOE, AZ
The proposed truck inspection facility would be located on the northern edge of the LPOE property line. A portion of the site work would be constructed on newly acquired Federal land that will allow access from the site after hours. Site work would require the clearing of the existing site, extension of existing utilities for electrical, sanitary sewer and water, paving of the truck path, and relocating the existing CBP impound lot. Facility construction would include an inspection canopy with pits and a "Medium 1" FMCSA administration building. The other build alternative would consist of a smaller facility footprint on the same location.

Nogales Mariposa LPOE, AZ
The proposed bus and truck inspection facility would be located together on privately owned land, north of the existing LPOE. Site work would require the clearing of the existing site, extension of existing

utilities for electrical, sanitary sewer and water, and paving of the truck path. Facility construction would include an inspection canopy with pits and an FMCSA administration building. The other build alternative would consist of a smaller facility footprint on the same location.

Figures illustrating the locations of each site are provided for your reference.

Your participation in the EIS process is greatly appreciated. GSA will consider all comments received on or before August 15, 2019. Written comments can be sent to the following address:

Comments can be emailed to osmahn.kadri@gsa.gov or mailed to:

General Services Administration
Attention: Osmahn Kadri, NEPA Project Manager
50 United Nations Plaza, 3345 Mailbox #9
San Francisco, CA 94102

For further information, please contact Osmahn A. Kadri, NEPA Project Manager, General Services Administration at 415-522-3617 or osmahn.kadri@gsa.gov.

Thank you for your interest in this project.

Very truly yours,

GENERAL SERVICES ADMINISTRATION

Osmahn Kadri
Regional Environmental Quality Advisor

OAK/tls

Enclosures

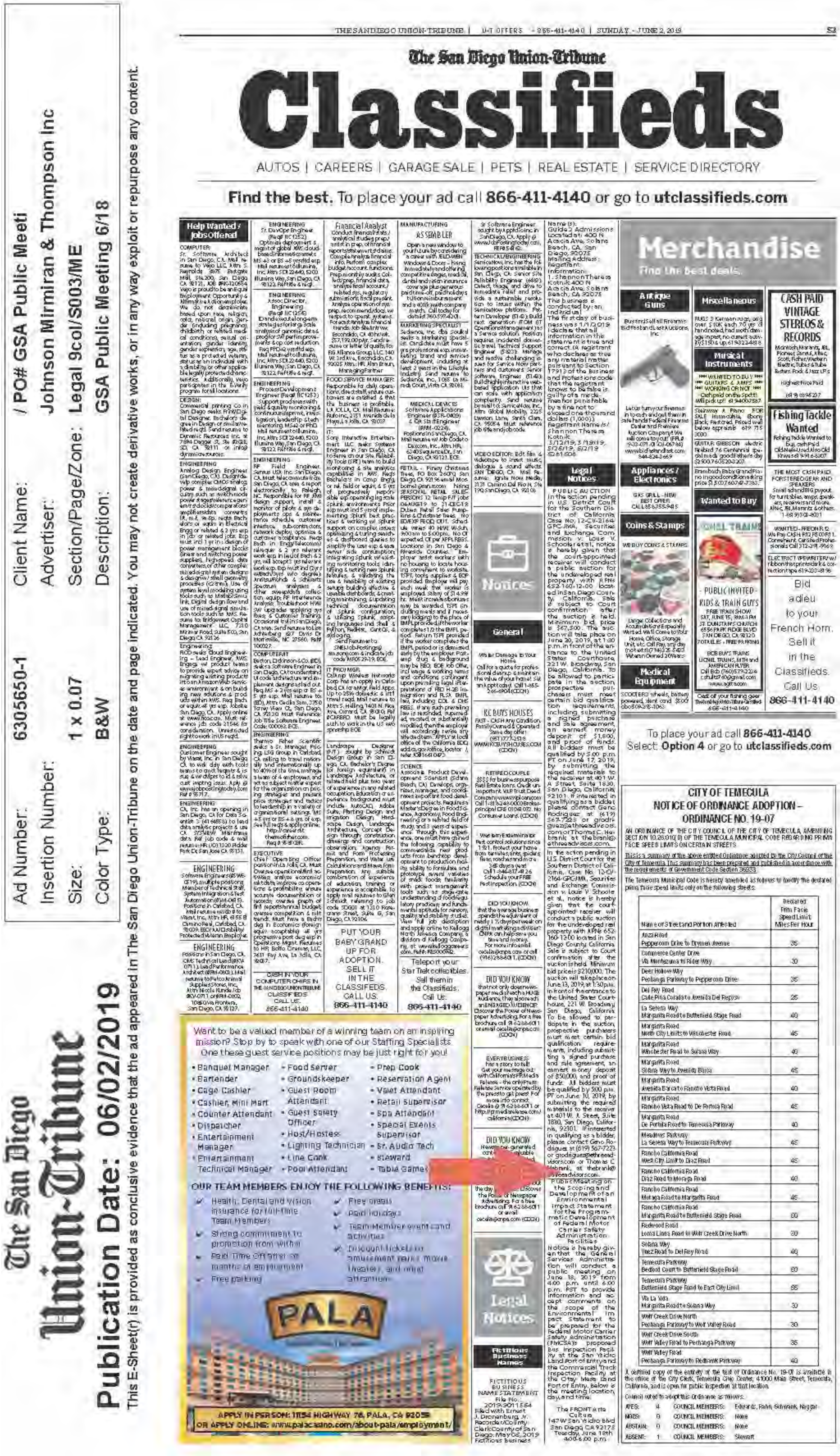
FirstName	Last Name	Role	CompanyName	AddressLine1	AddressLine2	City	State	ZIP
FEDERAL								
Agency	Representative		Council on Environmental Quality	730 Jackson Place		Washington	DC	20503
Paul	Souza	Regional Director	USFWS - Pacific Southwest Region	2800 Cottage Way		Sacramento	CA	95825
Karen	Goebel	Assistant Field Supervisor - Carlsbad Field Office	USFWS - Pacific Southwest Region	2177 Salk Avenue	Suite 250	Carlsbad	CA	92008
David	Zoutendyk	Division Chief, City of San Diego, Coastal and inland San Diego Cities, MSCP	USFWS - Carlsbad Field Office	2177 Salk Avenue	Suite 250	Carlsbad	CA	92008
Tashia	Clemons	Director, Planning and Environment	Federal Highway Administration	650 Capital Mall	Suite 4-100	Sacramento	CA	95814
Vincent	Mammano	California Division Administrator	Federal Highway Administration	650 Capital Mall	Suite 4-100	Sacramento	CA	95814
Mike	Stoker	Regional Administrator	EPA - Pacific Southwest, Region 9	75 Hawthorne Street		San Francisco	CA	94105
Raul	Alvarado	District Conservationist - Escondido Service Center	NRCS San Diego County	900 Canterbury Place	Suite 320	Escondido	CA	92025
Agency	Representative	Planning Environmental Resources Branch	USACE - Los Angeles District HQ Office	915 Wilshire Boulevard	Suite 930	Los Angeles	CA	90017
Agency	Representative		USACE - Carlsbad Field Office	5900 La Place Court	Suite 100	Carlsbad	CA	92008
STATE								
Joel	Trumbo	Wildlife Branch - Lands Program Manager	CA Department of Fish and Game	1812 9th Street		Sacramento	CA	95811
Edmund	Pert	Regional Manager, South Coast Region	CA Department of Fish and Wildlife - South Coast Region 5	3883 Ruffin Road		San Diego	CA	92123

Stafford	Lehr	Deputy Director - Wildlife and Fisheries Division	CA Department of Fish and Wildlife	PO Box 944209		Sacramento	CA	94244
Chad	Dibble	Deputy Director - Ecosystem Conservation Division	CA Department of Fish and Wildlife	PO Box 944209		Sacramento	CA	94244
Debbie	Pilas-Treadway	Director	CA Native American Heritage Commission	1550 Harbor Boulevard	Suite 100	West Sacramento	CA	95691
Agency	Representative	San Diego Field Office	CalEPA Department of Toxic Substances Control	2375 Northside Drive	Suite 100	San Diego	CA	92108
David	Gibson	Executive Officer - San Diego Region 9	CalEPA Regional Water Quality Control Board	2375 Northside Drive	Suite 100	San Diego	CA	92108
Eileen	Sobeck	Exective Director	CalEPA State Water Resources Control Board	PO Box 100		Sacramento	CA	95812
Richard	Corey	Executive Officer	CalEPA Air Resources Board	PO Box 2815		Sacramento	CA	95812
Eric	Gillies	Division of Environmental Planning and Management - Acting Chief	CA State Lands Commission	100 Howe Avenue	Suite 100-S	Sacramento	CA	95825
Jennifer	Mattox	Tribal Liason	CA State Lands Commission	100 Howe Avenue	Suite 100 South	Sacramento	CA	95825
Karla	Nemeth	Director	California Department of Water Resources	P.O. Box 942836		Sacramento	CA	94236
Wade	Crowfoot	Secretary	California Natural Resources Agency	1416 Ninth Street	Suite 1311	Sacramento	CA	95814
David	Bunn	Director	California Department of Conservation	801 K Street	MS 24-01	Sacramento	CA	95814
Julianne	Polanco	State Historic Preservation Officer	California State Parks - Office of Historic Preservation	1725 23rd Street	Suite 100	Sacramento	CA	95816
Anmarie	Medin	Cultural Resoures Management (Archaeology and Environmental Compliance Unit)	California State Parks - Office of Historic Preservation	1725 23rd Street	Suite 100	Sacramento	CA	95816

Timothy	Brandt	Senior Restoration Achitect (Architectural Review and Environmental Compliance Unit)	California State Parks - Office of Historic Preservation	1725 23rd Street	Suite 100	Sacramento	CA	95816
Phil	Stolarski	Division Chief	CalTrans - Division of Environmental Analysis	P.O. Box 942873	MS-27	Sacramento	CA	94273
John	Chisholm	District Coordinator for District 11	CalTrans - Division of Environmental Analysis	4050 Taylor Street		San Diego	CA	92110
LOCAL								
Dustin	Fuller	Senior Environmental Planner	22nd District Agricultural Association	2260 Jimmy Durante Boulevard		Del Mar	CA	92106
Hasan	Ikhrata	Executive Director	San Diego Association of Governments	401 B Street	Suite 800	San Diego	CA	92101
Kevin	Faulconer	Mayor	City of San Diego	202 C Street	City Administration Building 11th Floor	San Diego	CA	92101
Vivian	Moreno	City Councilmember - District 8	City of San Diego	202 C Street	City Administration Building 10th Floor	San Diego	CA	92101
Michael	Seiler	Planning Commissioner - District 1	County of San Diego, Planning & Development Services	5510 Overland Avenue	Suite 110	San Diego	CA	92123
Greg	Cox	Supervisor - District 1	San Diego County Board Of Supervisors	1600 Pacific Highway	County Administration Office	San Diego	CA	92101
TRIBAL								
Edwin	Romero	Chairperson	Barona Group of the Capitan Grande	1095 Barona Road		Lakeside	CA	92040
Ralph	Goff	Chairperson	Campo Band of Mission Indians	36190 Church Road	Suite 1	Campo	CA	91906
Michael	Garcia	Vice Chairperson	Ewiiaapaayp Tribal Office	4054 Willows Road		Alpine	CA	91901
Robert	Pinto	Chairperson	Ewiiaapaayp Tribal Office	4054 Willows Road		Alpine	CA	91901

Virgil	Perez	Chairperson	Iipay Nation of Santa Ysabel	P.O. Box 130		Santa Ysabel	CA	92070
Rebecca	Osuna	Chairperson	lnaja Band of Mission Indians	2005 S. Escondido Blvd.		Escondido	CA	92025
Erica	Pinto	Chairperson	Jamul Indian Village	P.O. Box 612		Jamul	CA	91935
Javaughn	Miller	Tribal Administrator	La Posta Band of Mission Indians	8 Crestwood Road		Boulevard	CA	91905
Gwendolyn	Parada	Chairperson	La Posta Band of Mission Indians	8 Crestwood Road		Boulevard	CA	91905
Angela	Elliott Santos	Chairperson	Manzanita Band of Kumeyaay Nation	P.O. Box 1302		Boulevard	CA	91905
Allen	E. Lawson	Chairperson	San Pasqual Band of Mission Indians	P.O. Box 365		Valley Center	CA	92082
Cody	J. Martinez	Chairperson	Sycuan Band of the Kumeyaay Nation	1 Kwaaypaay Court		El Cajon	CA	92019
Jill	McCormick	Cultural Resources Manager	Cocopah Indian Reservation	14515 S. Veterans Drive		Sommerton	AZ	85350
Carmen	Lucas		Kwaaymii Laguna Band of Mission Indians	P.O. Box 775		Pine Valley	CA	91962
Clint	Linton	Director of Cultural Resources	Iipay Nation of Santa Ysabel	P.O. Box 507		Santa Ysabel	CA	92070
Michael	Linton	Chairperson	Mesa Grande Band of Diegueno Mission Indians	P.O Box 270		Santa Ysabel	CA	92070
Ernest	Pingleton	Tribal Historic Officer	Viejas Band of Kumeyaay Indians	1 Viejas Grade Road		Alpine	CA	91901
John	Christman	Chairperson	Viejas Band of Kumeyaay Indians	2 Viejas Grade Road		Alpine	CA	91901
John	Flores	Environmental Coordinator	San Pasqual Band of Diegueno Mission Indians	P. O. Box 365		Valley Center	CA	92082
Lisa	Haws	Cultural Resources Manager	Sycuan Band of the Kumeyaay Nation	1 Kwaaypaay Court		El Cajon	CA	92019

Appendix D Public Notice



Ad Number: 6305650-1
Insertion Number:
Size: 1 x 0.07
Color Type: B&W

Client Name: / PO# GSA Public Meeti
Advertiser: Johnson Mirmiran & Thompson inc
Section/Page/Zone: Legal 9col/S003/ME
Description: GSA Public Meeting 6/18

The San Diego Union-Tribune
Publication Date: 06/02/2019

This E-Sheet(r) is provided as conclusive evidence that the ad appeared in The San Diego Union-Tribune on the date and page indicated. You may not create derivative works, or in any way exploit or repurpose any content.

THE SAN DIEGO UNION-TRIBUNE | SUNDAY • JUNE 2, 2019

The San Diego Union-Tribune

Classifieds

AUTOS | CAREERS | GARAGE SALE | PETS | REAL ESTATE | SERVICE DIRECTORY

Find the best. To place your ad call 866-411-4140 or go to utclassifieds.com

Public Meeting on the Scoping and Development of an Environmental Impact Statement for the Programmatic Development of Federal Motor Carrier Safety Administration Facilities

Notice is hereby given that the General Services Administration will conduct a public meeting on June 18, 2019 from 4:00 p.m. until 6:00 p.m. PST to provide information and accept comments on the scope of the Environmental Impact Statement to be prepared for the Federal Motor Carrier Safety Administration (FMCSA)'s proposed Bus Inspection Facility at the San Ysidro Land Port of Entry and the Commercial Truck Inspection Facility at the Otay Mesa Land Port of Entry. Below is the meeting location, day, and time:

The FRONT Arte Cultura
147 W San Ysidro Blvd
San Diego, CA 92173
Tuesday, June 18th
4:00-6:00 p.m.

Client Name: / PO# GSA Public Meeti
Advertiser: Johnson Mirmiran & Thompson Inc
Section/Page/Zone: Legal 9col/S004/ME
Description: GSA Public Meeting 6/18

Ad Number: 6305650-1
Insertion Number:
Size: 1 x 0.07
Color Type: B&W

The San Diego Union-Tribune
Publication Date: 06/09/2019

This E-Sheet(r) is provided as conclusive evidence that the ad appeared in The San Diego Union-Tribune on the date and page indicated. You may not create derivative works, or in any way exploit or repurpose any content.

S4 THE SAN DIEGO UNION-TRIBUNE | U-T OFFERS • 866-411-4140 | SUNDAY • JUNE 9, 2019

CITY OF OCEANSIDE

Notice of Public Hearings & Notice of Availability of Local Coastal Program Amendment/ Zone Text and TOD Amendment Legislative Draft (LCPA19-00006, ZA19-00006, Z019-00001) City Initiated

NOTICE IS HEREBY GIVEN THAT THE CITY OF OCEANSIDE will hold Public Meeting(s) Hearing(s) at the City of Oceanside Civic Center, 300 North Coast Highway, Oceanside, CA 92054

DOWNTOWN ADVISORY COMMITTEE MEETING — Wednesday, July 24, 2019
CITY COUNCIL/CDC PUBLIC HEARING — Wednesday, August 21, 2019

6:00 p.m.
Location: City Council Chambers

The purpose of the Notice of Availability is to provide the public and affected agencies and districts an opportunity to participate in the Local Coastal Program Amendment process, pursuant to Public Resource Code, Section 30514(d)(1)(i).

The purpose of the Downtown Advisory Committee meeting and City Council/CDC hearing is to consider a Local Coastal Program Implementation Plan - IP/ Zoning Ordinance text and Transit Overlay District (TOD) map amendment to revise Article 12 - D Downtown District - of the City Zoning Ordinance and establish the amended text and TOD boundaries as part of the implementing document of the Local Coastal Program. The primary modifications are as follows: a) remove the 43 dwelling units per acre density limit for mixed use developments in the Downtown District while continuing to rely upon the maximum number of units allowed under the Redevelopment Plan (capped at 5,500 dwellings units) b) clarify that Floor Area Ratio (FAR) standards only apply to non-residential developments and non-residential portions of mixed use developments; c) require residential and mixed use development projects within Downtown to comply with City inclusionary housing regulations; d) expand existing TOD boundaries to include sites within ½ mile from the Oceanside Transit Center boundaries; and e) allow tandem parking for residential uses and designated employee parking.

In accordance with the provisions of the California Environmental Quality Act (CEQA), Section 15061 (b) (3), there is no possibility the project may have a significant effect on the environment and is Exempt from CEQA. If you should wish to challenge this project in Court at some future time, you may be limited to raising only those issues you or someone else raised at the public hearing(s) for the project or in written correspondence delivered to the public hearing(s) or prior to the public hearing(s).

You may review the file relating to this project at the Planning Division, 300 North Coast Highway during regular weekday office hours 7:30 a.m. to 5:00 p.m. Monday through Thursday and on Fridays from 7:30 a.m. to 4:00 p.m. The draft zoning text amendment is available for public review at City libraries, Civic Center - Development Services Department and the City's website http://www.ci.oceanside.ca.us/.

For further information please contact Amy Fousekis, Principal Planner at the Oceanside Planning Division at (760) 435-3534.

Legal Notices

PUBLIC AUCTION
In the action pending in U.S. District Court for the Southern District of California, Case No. 12-CV-2164-GPC-JMA, Securities and Exchange Commission v. Louis V. Schooler et al, notice is hereby given that the court-appointed receiver will conduct a public auction for the undeveloped real property with APNs 652-160-12-00 located in San Diego County, California. Sale is subject to Court confirmation after the auction is held. Minimum bid price is $67,500. The auction will take place on June 20, 2019, at 1:30 p.m. in front of the entrance to the United States Courthouse, 221 W. Broadway, San Diego, California. To be allowed to participate in the auction, prospective purchasers must meet certain bid qualification requirements, including submitting a signed purchase and sale agreement, an earnest money deposit of $1,800, and proof of funds. All bidders must be qualified by 5:00 p.m. PT on June 17, 2019, by submitting the required materials to the receiver at 401 W. A Street, Suite 1830, San Diego, California 92101. If interested in qualifying as a bidder, please contact Gena Rodriguez at (619) 567-7223 or grodriguez@ethreeadvisors.com or Thomas C. Hebrank at thebrank@ethreeadvisors.com.

Public Meeting on the Scoping and Development of an Environmental Impact Statement for the Programmatic Development of Federal Motor Carrier Safety Administration Facilities
Notice is hereby given that the General Services Administration will conduct a public meeting on June 18, 2019 from 4:00 p.m. until 6:00 p.m. PST to provide information and accept comments on the scope of the Environmental Impact Statement to be prepared for the Federal Motor Carrier Safety Administration (FMCSA)'s proposed Bus Inspection Facility at the San Ysidro Land Port of Entry and the Commercial Truck Inspection Facility at the Otay Mesa Land Port of Entry. Below is the meeting location, day, and time.

The FRONT Arte Cultura
147 W San Ysidro Blvd
San Diego, CA 92173
Tuesday, June 18th
4:00-6:00 p.m.

Business Opportunities
Popular Night Club For Sale 287k Price. To Sell Quick! Call Juan Ornelas 619-922-1122 juanornelas@cox.net

Legal Notices

It's easy and delivered to your inbox.
Receive your subscription invoices and other communications by email with eSign. Simplify your life today!
SanDiegoUnionTribune.com/eSign
eSign
The San Diego Union-Tribune

24 Junio 7 al 13 del 2019 El Latino - San Diego

REUNIÓN PÚBLICA SOBRE EL ALCANCE Y EL DESARROLLO DE UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA EL DESARROLLO PROGRAMÁTICO DE LAS INSTALACIONES DE LA ADMINISTRACIÓN FEDERAL DE SEGURIDAD DE AUTOTRANSPORTES.

Por la presente se da aviso de que la Administración de Servicios Generales llevará a cabo una reunión pública el 18 de junio de 2019 a partir de las 4:00 p.m. hasta las 6:00 p.m. PST para proporcionar información y aceptar comentarios sobre el alcance de la Declaración de Impacto Ambiental que se preparará para la instalación de Inspección de Autobuses propuesta por la Administración Federal de Seguridad de Autotransportes (FMCSA) en el Puerto de Entrada Terrestre de San Ysidro y la Instalación de Inspección de Camiones Comerciales en la Otay Mesa Land Puerto de Entrada. A continuación se muestra la ubicación de la reunión, el día y la hora.

El FRENTE de Arte Cultura
147 W San Ysidro Blvd
San Diego, CA 92173
Martes 18 de junio
4:00-6:00 p.m.

OCEAN VILLA INN

Housekeeping y personal de lavanderia, turnos AM y PM disponibles. De preferencia tener experiencia pero no requerida. Debe estar legalmente autorizado para trabajar en los Estados Unidos. Solicite en persona en:

OCEAN VILLA INN
5142 W. Point Loma Blvd. San diego 92107
$ 12hr
* PROGRAMA DE BONOS
* PTO
* ESTACIONAMIENTO GRATIS
Ocean Villa Inn está en la playa!

Pegasus Building Services

URGENTE!
SE SOLICITA:
TRABAJADORES DE LIMPIEZA
FLOOR TECHNICIANS
SUPERVISOR DE LIMPIEZA
Para edificios comerciales en el condado de San Diego, Carlsbad, Kearny Mesa, La Jolla, Norte de San Diego, Poway, Rancho Bernardo y Sorrento Valley. Posiciones de día y de noche
Aplicar: 7966 Arjons Drive, Suite A/B
San Diego, CA 92126
Mas información llamar al
(858)444-2290 ext 226
Aplicantes deben comprobar autorización para trabajar en los Estados Unidos, completar un documento de I-9, y el proceso de eVerify.

el latino San Diego
1105 Broadway Suite 206
Chula Vista, CA, 91911

Anunciese GRATIS

El Latino - San Diego Junio 14 al 20 del 2019 25

Somos el periódico No.1 en español más leído del Condado
¡ANUNCIESE! EN:
el latino San Diego
LE DISEÑAMOS SU ANUNCIO
Diferentes tamaños de acuerdo a su presupuesto
(619)426-1491

Notice for Invitation for Bids
5005814 – (IBM Cognos Subscription and Support Renewal)

The San Diego Association of Governments (SANDAG) is seeking proposals from qualified firms for renewal of IBM Cognos Subscription and Support.

The Invitation for Bids (IFB) package and related informational documents may be viewed and downloaded at no charge at SANDAG's website at www.sandag.org/contracts. Interested firms are advised to regularly visit SANDAG's above-referenced website for IFB addenda, updates and posted IFB questions and answers.

Bid Due Date: All IFB documents must be submitted by 5 p.m. (PST), on June 21, 2019, electronically via PlanetBids. Bids must be submitted electronically, as directed on the IFB Cover Page and listed in the IFB Instructions. Failure to submit a bid in accordance with the directions may result in rejection of the bid.

SANDAG is an equal opportunity employer and, as a matter of policy, encourages the participation of small businesses that are owned and controlled by minorities and women.

gringos
DOS GRINGOS ESTA CONTRATANDO PERSONAL
Una empresa de fabricación de ramos de flores
Horarios de 6am - 2:30pm y 9am - 5:30pm sujeto a cambios. Trabajar sábados, domingos y horas extras cuando sea necesario.
PUESTOS:
EMPAQUE
ENVIO / SHIPPING
Requisitos:
Buena Asistencia y disciplina, habilidad de aprender pasar examen de drogas, somos un empleador de E-Verify
Aplicar en persona de Lunes-Viernes 8:30am-2:30pm
3260 Corporate View Dr. Vista, CA 92081

HAGA CRECER SU NEGOCIO
¡ANUNCIESE!
CON
el latino San Diego
ESTE ESPACIO ES PARA USTED
www.ElLatinoOnline.com
Somos el periódico No.1 en español más leído del Condado
Publicidad para todos los presupuestos
LE DISEÑAMOS SU ANUNCIO
(619)426-1491
sales@ellatino.net

REUNIÓN PÚBLICA SOBRE EL ALCANCE Y EL DESARROLLO DE UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA EL DESARROLLO PROGRAMÁTICO DE LAS INSTALACIONES DE LA ADMINISTRACIÓN FEDERAL DE SEGURIDAD DE AUTOTRANSPORTES.

Por la presente se da aviso de que la Administración de Servicios Generales llevará a cabo una reunión pública el 18 de junio de 2019 a partir de las 4:00 p.m. hasta las 6:00 p.m. PST para proporcionar información y aceptar comentarios sobre el alcance de la Declaración de Impacto Ambiental que se preparará para la instalación de Inspección de Autobuses propuesta por la Administración Federal de Seguridad de Autotransportes (FMCSA) en el Puerto de Entrada Terrestre de San Ysidro y la Instalación de Inspección de Camiones Comerciales en la Otay Mesa Land Puerto de Entrada. A continuación se muestra la ubicación de la reunión, el día y la hora.

El FRENTE de Arte Cultura
147 W San Ysidro Blvd
San Diego, CA 92173
Martes 18 de junio
4:00-6:00 p.m.

Anunciese GRATIS en el CLUB DEL AMOR *y amistad*
Recorte este cupón para obtener este beneficio
619-426-1491

Pegasus Building Services

URGENTE!
SE SOLICITA:
TRABAJADORES DE LIMPIEZA
FLOOR TECHNICIANS
SUPERVISOR DE LIMPIEZA
Para edificios comerciales en el condado de San Diego, Carlsbad, Kearny Mesa, La Jolla, Norte de San Diego, Poway, Rancho Bernardo y Sorrento Valley. Posiciones de día y de noche
Aplicar: 7966 Arjons Drive, Suite A/B
San Diego, CA 92126
Mas información llamar al
(858)444-2290 ext 226
Aplicantes deben comprobar autorización para trabajar en los Estados Unidos, completar un documento de I-9, y el proceso de eVerify.

Green Leaf Environmental Services
SORRENTO VALLEY
Trabajo de mantenimiento de jardines: experiencia, conocimiento en irrigación e iluminación de bajo voltaje es útil
Tipo de empleo: tiempo completo