



Notice of Preparation/Notice of Intent

Environmental Impact Statement/Environmental Impact Report San Ysidro Border Station Expansion

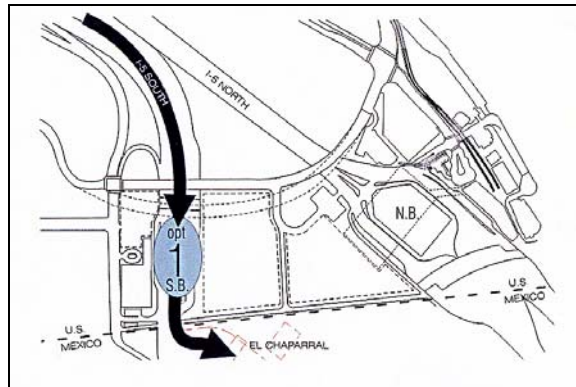
AGENCIES: General Services Administration (GSA), California Department of Transportation (CalTrans), and Federal Highway Administration (FHWA)

ACTION: Notice of intent to prepare an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the upgrade and expansion of the existing San Ysidro Border Station.

SUMMARY: The action to be evaluated by this EIS/EIR is the upgrade and expansion of the existing San Ysidro Border Station, located in San Ysidro, California, to improve the safety, security, and operations of the Port of Entry (POE); to relieve the substantial increase of traffic congestion at the southern terminus of I-5, and to maintain control over ever present illegal activities at the border.

ALTERNATIVES: Four build alternatives for the proposed project are currently under consideration and will be analyzed in the EIS/EIR for potential environmental impacts. In addition, the "No Build" alternative will be analyzed.

In an effort to provide effective border control services to both Mexico and the United States (US), and to streamline traffic along I-5 between Mexico and the US, several potential developments outside of the scope of this project are being taken into consideration during the planning stages of the proposed project. One of these potential developments involves the Mexican Federal Government's plan to develop a new non-commercial port of entry at El Chaparral, located directly south of the decommissioned U.S. Virginia Avenue Commercial Vehicle Inspection facility. The San Ysidro Border Station would need to align with, or connect to, the El Chaparral facility. A second local area project which would affect the development of the proposed project is the San Ysidro Intermodal Transportation Center, which will improve the trolley terminus to the east of the existing San Ysidro Border Station. The proposed transportation center also includes general hardscape and landscape improvements, as well as upgrades to existing parking lots and roadways. This development would establish the area east of the existing San Ysidro Border Station as the main hub for the local population and any individuals wishing to cross the US/Mexico border.



Option 1: North-South Alignment of the Southbound Inspection facility with expanded Northbound Primary Inspection Lanes

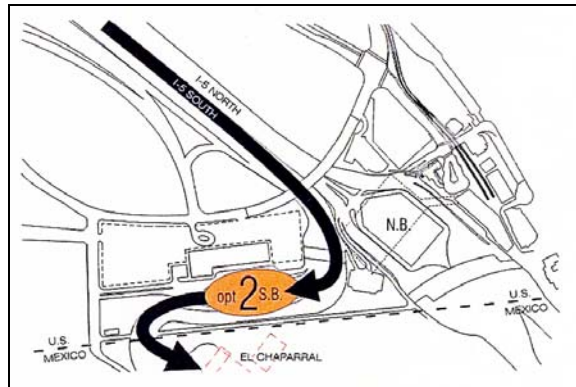
This option would involve the re-routing of I-5 and I-805 to align with the El Chaparral facility, which would create a direct approach to the new southbound port of entry. This option would also expand the northbound inspection lanes to incorporate the existing southbound lanes for primary inspection and would replace the existing port of entry facilities with new construction, including a secondary inspection area and headhouse, pedestrian and bike inspection and processing, and administration buildings. This would involve:

Southbound Facility

1. Re-routing the I-5, and the Camino De La Plaza exit;
2. Relocating Camino De La Plaza and rebuilding the over-pass to the north of its existing location;
3. Providing access to the southbound inspection facilities from Camino De La Plaza;
4. Developing a new southbound inspection facility including a minimum of 12 primary inspection lanes, bus queuing inspection lane, a headhouse with short-term parking, and secondary inspection area for passenger vehicles, and an impound vehicle area;
5. Developing parking facilities between the north- and southbound inspection facilities, as required;
6. A pedestrian drop-off and parking adjacent to the pedestrian processing area;
7. A dedicated bike lane and pedestrian path to the Mexico port of entry; and,
8. Creating a "Return-to-US" route via Virginia Avenue.

Northbound Facility

1. Providing up to 40-50 primary inspection booths through the use of stacked booth configuration at the majority of lanes, incorporating existing I-5 southbound lanes;
2. Constructing a new secondary inspection area and new single headhouse with short-term parking;
3. Constructing a new administration building above the secondary inspection area;
4. Constructing a new pedestrian inspection facility;
5. Developing parking structures and lots, as required; and,
6. Providing a "Return to Mexico" lane parallel to northbound traffic.



Option 2: East-West Alignment of the Southbound Inspection facility with expanded Northbound Primary Inspection Lanes

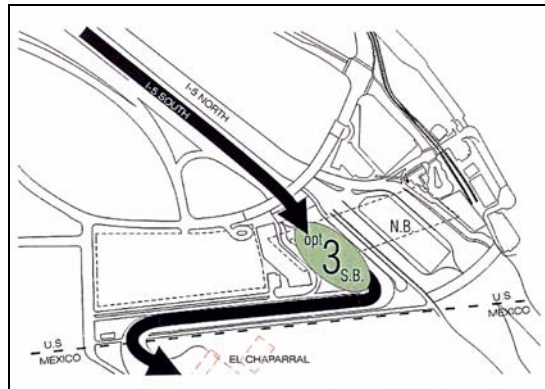
Option 2 would involve re-routing the terminus of I-5 to the US southbound inspection facility which will be constructed parallel to the US/Mexico Border and the El Chaparral facility. This alignment would require the development of the southbound facility in the area bounded by Virginia Avenue to the west, Camino de la Plaza to the north, and an expanded northbound inspection facility to the east. Major project components would include:

Southbound Facility

1. Developing a new southbound inspection facility including a minimum of 12 primary inspection lanes, a bus queuing inspection lane, a headhouse with short-term parking, a secondary inspection area for passenger vehicles, and an impound vehicle area;
2. Developing parking facilities to the north of the inspection facility, as required;
3. Dedicating a bike lane and pedestrian path to the Mexican port of entry;
4. Designating the main on-ramp to I-5 as the entry to the southbound inspection facility from Camino De La Plaza;
5. Creating a "Return-to-US" route via Virginia Avenue; and,
6. Reincorporating Camiones Way as a pedestrian drop-off adjacent to pedestrian processing.

Northbound Facility

1. Providing up to 40-50 primary inspection booths through the use of stacked booth configuration at the majority of lanes, incorporating existing I-5 southbound lanes;
2. Constructing a new secondary inspection area and new single headhouse with short-term parking;
3. Constructing a new administration building above the secondary inspection area;
4. Constructing a new pedestrian inspection facility;
5. Developing parking structures and lots, as required; and,
6. Providing a "Return to Mexico" lane parallel to northbound traffic.



Option 3: I-5 Southbound Alignment of the Southbound Inspection facility with connection to the proposed El Chaparral facility and expanded Northbound Primary Inspection Lanes

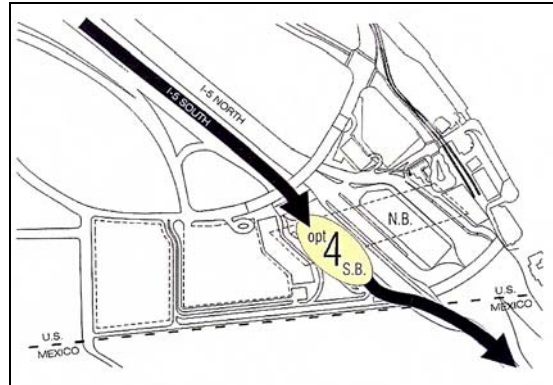
Option 3 would involve the co-location of the northbound and southbound inspection facilities with a central administration building. Major project components include:

Southbound Facility

1. Developing a new southbound inspection facility including a minimum of 12 primary inspection lanes, a bus queuing inspection lane, a headhouse with short-term parking, a secondary inspection area for passenger vehicles, and an impound vehicle area;
2. Developing parking facilities around the inspection facility, as appropriate;
3. Reincorporating Camiones Way as a pedestrian drop-off adjacent to pedestrian processing;
4. Dedicating a bike lane and pedestrian path to the Mexican port of entry;
5. Reincorporating Camiones Way to provide local access to southbound inspection facilities;
6. Creating a "Return-to-US" connection to the northbound I-5 lanes. An addition "Return-to-US" connection from bus/RV secondary is required via Virginia Avenue; and,
7. Creating a new pedestrian processing facility.

Northbound Facility

1. Providing up to 40-50 primary inspection booths through the use of stacked booth configuration at the majority of lanes, incorporating existing I-5 southbound lanes;
2. Constructing a new secondary inspection area and new single headhouse with short-term parking;
3. Constructing a new administration building above the secondary inspection area;
4. Constructing a new pedestrian inspection facility;
5. Developing parking structures and lots, as required; and,
6. Providing a "Return to Mexico" parallel to northbound traffic.



Option 4: I-5 Southbound Alignment of the Southbound Inspection facility with entry into Mexico at the existing end of I-5 Southbound lanes and expanded Northbound Primary Inspection Lanes

This development option would involve the co-location of the north- and southbound inspection facilities with a central administration building. This option would not connect with El Chaparral, but rather would allow southbound traffic to leave the US and enter Mexico through the existing I5 route. Major project components would include:

Southbound Facility

1. Developing a new southbound inspection facility including a minimum of 12 primary inspection lanes, a bus queuing inspection lane, a headhouse with short-term parking, a secondary inspection area for passenger vehicles, and an impound vehicle area;
2. Developing parking facilities around the inspection facility, as appropriate;
8. Reincorporating Camiones Way as a pedestrian drop-off adjacent to pedestrian processing;
9. Dedicating a bike lane and pedestrian path to the Mexican port of entry;
3. Creating a "Return-to-US" route parallel to the border and returning north to Camino De La Plaza; and,
4. Creating an entry way into the southbound port from Camino De La Plaza.

Northbound Facility

1. Providing up to 40-50 primary inspection booths through the use of stacked booth configuration at the majority of lanes,
2. Constructing a new secondary inspection area and new single headhouse with short-term parking;
3. Constructing a new administration building above the secondary inspection area;
4. Constructing a new pedestrian inspection facility;
5. Developing parking structures and lots, as required; and,
6. Providing a "Return to Mexico" parallel to northbound traffic.



The EIS/EIR will address the potential environmental impacts of the potential development alternatives of the proposed project including aesthetics, air quality during construction and operation, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, noise during construction and operation, public services and utilities, and traffic along I-5 and surrounding roadways. The EIS/EIR will also address the socioeconomic effects of the potential expansion of the San Ysidro Border Station.

PUBLIC INVOLVEMENT: The views and comments of the public are necessary in determining the scope and content of the environmental analysis in connection with the proposed project. Due to the time limits mandated by federal and State law, responses must be received no later than 30 days after receipt of this notice. A scoping meeting for the proposed project will be held on Wednesday, July 23, 2003 from 3:00 p.m. to 7:00 p.m. at the San Ysidro Multi-Cultural Center, located at 4345 Otay Mesa Road in San Ysidro, CA. Interested parties may attend to present questions and concerns that they believe should be addressed in the EIR/EIS. If you require additional information regarding the scoping meeting or the proposed project, please contact the GSA at (619) 557-5092 or our web site:
http://hydra.gsa.gov/regions/r9/pbs/nepa_SY.htm

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