

RECORD OF DECISION

SAN YSIDRO LAND PORT OF ENTRY IMPROVEMENTS PROJECT SAN YSIDRO, CALIFORNIA

The General Services Administration (GSA) has published a Final Environmental Impact Statement (EIS) for the San Ysidro Land Port of Entry (LPOE) Improvements Project (Project) in San Diego, California. The San Ysidro LPOE is located along Interstate 5 at the U.S.-Mexico border in the San Ysidro community of San Diego, California. The Final EIS can be found at <http://www.gsa.gov/NEPA Library>.

As Acting Regional Administrator of GSA, Region 9, this Record of Decision (ROD) documents the specific components of my decision and the rationale for my decision. This decision is based on information and analyses contained in the Final EIS issued in August 2009; the Draft EIS issued in May 2009; the technical studies associated with both the Draft and Final EIS; the comments of Federal and state agencies, stakeholder organizations, members of the public, and elected officials; and other information in the administrative record.

Purpose and Need for the Project

The purpose of the Project is to improve operational efficiency, security, and safety for cross-border travelers and federal agencies at the San Ysidro LPOE.

Reconfiguration and expansion of the San Ysidro LPOE are needed because: (1) growth is outstripping capacity at the existing LPOE requiring improvements to expand capacity, improve processing efficiency, and reduce border wait times; (2) the existing facility is undersized and requires modernization due to mandated security programs; and (3) the current configuration is inefficient and increases the potential for safety hazards and security concerns. It has been demonstrated that the Project is needed regardless of, and in addition to, current plans in progress for improvements at the existing Otay Mesa LPOE and development of a new LPOE at Otay Mesa East.

Project Alternatives Evaluated in the Final EIS

Two Project build alternatives were considered by a multi-disciplinary team during the Project design process, following a scoping meeting and consultation with the community. Because the Project concerns improvements to a LPOE, alternative Project locations were not considered since the precise location of such a facility requires a formal agreement between the Governments of the U.S. and Mexico. Consequently, all the build alternatives considered represent design/operational variations at the existing LPOE location. The alternatives described and evaluated in the Project Final EIS include the Preferred Alternative, the Pedestrian Crossing Alternative, and the No Build Alternative.

Preferred Alternative

The Preferred Alternative would demolish most of the existing facilities and new facilities would be constructed, including new northbound primary and secondary inspection areas, an administration building, a pedestrian building, a central plant, one pedestrian bridge, a parking structure, and other support structures. The only building considered for retention and renovation is the Old Customs House, which is currently undergoing a Section 106 consultation

with the State Historic Preservation Officer (SHPO) and other partners, pursuant to the National Historic Preservation Act (NHPA). The expanded facility would consist of approximately 210,000 gross square feet (gsf) of building space, 31 northbound inspection lanes (with 61 inspection booths), two new southbound pedestrian crossings, and a new southbound roadway connecting with Mexico's planned El Chaparral LPOE facility. One of the new southbound pedestrian crossings would be provided in the eastern portion of the LPOE near the Old Customs House. This southbound crossing is proposed to occur in Phase 1, although the exact timing would depend on the identification of funding, issues arising from phasing of adjacent improvements, and implementation of related facilities in Mexico. The second new southbound pedestrian crossing would be constructed in the western portion of the LPOE at Virginia Avenue during Phase 3, and would connect to Mexico's planned El Chaparral LPOE, at which point the current southbound pedestrian crossing at the terminus of Camiones Way will close.

The Preferred Alternative would be constructed in three phases over a period of approximately four years, with some overlap of phases occurring. This is a preliminary schedule, and is subject to funding availability. Proposed improvements in Phase 1 would primarily entail reconfiguration of the northbound facilities to increase northbound inspection processing capacity and operational efficiency. Phase 2 improvements would involve the reconfiguration of the eastern operational area and construction of new buildings for northbound operations. Proposed Phase 3 improvements primarily would entail the reconfiguration of the southbound facilities to connect with Mexico's planned El Chaparral facility. Each phase could function independently from subsequent phases without disrupting ongoing operations at the LPOE. Exact timing would depend upon the implementation of related facilities in Mexico.

There are no permanent southbound inspection facilities included in the scope of this Project. If such facilities are proposed at a future date, a separate NEPA document will be completed.

Pedestrian Crossing Alternative

The Pedestrian Crossing Alternative is similar to the Preferred Alternative, but would entail a different cross-border pedestrian circulation scheme. While the Preferred Alternative proposes to remove the existing southbound pedestrian crossing and construct two new southbound pedestrian crossings (one at Virginia Avenue and one east of the Old Customs House), the Pedestrian Crossing Alternative would provide a single southbound pedestrian crossing at its existing location. New facilities to be constructed would generally be the same as the Preferred Alternative, with some variations in configuration and location within the LPOE. This alternative would be constructed in three phases that would correspond to those of the Preferred Alternative.

No Build Alternative

The No Build Alternative assumes that no improvements to the existing San Ysidro LPOE would be implemented. The No Build Alternative would not meet the purpose and need of the Project, as operational constraints and safety/security deficiencies would not be corrected, and the wait times to cross the border would be expected to increase.

Environmental Consequences

Preferred Alternative

The Preferred Alternative would be expected to result in the following environmental consequences:

- Temporary construction-related impacts to utilities and emergency services could potentially occur during construction.
- Temporary construction-related traffic impacts could potentially occur during construction.
- Traffic impacts to roadway segments under near-term (2014) conditions:
 - Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps
- Traffic impacts to intersections under near-term (2014) conditions:
 - Camino de la Plaza/Virginia Avenue
- Traffic impacts to roadway segments under horizon year (2030) conditions:
 - Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps
 - East San Ysidro Boulevard, between the I-805 northbound ramps and Border Village Road
 - Via de San Ysidro, between East San Ysidro Boulevard and the I-5 northbound ramps
 - Via de San Ysidro, between the I-5 southbound off-ramp and Calle Primera
- Traffic impacts to freeway segments under horizon year (2030) conditions:
 - Northbound I-5, between the international border and the I-805 interchange
 - Northbound I-805, between the I-5 interchange and East San Ysidro Boulevard
- Traffic impacts to intersections under horizon year (2030) conditions:
 - Camino de la Plaza/I-5 southbound ramps
 - Camino de la Plaza/Virginia Avenue
- No impacts to archaeological resources are expected to occur, although unknown subsurface resources could be subject to disturbance during construction.
- Interim renovation and ultimate future use of the National Register of Historic Places (NRHP) - listed Old Customs House will have an effect to this historical property.
- Construction of the Preferred Alternative's Central Plant building may effect the abutting International Building, which is recommended eligible to the NRHP, California Register of Historic Resources (CRHR), and City Register.

- Grading and excavation activities could potentially affect previously undisturbed portions of the high sensitivity Otay Formation and Old Paralic Deposits, potentially resulting in the destruction of unique or significant paleontological resources.
- Grading and excavation activities would result in potential adverse impacts due to possible soil and/or groundwater contamination at listed facilities of potential environmental concern, and former and current uses within the Project Study Area and LPOE. Additionally, potential adverse impacts could occur associated with aerially deposited lead (ADL), hazardous building materials, and polychlorinated biphenyls (PCBs).
- Potential short-term, construction-related energy impacts could occur during construction.
- The Preferred Alternative would impact 0.07 acre of non-wetland Waters of the United States (WUS).
- Potential indirect impacts to biological resources due to decreased water quality.
- Potential adverse cumulative construction impacts to air quality could occur if multiple projects within the San Ysidro Community Plan Area are under construction at the same time.

Pedestrian Crossing Alternative

In addition to the environmental consequences associated with the Preferred Alternative listed above (except for impacts to cultural resources [associated with the NHRP-listed Old Customs House] and biological resources), the Pedestrian Crossing Alternative would also be expected to result in the following environmental consequences:

- Potentially inconsistent with certain policies in SANDAG's Regional Comprehensive Plan (RCP), the City's General Plan Mobility and Economic Prosperity Elements, the San Ysidro Community Plan (SYCP), and the San Ysidro Redevelopment Plan (SYRP).
- Potential adverse impacts to community cohesion due to inefficiencies in pedestrian circulation plan and access to transit facilities.
- Adverse life safety impacts due to pedestrian circulation plan.
- Adverse impacts related to inefficient pedestrian circulation plan and access to transit facilities.

Instead of the environmental consequences associated with the Preferred Alternative listed above regarding cultural and biological resources, the Pedestrian Crossing Alternative would be expected to result in the following environmental consequences:

- Interim renovation and use of the NRHP-listed Old Customs House may have an effect to this historical property.
- The Pedestrian Crossing Alternative would impact 0.05 acre of non-wetland WUS.

No Build Alternative

The No Build Alternative would be expected to result in the following environmental consequences:

- Would not comply with SANDAG's RCP, Regional Transportation Plan, and Regional Transportation Improvement Program, and would not be consistent with the City's General Plan, SYCP, and SYRP.
- No impacts to community character or cohesion, but would result in further degradation of traffic, circulation, and access for the community and the region.
- Potential environmental justice impacts due to increasing congestion, and no economic benefits and improved access associated with the Project.
- No impacts to life safety would occur, but existing life safety deficiencies at the LPOE would not be corrected.
- Traffic impacts to roadway segments under near-term (2014) conditions:
 - Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps
 - East San Ysidro Boulevard, between the I-805 northbound ramps and Border Village Road
 - Via de San Ysidro, between East San Ysidro Boulevard and the I-5 northbound ramps
 - Via de San Ysidro, between the I-5 southbound ramps and Calle Primera
- Traffic impacts to intersections under near-term (2014) conditions:
 - Via de San Ysidro/Calle Primera
 - Via de San Ysidro/I-5 northbound ramps
- Traffic impacts to roadway segments under horizon year (2030) conditions:
 - Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps
 - East San Ysidro Boulevard, between the I-805 northbound ramps and Border Village Road
 - Via de San Ysidro, between East San Ysidro Boulevard and the I-5 northbound ramps
 - Via de San Ysidro, between the I-5 southbound off-ramp and Calle Primera
- Traffic impacts to intersections under horizon year (2030) conditions:
 - Via de San Ysidro/Calle Primera
 - Via de San Ysidro/I-5 northbound ramps
 - Camino de la Plaza/I-5 southbound ramps
 - Camino de la Plaza/Virginia Avenue

- No construction or ground disturbing activities would occur; therefore, no short-term, construction-related energy impacts would occur. Over the long-term, however, the No Build Alternative would contribute to continued long delays to cross the border, with associated traffic congestion and inefficient energy use by idling vehicles, which would be expected to increase over time. In addition, the existing LPOE facilities would not be replaced with facilities that are designed to be more energy efficient.
- No adverse cumulative air quality impacts would occur, but existing traffic congestion would not be reduced, so associated emissions would remain high.

Decision

As Acting Regional Administrator of GSA, Region 9, it is my decision to approve the Preferred Alternative.

Environmentally Preferable Alternative

The Environmentally Preferable Alternative is the alternative that best promotes the national environmental policy expressed within NEPA. In general, this refers to the alternative that will result in the least damage to the environment and best protects the natural and cultural resources. Based on the Draft and Final EIS, the Preferred Alternative has been determined to be the Environmentally Preferable Alternative. I selected this alternative because it will meet the Project purpose and need while resulting in the fewest substantial, adverse environmental consequences.

Rationale for Implementing the Preferred Alternative

The decision to implement the Preferred Alternative is based on a balancing of likely adverse impacts to the San Ysidro community with the pressing need to improve operational efficiency, security, and safety for cross-border travelers and federal agencies at the San Ysidro LPOE. This decision takes into account resource concerns, the U.S. Customs and Border Protection's (CBP) national security mission and program, and public interests as analyzed in the Final EIS. I reached my decision after careful consideration of the environmental analysis of the effects of the build alternatives and the No Build Alternative in concert with the needs of CBP, the nation, the San Diego region, and the community.

The following GSA mission considerations were weighed in reaching my decision:

- Providing the client (U.S. Customs and Border Protection) with a safe, secure, and more efficient workplace.
- Providing the taxpayer with a cost-effective government facility.

Avoidance, Minimization, and Mitigation Measures

All practicable means of avoiding, minimizing, or mitigating substantial, adverse environmental consequences of the selected alternative were NOT adopted, though the attached program of mitigation, monitoring, and enforcement will be carried out. Some measures that would avoid, minimize, or mitigate identified adverse environmental consequences of the selected alternative have been modified to better integrate with the Preferred Alternative (particularly in the Traffic

Section) were determined not to be feasible or consistent with existing laws, regulations, and authorities applicable to GSA, particularly with regard to the availability of, and authority to expend, funds.

The following avoidance, minimization, and mitigation measures will be implemented during the Phase in which the associated impact occurs.

Community Impacts (Subchapter 3.2 in the Final EIS)

1. A Traffic Management Plan (TMP) will be implemented during Project construction. Access to existing businesses within the Project vicinity will be maintained during construction by creating temporary driveways, and/or providing alternate access points.

Utilities/Emergency Services/Life Safety (Subchapter 3.3 in the Final EIS)

1. The construction contractor will coordinate with responsible utility providers to protect systems in place or arrange for the temporary or permanent relocation of existing utility lines.
2. A TMP will be implemented to provide for emergency access on roadways that will be temporarily affected during the construction period.
3. The construction contractor will contact local emergency service providers prior to the start of construction to ensure construction activities will not impede provision of emergency services within the Project area during the construction period.
4. Bollards and barriers will be used to protect structural elements from vehicle damage. Anti-ram barriers must be provided wherever moving vehicles approach booths or buildings.
5. Exterior windows and interior windows between high-risk areas and occupied space will be thermally tempered or laminated glass.
6. Bullet resistant glazing will be provided on windows that face inspection areas, on-coming traffic, or the border.
7. Building perimeters and doors between inspection areas will be designed to resist forced entry.
8. Building systems will be secured.
9. Mechanical equipment, to the extent practicable, will not be placed at grade and directly adjacent to vehicle movement pathways.
10. Utilities and feeders will not be located adjacent to vehicle pathways where practicable, or on the Mexican side of the primary inspection lanes.

Traffic (Subchapter 3.4 in the Final EIS)

1. A traffic signal will be installed at the intersection of Camino de la Plaza and Virginia Avenue in conjunction with the development of the transit facilities at Virginia Avenue.

In addition, pedestrians and bicyclists will be provided access to LPOE facilities throughout each Phase. The level of such access will be equal to the current condition at the time each Phase is implemented.

The following traffic mitigation measures identified in the Final EIS will NOT be implemented as part of the Project because authorized funds are not available for these specific measures:

- Widening the segment of Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps, to four-lane major standards; and
- Re-striping of the I-5 southbound ramps at Camino de la Plaza to one southbound left-turn lane, one southbound right-turn lane, one southbound shared through/right-turn lane, and one westbound through lane.
- The traffic measures identified in Appendix G of the Final Environmental Impact Statement.

Visual/Aesthetics (Subchapter 3.5 in the Final EIS)

Implementation of the following measures will provide increased visual quality within the Project Study Area:

1. A comprehensive landscape concept plan will be developed and implemented, including landscape features such as:
2. Drought tolerant and sustainable plant palettes.
3. Street trees and landscaping will be retained to the extent practicable during Project construction.
4. Architectural treatments will be consistent throughout the proposed LPOE buildings to the extent practicable.
5. Fencing and safety railing will be provided throughout the proposed pedestrian walkways where applicable.
6. Where possible, integrate new public art into the Project.

Cultural Resources (Subchapter 3.6 in the Final EIS)

1. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be avoided until a qualified archaeologist can assess the nature and significance of the find.
2. Prior to alteration or removal of building features, detailed documentation of the Old Customs House will be completed as agreed to in the Section 106 consultation process.
3. Measures consistent with The Secretary of the Interior's Standards for the Treatment of Historic Properties will be implemented as agreed to in the Section 106 consultation process.

4. Other mitigation measures will be determined through the Section 106 consultation.

Hydrology and Floodplain (Subchapter 3.7 in the Final EIS)

Impacts related to hydrology and floodplain will be addressed by appropriate design, sizing, and location of proposed storm drain facilities, incorporation of applicable recommendations from detailed geotechnical investigations, and consideration of the location and extent of proposed retention/infiltration basins with respect to potential surficial saturation issues.

Water Quality and Stormwater Runoff (Subchapter 3.8 in the Final EIS)

Implementation of the following (or other similar) measures, in conformance with applicable regulatory requirements, will avoid, minimize or mitigate any potential impacts related to water quality and storm water runoff. These measures for short- and long-term water quality impacts are subject to modification based on the final Project design and engineering information. Regardless, the final design and project will reflect and comply with all applicable laws and standards.

Short-Term Construction

Erosion and Sedimentation

1. Construction-related erosion and sedimentation impacts will be addressed through conformance with the applicable National Pollutant Discharge Elimination System (NPDES) Construction Permit and related City standards, as previously described. This will include implementing an authorized Storm Water Pollution Prevention Plan (SWPPP) to address (among other issues) erosion and sedimentation concerns. While specific erosion and sediment control measures will be determined as part of the Project design and SWPPP process, standard Best Management Practices (BMPs) from sources such as the Project Water Quality Technical report (WQTR), the NPDES permit text/City standards, and additional regulatory/industry sources that will likely be applicable include the following:
 2. Use a phased construction schedule to limit the extent of grading at any given time to the smallest feasible area.
 3. Preserve existing vegetation wherever feasible.
 4. Implement a “weather triggered” (i.e., 40 percent or greater chance of rain) action plan to inspect, repair, and/or upgrade BMPs as necessary during periods of inclement weather.
 5. Avoid or minimize work and associated construction-related impacts in live streams and environmentally sensitive areas to the extent practicable.
 6. Implement erosion and sediment controls that are adequate to provide complete erosion and sedimentation protection for exposed portions of the site not actively worked for seven or more consecutive calendar days. Specifically, such controls may include fiber rolls, gravel bags/hay bales (e.g., at storm drain inlets), silt fence, mats or mulching, temporary sediment basins, soil binders (e.g., bonded fiber matrix), hydroseeding, street sweeping/vacuuming, energy dissipators, stabilized construction access points/sediment stockpiles, vehicle wash sumps, sediment transport vehicle covers, and concrete washouts.

7. Implement sampling/analysis, monitoring/reporting and post-construction management/maintenance programs, as applicable, per applicable requirements.
8. Provide appropriate training for personnel responsible for BMP installation and maintenance.
9. Comply with local dust control requirements.
10. Implement appropriate water conservation practices (e.g., repairing leaks and avoiding or minimizing washing of construction-related vehicles and areas).
11. Install permanent landscaping, with emphasis on native and/or drought-tolerant varieties, as soon as feasible during or after construction.
12. Implement additional BMPs as necessary to ensure adequate erosion and sediment control.

Construction-related Hazardous Materials

Implementation of a SWPPP will be required under applicable guidelines as previously described, and will include measures to avoid or mitigate potential impacts related to the use and potential discharge of construction-related hazardous materials. Specific BMPs associated with construction-related hazardous materials will be determined as part of the Project design and SWPPP process, as noted above for erosion/sedimentation. A number of standard measures from sources such as the Project WQTR, the NPDES permit text/City standards, and additional regulatory/industry sources that will likely be applicable include the following:

13. Limit paving operations during wet weather and use sediment control devices downstream of paving activities.
14. Contain and properly dispose of paving and construction wastes or slurry (e.g., from saw cutting; concrete curing/finishing; or washouts for concrete, stucco, paint, caulking, sealants, or drywall plaster), through measures such as use of portable (and impermeable) sumps, vacuuming, chemical application controls, and off-site waste disposal in an approved location.
15. Minimize the amount of hazardous materials stored onsite, and restrict storage locations to areas at least 50 feet from storm drains and surface waters.
16. Properly maintain all construction equipment and vehicles.
17. Use covered and/or enclosed storage facilities for hazardous materials, and maintain accurate and up-to-date written material inventories.
18. Store hazardous materials off the ground surface (e.g., on pallets) and in their original containers, with the legibility of labels protected (or replaced if labels are damaged).
19. Use impervious liners as required to comply with applicable codes and regulations (or other applicable methods) in material storage and vehicle/equipment maintenance and fueling areas, to prevent discharge in the event of a spill.

20. Place warning/information signs in hazardous material use/storage areas to identify the types of materials present, applicable use restrictions, and containment/clean-up procedures.
21. Mark storm drains (and other appropriate locations) to discourage inappropriate hazardous material disposal.
22. Provide training for applicable employees in the proper use, handling and disposal of hazardous materials, as well as appropriate action to take in the event of a spill.
23. Implement solid waste management efforts, such as proper containment and disposal of construction debris (e.g., use of watertight dumpsters and daily trash collection/removal) and street sweeping.
24. Store absorbent and clean-up materials in appropriate on-site locations where they are readily accessible.
25. Properly locate and maintain portable wastewater facilities.
26. Use recycled or less hazardous materials wherever feasible.
27. Post regulatory agency telephone numbers and a summary guide of clean-up procedures in a conspicuous location at or near the job site trailer.
28. Monitor and maintain hazardous material use/storage facilities and operations regularly (at least weekly) to ensure proper working order.
29. Implement a Storm Water Sampling and Analysis Strategy (SWSAS) program pursuant to regulatory guidelines.

Demolition-related Debris Generation

Preliminary demolition-related BMPs from NPDES and City standards that are likely applicable include the following:

30. Recycle appropriate (i.e., non-hazardous) construction debris for on- or off-site use whenever feasible.
31. Use dust-control measures such as watering to reduce particulate generation for pertinent locations/activities (e.g., concrete removal).
32. Use appropriate erosion prevention and sediment control measures downstream of all demolition activities.
33. Conform with applicable requirements related to the removal, handling, transport, and disposal of hazardous materials generated during demolition, including efforts such as implementing appropriate sampling and monitoring procedures; proper containment of contaminated materials during construction; providing protective gear for workers handling contaminated materials; ensuring acceptable exposure levels; and ensuring safe and appropriate handling, transport, and disposal of hazardous materials.

Disposal of Extracted Groundwater

While individual BMPs to address potential water quality concerns from disposal of extracted groundwater will be determined based on site-specific parameters, they may include the following types of standard measures derived from the NPDES Permit text and the previously referenced regulatory/industry sources:

34. Use erosion prevention and sediment catchment devices (similar to those described above for erosion and sedimentation).
35. Test extracted groundwater for appropriate contaminants prior to discharge if contamination is suspected.
36. Treat extracted groundwater prior to discharge as required to provide conformance with applicable discharge criteria (e.g., through methods such as filtration, aeration, adsorption, disinfection, and/or conveyance to a municipal wastewater treatment plant).
37. Remove contaminated groundwater for off-site treatment and disposal by a licensed operator in conformance with applicable legal requirements.

Long-term Operation and Maintenance

Site Design/Low Impact Development (LID) BMPs

1. The use of site design/LID measures is intended to mimic predevelopment hydrologic conditions by effectively capturing, filtering, storing, evaporating, detaining, and/or infiltrating runoff close to its source. Potential site design/LID BMPs identified in the Project WQTR and/or the noted regulatory/industry sources that may be applicable to the Preferred Alternative include the following:
2. Implement runoff control through the use of on-site infiltration basins designed to accommodate a 2-year, 24-hour storm event (refer to Subchapter 3.7, Hydrology and Floodplain, for additional discussion of proposed infiltration basins).
3. Minimize impervious areas through efforts such as: ; (1) incorporating additional landscaping where feasible; (2) minimizing the use of impervious surfaces within landscaped areas; and (3) using pervious paving materials in applicable locations wherever feasible (e.g., pedestrian walkways and low-vehicle traffic areas).
4. Preserve existing landscaped areas and direct runoff from impervious areas into landscaping wherever feasible; and incorporate appropriate vegetation varieties into landscape designs to maximize the potential to receive, infiltrate, and/or treat runoff from impervious areas (e.g., use of applicable tree species to increase rainfall interception and evapotranspiration).
5. Minimize soil compaction in landscaped areas by techniques such as scarification, and incorporate appropriate amendments to improve soil quality/water holding capacity and foster healthy vegetation to the extent practicable.

Source Control BMPs

Specific source control BMPs identified in the Project WQTR and/or the noted regulatory/industry sources that may be applicable to the Project include the following:

6. Install “no dumping” stencils, tiles, and/or signs (per current City standards) at all proposed onsite storm drain inlets and other applicable locations (e.g., drainages and building entrances) to discourage illegal contaminant disposal.
7. Provide paved, enclosed areas for trash storage, with regular maintenance (e.g., cleaning up spills) and weekly trash pick-up by a licensed waste management company.
8. Conduct weekly mechanical sweeping of applicable onsite streets and parking areas to remove accumulated particulates and associated contaminants before they are picked up by site runoff.
9. Use integrated pest management (IPM) weed/pest control measures wherever feasible, including efforts such as: (1) removing weeds by hand and avoiding the use of chemical pesticides, herbicides, and fertilizers in landscaped areas to the extent practicable; (2) using pest-resistant or well-adapted native plant varieties; and (3) providing informational materials to site maintenance personnel and occupants to increase awareness and implementation of IPM measures.
10. Manage irrigation to minimize runoff through measures such as the use of automated and tailored watering schedules (i.e., to avoid over-watering), and installing moisture/pressure sensors to shut off irrigation under appropriate conditions (e.g., during/after precipitation events or in the event of broken pipes or sprinkler heads).
11. Direct flows from fire sprinkler system use, maintenance, and/or testing into the sanitary sewer system.

Treatment Control BMPs

Potential treatment control options identified in the Project WQTR include:

12. The use of inlet/outlet and rooftop-downspout filters.
13. The use of vegetated swales which typically consist of shallow, trapezoidal or parabolic channels lined with appropriate vegetation types (e.g., turf) that provide filtration and (to a lesser extent) infiltration as storm flows move slowly along the channel length.

Post-construction BMP Monitoring/Maintenance Schedules and Responsibilities

14. A Storm Water Management and Discharge Control Maintenance Agreement will be prepared and submitted to the City of San Diego for all pertinent BMP facilities and programs. Specifically, this agreement will: (1) identify responsible parties for BMP funding and monitoring/maintenance efforts; and (2) describe all associated training programs, operating schedules, maintenance duties and frequencies, and other pertinent information.

Geology/Soils/Seismicity/Topography (Subchapter 3.9 in the Final EIS)

A comprehensive geotechnical evaluation will be conducted for this Project. This evaluation will include subsurface exploration, laboratory testing, and field inspection/verification by the Project

geotechnical engineer, and will be intended to further evaluate surface and subsurface geotechnical conditions and provide detailed information regarding the engineering characteristics of earth materials present within the study area. From these data, specific recommendations will be generated for applicable geotechnical issues to ensure conformance with associated regulatory and design requirements. The following types of standard design and construction measures may be considered in the noted geotechnical evaluation, along with additional or revised recommendations identified during detailed investigations. Implementation of these or other appropriate measures, in conformance with applicable regulatory requirements, will avoid, minimize or mitigate any potential impacts related to geologic, soil, seismic, or topographic conditions.

1. Potential impacts related to seismically-induced ground rupture or related effects (if applicable) may be addressed through measures such as:
2. Conformance with applicable seismic design criteria from sources including the International Building Code;
3. Implementation of design efforts for ground rupture hazards (e.g., inclusion of buffer zones or set-backs from on-site faults) if determined appropriate during detailed geotechnical investigation; and
4. Use of properly engineered fill and reinforced concrete and masonry.

Potential impacts related to seismic ground acceleration may be addressed through measures such as the use of:

- Applicable seismic design criteria from sources including the IBC;
- Proper fill composition, moisture content, placement, and compaction parameters;
- Appropriate foundation and pavement design;
- Reinforced concrete and masonry; and
- Appropriate structure and utility design.

Potential liquefaction and seismically-induced settlement effects may be addressed through efforts such as:

- Conformance with applicable seismic design criteria from sources including the IBC;
- Removal and recompaction or replacement of materials susceptible to liquefaction and/or seismic settlement with properly engineered fill;
- In-place soil and/or structural modifications such as compaction grouting, soil mixing, dynamic compaction, or driving piles below liquefiable layers; and
- Use of positive surface drainage and/or subdrains in appropriate areas to avoid saturation of surficial deposits.
- Potential impacts related to landslide/slope stability hazards originating in off-site areas (if applicable) may be addressed through efforts such as selective facility locations (i.e., to avoid hazard-prone areas), and/or the use of protective barriers (e.g., perimeter walls or fences).

Expansive or compressive characteristics in surficial materials (if present) may be addressed through efforts such as:

- Removal and recompaction or replacement of unsuitable soils with properly engineered fill;
- Selective placement and/or capping of expansive soils;
- Use of subdrains and moisture conditioning in areas of expansive soils;
- Soil mixing and use of specially designed foundations or slabs in areas of expansive deposits;
- Use of in-place soil modifications in areas of compressible soils (as described above for liquefaction/seismic settlement);
- Surcharging of compressible materials left in place to accelerate consolidation rates; and
- Settlement monitoring in areas of compressible soils.
- Potential impacts related to oversized materials may be addressed through efforts such as off-site removal/disposal, selective burial in deeper fills, or crushing.

Paleontology (Subchapter 3.10 in the Final EIS)

1. A Qualified Paleontologist will be contracted to conduct a site assessment and will be on call during grading operations. A Qualified Paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or a related field, and who has knowledge of local paleontological resources and documented experience in field identification and collection of fossil materials.

2. If paleontological resources are discovered, the Qualified Paleontologist will implement appropriate salvage operations, potentially including simple excavation, plaster-jacketing of large and/or fragile specimens, or quarry excavations for richly fossiliferous deposits. The Qualified Paleontologist and Paleontological Resources Monitor will be authorized to halt or divert construction work in salvage areas to allow for the timely recovery of fossil remains.
3. Paleontological resources collected during the monitoring and salvage portion of the mitigation program will be cleaned, repaired, sorted, and cataloged pursuant to accepted industry methods.
4. Prepared fossils, along with copies of all pertinent field notes, photos and maps, will be deposited in an approved scientific institution with paleontological collections if such resources are discovered.
5. If resources are discovered, a final report will be prepared by the Qualified Paleontologist to describe the results of the mitigation program, including field and laboratory methods, stratigraphic units encountered, and the nature and significance of recovered paleontological resources.

Hazardous Waste/Materials (Subchapter 3.11 in the Final EIS)

1. Soil sampling will be conducted in areas within the Project Study Area proposed to be disturbed and/or excavated prior to soil export, reuse, or disposal to characterize the soil for the presence of hazardous materials (e.g., metals, petroleum hydrocarbons, volatile organic compounds, pesticides, etc.). If contaminated soil is present, (e.g., former Red Cab facility) appropriate abatement actions will be implemented in accordance with applicable regulatory requirements.
2. Health risk assessments will be conducted for facilities within the LPOE in which contamination has been documented to evaluate whether the levels of contaminants will pose a risk to human health.
3. Prior to commencement of excavation activities, a Site and Community Health and Safety Plan will be prepared to manage potential health and safety hazards to workers and the public.
4. Prior to commencement of excavation activities, a Soil Management Plan will be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances that may be encountered during construction activities.
5. Prior to commencement of excavation activities, a Groundwater Management Plan will be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of potentially contaminated groundwater.
6. Existing transformers and elevator equipment within the Project Study Area will be sampled for PCB content if proposed to be disturbed and/or moved during construction activities. If PCBs are present, appropriate abatement actions for their disposal will be implemented in accordance with regulatory requirements, and soil beneath transformers and/or elevators will be evaluated for evidence of releases. If present in underlying soils, appropriate abatement actions for removal and disposal will be implemented in accordance with applicable regulatory requirements. Wastes and potentially hazardous waste on the Project

site, including trash, debris piles, and equipment will be removed and disposed of off site in accordance with applicable regulatory requirements.

7. Prior to renovation or demolition of existing structures, surveys will be conducted to evaluate the presence, locations, and quantities of hazardous building materials (ACMs and LCSs). Suspect materials will be sampled and analyzed, and if present, appropriate abatement actions will be implemented in accordance with applicable regulatory requirements.
8. Contract specifications will include references to the potential to encounter contaminated soil, groundwater, or other regulated wastes during construction activities.

Air Quality (Subchapter 3.12 in the Final EIS)

Construction

Implementation of the following avoidance, minimization, and mitigation measures will reduce air quality impacts resulting from construction activities:

1. Water or dust palliative will be applied to exposed soil surfaces at the construction site(s) and equipment as frequently as necessary to control fugitive dust emissions.
2. Soil binder will be spread on any unpaved roads used for construction purposes, and all construction parking areas.
3. Trucks will be washed off as they leave the construction site(s), as necessary, to control fugitive dust emissions.
4. Construction equipment and vehicles will be properly tuned and maintained. Low sulfur fuel will be used in all construction equipment.
5. Track-out reduction measures such as gravel pads will be used at access points to minimize dust and mud deposits on roads affected by construction traffic.
6. Transported loads of soils and wet materials will be covered prior to transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to reduce PM10 and deposition of particulate during transportation.
7. Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be removed to decrease particulate matter.
8. To the extent feasible, construction traffic will be routed and scheduled to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
9. Grading and earth moving will be suspended when wind gusts exceed 25 mph unless the soil is wet enough to prevent dust plumes.

Global Climate Change

To the extent that it is applicable or feasible, the following measures will be implemented to help reduce GHG emissions and potential climate change impacts resulting from the Preferred Alternative:

1. Provide landscaping where possible, which reduces surface warming and decreases CO₂ through photosynthesis
2. Use lighter color surfaces, such as Portland cement, which helps to reduce the albedo effect (i.e., surface reflectivity of the sun's radiation) and cool the surface
3. Use of energy efficient lighting
4. Limit idling times on trucks and equipment used during construction

Energy (Subchapter 3.13 in the Final EIS)

The following avoidance and minimization measures will be implemented during construction activities:

1. Construction equipment and vehicles will be properly tuned and maintained.
2. Idling times of construction equipment will be minimized, to the extent practical.
3. To the extent feasible, construction traffic will be routed and scheduled to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

Biological Resources (Subchapter 3.14 in the Final EIS)

1. During construction, jurisdictional areas and sensitive vegetation within the BSA will be fenced with orange plastic exclusionary fencing, and no personnel, debris, or equipment will be allowed within the jurisdictional areas.
2. Impacts to 0.07 acre of non-wetland WUS will be mitigated at a 1:1 ratio through purchase of mitigation credits equal to 0.07 acre of ephemeral drainage at an approved mitigation bank.
3. If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the bird breeding season (January 15 to September 15), the GSA shall retain an approved biologist to conduct a pre-construction survey to determine the presence or absence of: (1) non-listed nesting migratory birds on, or within, 100 feet of the construction area; (2) Federally- or State-listed birds on, or within, 300 feet of the construction area; and (3) nesting raptors within 500 feet of the construction area. The pre-construction survey will be conducted within 10 calendar days prior to the start of construction. The results of the survey will be submitted to the GSA for review and approval prior to initiating any construction activities.
4. If nesting birds are detected by the approved biologist, the following buffers will be established: 1) no work will occur within 100 feet of a non-listed nesting migratory bird nest; 2) no work will occur within 300 feet of a listed bird nest; and 3) no work will occur within 500

feet of a raptor nest. If construction within these buffers cannot be avoided, GSA, in consultation with the resource agencies, will determine the appropriate buffer.

Mitigation Monitoring and Enforcement Program

A Mitigation Monitoring and Enforcement Program (MMEP) will be implemented to ensure that the proposed avoidance, minimization, and mitigation measures identified above are implemented as part of the Project. The MMEP will identify the timing, responsibility, and method of implementation of the proposed measures, as well as any required monitoring and enforcement activities. As part of this program, each project contractor will be required to implement the mitigation measures arising from their project activities. These measures will be inspected and monitored to ensure compliance. Any operational mitigation measures will be implemented through the GSA Property Management Office.

The MMEP will be maintained by GSA throughout Project implementation and will be included as part of the administrative record for the Project.

Record of Decision Approval:

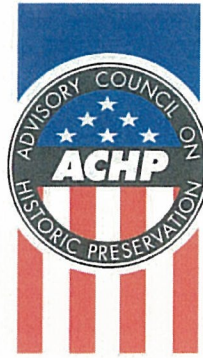
Signature: 
Acting Regional Administrator
GSA Region 9

9/9/09
Date

John L. Nau, III
Chairman

Susan S. Barnes
Vice Chairman

John M. Fowler
Executive Director



Preserving America's Heritage

July 29, 2009

Mr. Paul Prouty
Acting Administrator
U.S. General Services Administration
1800 F Street, NW
Room 6137
Washington, DC 20405

Dear Mr. Prouty:

In response to a notification by the U.S. General Services Administration (GSA), the Advisory Council on Historic Preservation (ACHP) will participate in consultation and to develop a memorandum of agreement, as necessary, for the proposed San Ysidro Port of Entry Expansion Project, San Ysidro, CA. Our decision to participate in this consultation is based on the *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, contained within our regulations. The criteria are met for this proposed undertaking because it may have substantial impacts on important historic properties.

Section 800.6(a)(1)(iii) of our regulations requires that we notify you, as the head of the agency, of our decision to participate in consultation. By copy of this letter, we are also notifying Ms. Jane Lehman, Regional Historic Preservation Officer, U.S. General Services Administration, of this decision.

Our participation in this consultation will be handled by Ms. Kirsten Brinker Kulis, who can be reached at 202-606-8517, or kkulis@achp.gov. We look forward to working with your agency and other consulting parties to consider alternatives to this undertaking that could avoid, minimize, or mitigate potential adverse effects on historic properties and to reach a memorandum of agreement, as necessary.

Sincerely,

John M. Fowler
Executive Director

ADVISORY COUNCIL ON HISTORIC PRESERVATION

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