



FINAL

# Environmental Assessment

for the Construction, Operation and Maintenance of a  
New Hangar and Administrative Support Facility

U.S. Customs and Border Protection  
Office of Air and Marine  
Caribbean Air and Marine Branch  
Aguadilla, Puerto Rico

July, 2014



Homeland  
Security



**FINAL**

**ENVIRONMENTAL ASSESSMENT  
NEW HANGAR AND ADMINISTRATIVE SUPPORT FACILITY  
FOR  
UNITED STATES CUSTOMS AND BORDER PROTECTION  
OFFICE OF AIR AND MARINE  
AGUADILLA, PUERTO RICO**

**July, 2014**

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**Lead Agency:**

Department of Homeland Security  
U.S. Customs and Border Protection  
Air and Marine Facilities Program Management Office  
1331 Pennsylvania Avenue NW, NP 1220  
Washington, D.C. 20229-1106



**FINDING OF NO SIGNIFICANT IMPACT**  
**for the**  
**NEW HANGAR AND ADMINISTRATIVE SUPPORT FACILITY**  
**for**  
**U.S. CUSTOMS AND BORDER PROTECTION**  
**OFFICE OF AIR AND MARINE AGUADILLA, PUERTO RICO**

**INTRODUCTION**

This document is a Finding of No Significant Impacts (FONSI) for the proposed construction and operation of a new hangar and administrative support facility at the Rafael Hernandez (aka "Borinquen") International Airport (RHIA) in Aguadilla, Puerto Rico. The new facilities will serve the operations of the Office of Air and Marine (OAM) of the U.S. Customs and Border Protection (CBP), a federal law enforcement agency of the Department of Homeland Security (DHS). The proposed project is being managed by the U.S. General Services Administration (GSA). CBP prepared this FONSI based on the analysis prepared in the *Final Environmental Assessment (EA): New Hangar and Administrative Support Facility for United States Customs and Border Protection Office of Air and Marine, Aguadilla, Puerto Rico* (CBP July 2014), which is hereby incorporated by reference.

**PROJECT HISTORY**

The mission of the CBP OAM is to protect the American people and the Nation's critical infrastructure by using air and marine forces to detect, interdict, and prevent acts of terrorism and the unlawful movement of people, illegal drugs, and other contraband toward or across the borders of the United States. Air and Marine Interdiction Agents are endowed with the authority to enforce Title 8 (Aliens and Nationality) and Title 19 (Customs) of the United States Code in addition to the general law enforcement powers bestowed upon federal law enforcement agents. CBP OAM has operated in Aguadilla since the 1970s. Operations were originally housed in an existing hangar, built in the 1940s as part of Ramey Air Force Base. Subsequently, an adjacent support building was built. The capacity of the existing facilities is insufficient to serve current needs, reducing the efficiency of CBP operations.

**PURPOSE AND NEED**

Existing facilities for OAM's Caribbean Air and Marine Branch (CAMB), also known as the Aguadilla Air Unit, do not adequately support mission requirements, which have increased during the recent past due to increased illegal activities around Puerto Rico. Present OAM operational needs exceed the current capacity of the existing facilities. The new hangar and administrative support building will address these needs. The new hangar and support facility will adjoin the existing CBP facilities at Aguadilla.

**PROPOSED ACTION**

The proposed action consists of the construction of a Maintenance Hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an Administrative Support Building with



an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with fifteen (15) parking spaces, extension of existing infrastructure (principally electric and water service facilities), and associated site and access modifications. All construction will occur within the area presently occupied by CBP OAM on the paved apron at RHIA.

### ALTERNATIVES CONSIDERED

A total of four (4) alternative configurations for the proposed project were initially identified as feasible for the project. All the alternatives considered provided the same working and hangar space, and thus satisfy the needs of CBP. Their construction area, materials, methods of construction, location and footprint are basically the same. For these reasons, their environmental impacts would also be similar. The **Selected Alternative** is a modified version of one of the 4 initial alternatives, which incorporates all the changes to the original design program developed during partnering sessions between the design/build team and representatives of GSA/CBP. The **Selected Alternative** consists of the construction of a hangar with approximately 20,000 SF of floor area, with a one story 11,800 SF attached support building. CBP would continue to occupy and use the existing facilities.

Under the **No-Action Alternative**, the proposed project would not be constructed. The **No-Action Alternative** would include the continued occupation of the current facility and continued operations at their current level. Not undertaking the proposed project would hinder the ability of the CBP OAM to fulfill its assigned mission, which is essential to preserve national security and prevent crime. This would increase the vulnerability of Puerto Rico, and the Nation as a whole, to illegal activities and terrorist actions.

### ENVIRONMENTAL CONSEQUENCES

The proposed project will be located in the tarmac that adjoins the RHIA airport runway, next to the existing CBP facilities. All the natural habitats in the area had been converted to "built environment" with the construction of Ramey Air Force Base in the 1940s, and no significant cultural or structural resources are present. Adverse environmental impacts will be minimal and limited to the construction stage of the project.

### MITIGATION MEASURES AND BEST MANAGEMENT PRACTICES

Sustainability and environmental considerations have been taken into account at all times during the conceptualization, planning, and design of the proposed project. The general idea is to avoid any actions that may affect the environment whenever possible.

The project construction perimeter will be clearly demarcated. No disturbance outside that perimeter will be allowed. Within the designated perimeter, the area to be disturbed at a given time will be minimized by proper staging of work and coordinating deliveries of materials and equipment to only those needed for effective project implementation.

A *General Permit for Construction Activities* will be obtained from the Puerto Rico Environmental Quality Board (EQB). As part of the requirements for this permit, a detailed environmental control plan will be prepared and implemented. The environmental control plan will include a plan for the control of erosion and sediments ("CES Plan"), a plan for the minimization and control of fugitive dust emissions, a management plan for construction-related



solid wastes, and a recycling plan for wastes generated during the construction stage. In addition, a Notice of Intent (NOI), certifying that the permit's effluent limits and other requirements will be complied with, will be filed by the contractor in order to secure coverage under the EPA Construction General Permit (CGP) for stormwater. To attain the CGP requirements, a *Stormwater Pollution Prevention Plan* (SWPPP) will be prepared and implemented for the project site.

Other general mitigation measures that will be applied during construction are the following:

1. At the start of construction, construction personnel will receive general training on environmental protection measures, as well as project specific training on how to comply with the requirements of the CES, SWPP, and SPCC plans.
2. Contamination of ground and surface waters will be avoided by storing any water that has been contaminated with construction materials, oils, equipment residue, *etc.*, in closed containers onsite until removed for disposal. Storage tanks must have proper air space (to avoid rainfall-induced overtopping), be on-ground containers, and be located in upland areas instead of washes.
3. In the event any contamination of soil or water resources occurs during construction, remediation activities will be conducted in compliance with applicable EPA and EQB requirements.
4. Drip pans under will be placed under parked equipment, and containment zones will be established when refueling vehicles or equipment.
5. Lighting impacts that may disturb neighbors or airport operations during the night will be avoided by conducting construction and maintenance activities during daylight hours whenever possible. If night lighting is unavoidable:
  - a. Minimize the number of lights used,
  - b. Place lights on poles pointed down toward the ground, with shields on lights to prevent light from going up into sky, or out laterally into the vicinity.
6. To reduce traffic impacts, movement of construction, maintenance and delivery vehicles on the surrounding roads will be conducted at off-peak hours whenever possible.
7. Demolition or other activities that can generate significant levels of noise will be conducted during regular working hours.



**FINDINGS AND CONCLUSIONS**

Based on the analyses conducted during the preparation of the EA and on the mitigation measures that will be incorporated as part of the Proposed Action, it is concluded that the Proposed Action will not result in significant adverse effects on the environment. Therefore, no further environmental impact analyses are warranted.

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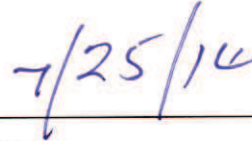
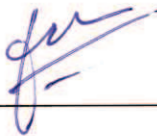

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Director

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Karl H. Calvo

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Date

Executive Director

Facilities Management and Engineering

U.S. Customs and Border Protection

**FINAL**  
**ENVIRONMENTAL ASSESSMENT**  
**NEW HANGAR AND ADMINISTRATIVE SUPPORT FACILITY**  
**FOR**  
**UNITED STATES CUSTOMS AND BORDER PROTECTION**  
**OFFICE OF AIR AND MARINE**  
**AGUADILLA, PUERTO RICO**

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**FINAL**

**ENVIRONMENTAL ASSESSMENT**

**NEW HANGAR AND ADMINISTRATIVE SUPPORT FACILITY  
FOR  
UNITED STATES CUSTOMS AND BORDER PROTECTION  
OFFICE OF AIR AND MARINE  
AGUADILLA, PUERTO RICO**

## **1 INTRODUCTION**

### **1.1 General**

This document summarizes the potential environmental impacts and proposed mitigation measures for the proposed new hangar and administrative support facility that will serve the operations of the Office of Air and Marine (OAM) of the U.S. Customs and Border Protection (CBP) at the Rafael Hernández International Airport (RHIA), also known as the “Borinquen Airport”, at Aguadilla, Puerto Rico. CBP is a federal law enforcement agency of the U.S. Department of Homeland Security (DHS).

The mission of the OAM is to protect the American people and the Nation's critical infrastructure by using air and marine forces to detect, interdict and prevent acts of terrorism and the unlawful movement of people, illegal drugs, and other contraband toward or across the borders of the United States. Air and Marine Interdiction Agents are endowed with the authority to enforce Title 8 (Aliens and Nationality) and Title 19 (Customs) of the United States Code (USC) in addition to the general law enforcement powers bestowed upon federal law enforcement agents.

### **1.2 Purpose and Need**

Existing facilities for the OAM Caribbean Air and Marine Branch (CAMB), also known as the Aguadilla Air Unit, do not adequately support mission requirements, which have recently increased due to increased illegal activities around Puerto Rico. Present OAM operational needs exceed the current capacity of the existing facilities. The new hangar and administrative support building will address these needs. The new hangar and support facility will adjoin the existing CBP facilities at Aguadilla, and will be built on ground already occupied by OAM. A location plan for the site is presented as **Figure 1-1**, while a site plan showing the existing CBP location is shown as **Figure 1-2**.

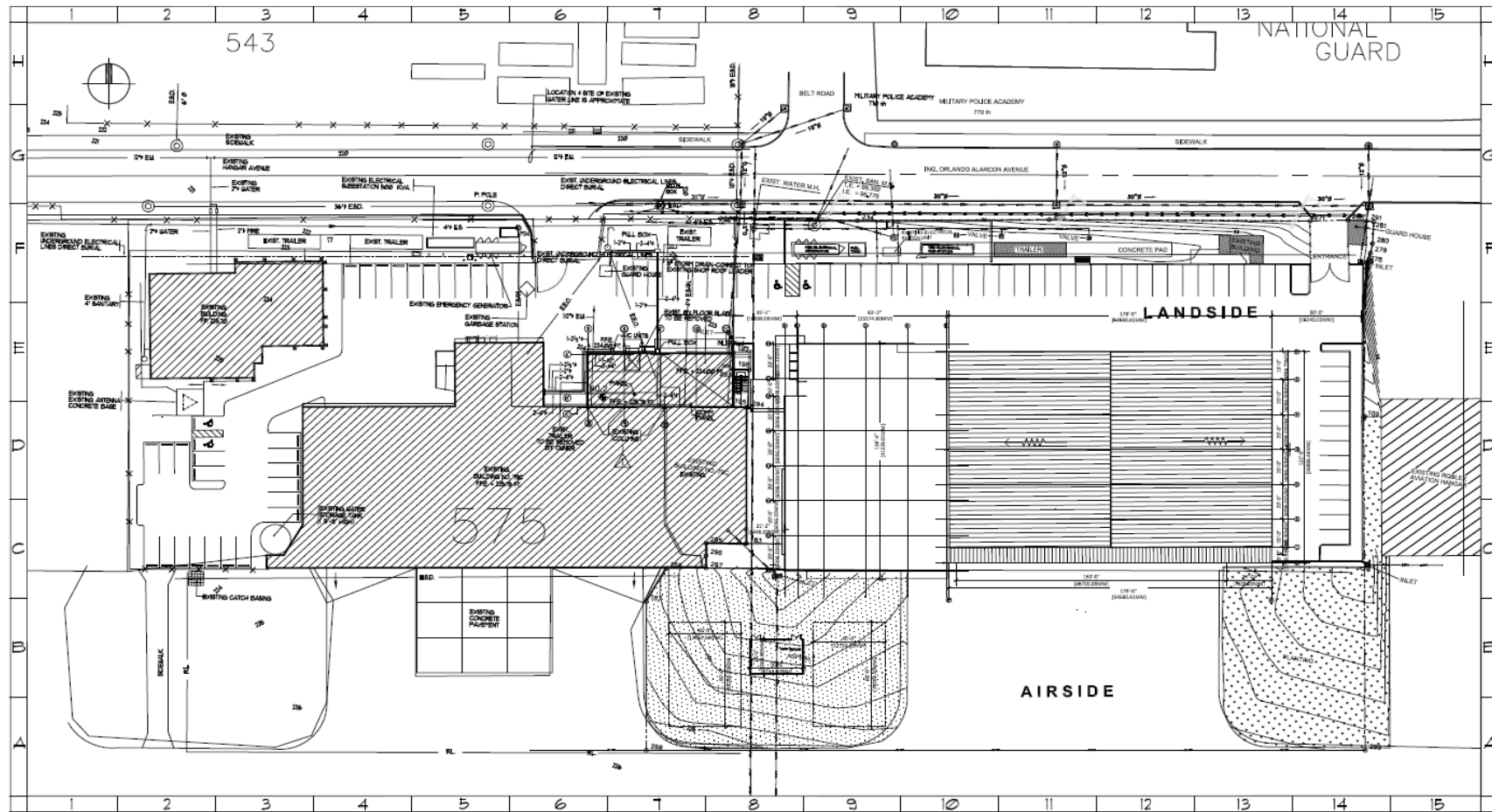
Details on the proposed action, impacts and mitigation measures will be presented in the following sections of this report.



**ENVIRONMENTAL ASSESSMENT  
NEW CBP HANGAR AND ADMINISTRATIVE BUILDING**

**Figure 1-1  
Proposed Project Location**





**ENVIRONMENTAL ASSESSMENT  
NEW CBP HANGAR AND ADMINISTRATIVE BUILDING**

**Figure 1-2  
Site Plan**

## 2 PROPOSED ACTION AND ALTERNATIVES

### 2.1 Proposed Action

The proposed action consists of the construction of a Maintenance Hangar with an approximate floor area of 20,000 square feet (SF)(1,858 square meters), an Administrative Hangar Support Building with approximate floor area of 10,000 SF (929 square meters), an open hangar area with fifteen (15) parking spaces, extension of existing infrastructure (principally electric and water service facilities), and associated site and access modifications.

The Maintenance Hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building is capable of supporting is 40.

The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 SF (12,600 square meters), in an area adjacent to the existing runway and the existing CAMB facilities. The proposed project will occupy roughly half of a rectangular parcel currently occupied by CBP with other facilities including various buildings and a hangar built by the US military in 1942. No additional land will be acquired or leased for the proposed project. Site orientation is practically square with the compass headings, east to west along an axis that is parallel to the runway. The airside faces south toward the runway and its vehicular and pedestrian access is from the north of the site.

### 2.2 Alternatives Considered

All the alternatives for the proposed action still under consideration, including the "Preferred Alternative" and the "No Action" alternatives, are discussed in this section. A total of four (4) alternative configurations for the proposed project were initially identified as feasible for the project. These will be described and discussed below.

All of these alternatives provide the same working and hangar space, and thus satisfy the needs of CBP. Their construction area, materials, methods of construction, location, and footprint are basically the same. For these reasons, their environmental impacts will also be similar.

Other alternatives discarded from consideration will also be discussed. Due to the size of the drawings, illustrations presenting the various alternatives are presented as attachments to this document.

#### 2.2.1 *Alternative A*

Alternative A, presented in **Attachment A**, consists of a 20,000 SF hangar and a two-story Administrative Building with an approximate total floor area of 12,900 SF, both located within a single structure, connected to the existing building via a bridge with approximate area of 330 SF.

#### 2.2.2 *Alternative B*

Alternative B, presented in **Attachment B**, also consists of a 20,000 SF hangar and a two-story Administrative Building with an approximate total floor area of 12,900 SF, but located in separate structures, and connected to the existing building via a bridge with approximate area of 95 SF.

### **2.2.3 *Alternative C***

Alternative C, presented in **Attachment C**, consists of a 20,000 SF hangar and a single story Administrative Building with an approximate total floor area of 10,950 SF, and incorporates an inner courtyard.

### **2.2.4 *Alternative D***

Alternative D, presented in **Attachment D**, consists of a 20,000 SF hangar and a single story Administrative Building with an approximate total floor area of 10,500 SF, omitting the inner courtyard.

### **2.2.5 *No Action Alternative***

The proposed project would not be constructed under the "No Action" alternative. As has been noted, the existing facilities do not adequately support mission requirements, which have increased during the recent past due to increased illegal activities around Puerto Rico. Not undertaking the proposed project would hinder the ability of the CBP OAM to fulfill its assigned mission, which is essential to national security. Vulnerability of Puerto Rico, and the Nation as a whole, to illegal activities and terrorist actions would increase as a result.

### **2.2.6 *Other Alternatives Eliminated from Consideration***

Additional locations, such as other airfields in Puerto Rico could have been considered for the proposed project. However, the purpose of the proposed project is meant to augment the capabilities of the OAM's Caribbean Air and Marine Branch (CAMB), which is located in Aguadilla. Other locations would fragment the capabilities of the CAMB. For this reason, the proposed project must be located in Aguadilla, next to the existing CAMB facilities.

## **2.3 *Selected Alternative***

After an evaluation of the four "build" alternatives, a modified version of Alternative D was selected for implementation. The selected alternative, presented in **Attachment E**, consists of a hangar with a one-story 11,800 SF (1,102 m<sup>2</sup>) attached support building. The selected alternative includes all of the changes to the design program developed during partnering sessions with GSA/CBP.

The hangar will be a pre-engineered structural steel framed building, with sheathed with a combination of concrete masonry units ("blocks") and cold rolled metal, and an insulated metal roof on reinforced concrete spread footings. The types of aircraft and aircraft mix that will populate the hangar were taken into consideration by the project designers to establish the height and area requirements in an efficient and cost effective manner.

The support building will have a poured-in-place reinforced concrete structure with reinforced concrete and concrete masonry units ("blocks") exterior walls, and reinforced concrete roof and spread footings. During the design review phase of the project, it was determined that this alternative was both the most cost effective and the quickest to build. During the time required for the pre-engineered hangar to be fabricated and shipped to the site, the contractor can complete concrete work for the support building, thereby shortening the total time of construction substantially.



## 2.4 Summary Table

A summary of alternatives considered for the project is presented in **Table 2-1**.

**TABLE 2-1  
DESCRIPTION OF ALTERNATIVES**

<b>ALTERNATIVE</b>	<b>NO ACTION</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>SELECTED</b>
<b>DESCRIPTION</b>	No new construction. CBP CAMB operations would continue in existing deficient facilities, hindering ability to fulfill assigned mission	20,000 SF hangar and two-story Administrative Building with floor area of 12,900 SF, within a single structure, connected to the existing building via 330 SF bridge  <b>Attachment A</b>	20,000 SF hangar and two-story Administrative Building with total floor area of 12,900 SF, located in separate structures, connected to the existing building via 95 SF bridge <b>Attachment B</b>	20,000 SF hangar and single story Administrative Building with floor area of 10,950 SF, incorporating an inner courtyard.  <b>Attachment C</b>	20,000 SF hangar and single story Administrative Building with floor area of 10,500 SF, omitting the inner courtyard.  <b>Attachment D</b>	20,000 SF pre-engineered steel hangar with a one storied reinforced concrete and CMU 11,800 SF attached support building.  <b>Attachment E</b>

### 3 AFFECTED ENVIRONMENT AND CONSEQUENCES

#### 3.1 General Concepts

This section of the EA describes the natural and human environment that exists within the project area, and the potential impacts of the Proposed Action as outlined in Section 2.0 of this document. Only those parameters with the potential to be affected by the Proposed Action are discussed, as required by the Council for Environmental Quality (CEQ), regulations, 40 CFR 1501.7.

The impact analysis presented in this EA is based upon existing regulatory standards, scientific, and environmental knowledge and best professional judgment. Some topics are limited in scope due to the lack of direct effect from the proposed project on the resource, or because that particular resource is not located within the proposed project location.

The following general discussion is meant to illustrate readers of this EA as to the various types of impacts and their magnitudes. Impacts (consequences or effects) can be either beneficial or adverse, and can be either directly related to the action or indirectly caused by the action. Direct impacts are those effects that are caused by the action and occur at the same time and place (40 CFR 1508.8). Indirect impacts are those effects that are caused by the action and are later in time or further removed in distance, but are still reasonably foreseeable (40 CFR 1508.8). In addition, impacts may be classified as temporary (*e.g.*, lasting the duration of construction), short-term (*e.g.*, up to 3 years), and long-term (*e.g.*, greater than 3 years in duration). The magnitude of adverse impacts for a given case can range from negligible to major, as described below:

- **Negligible impacts** have effects that would be at or below the level of detection, with no perceptible consequences.
- **Minor impacts** have detectable, but localized effects, with little consequences to the sustainability of the affected resources. Mitigation measures, if needed to offset adverse effects, would be simple and easily achievable.
- **Moderate impacts** are those with effects that are readily detectable, long-term, but localized and measurable. Mitigation measures, if required to offset adverse effects, may be greater in scope than those required for minor impacts, but reasonably achievable.
- **Major impacts** are those with effects that are obvious, long-term, and with substantial consequences on a regional scale. Mitigation measures to offset adverse effects are always required, extensive, and their success may not necessarily be guaranteed.

##### 3.1.1 Consequences

Under the **No-Action Alternative**, CBP would continue to occupy the current hangar and administrative facilities (as shown in Figure 1-2) with long-term impairment to the efficient maintenance of OAM aircraft due to size constraints and the age of facilities. The footprint of the occupied area would remain the same, but any increases in activity levels might require CBP to extend maintenance times to service aircraft. Additional maintenance to the facilities may need to occur over time to continue even current levels of service. No additional impacts to land use would occur as a result of the No-Action alternative. As a prime location in a major airport,

it is likely that the proposed project site would eventually be occupied by another tenant, and used for some type of airport-related project, such as the commercial hangars present in the vicinity of the CBP compound.

Under the **Selected Alternative** or Alternatives A-D, the proposed project would use between 31,800 and 32,800 SF for vertical construction and some additional routing of underground and aboveground utility features to support operations in the new facility. Approximately 43,060 SF (4,000 square meters) of the paved area that adjoins the runway and existing CBP complex in total would be used to construct the proposed facilities. The existing hangar and administrative facilities would continue to be used by CBP OAM, and the land for the new hangar and administrative building would no longer be available for development by the airport or another tenant. The Selected Alternative and all the “build” alternatives considered and CBP’s continued use of the existing facilities are compatible with existing and future land use. For this reason, no or negligible adverse effects to planned, existing, or otherwise compatible land use are expected.

### ***3.1.2 Mitigation and Best Management Practices***

Mitigation measures are meant to reduce the environmental impacts of the proposed action. Mitigation measures may include:

- Rectifying an impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating an impact over time by preservation and maintenance operations during the life of the action.
- Compensating for an impact by replacing or providing substitute resources or environments.

In the case of temporary construction impacts, Best Management Practices (BMPs) may be used to minimize the impact of proposed construction activities and facility operations. BMPs are designed to avoid, remedy, or reduce adverse impacts during construction and operation of the project.

## **3.2 Land Use**

### ***3.2.1 Affected Environment***

The proposed project site is located on the grounds of the Rafael Hernández International Airport (RHIA), also known as “Borinquen Airport” in Aguadilla Puerto Rico. The site adjoins existing CAMB facilities, and neighboring facilities are hangars, air terminals and other facilities related to the operation of the airport.

Land use in Puerto Rico is managed under a two component system, set by the Puerto Rico Planning Board. The first component is classification (*clasificación*), which divides land in three major classes: urban land, rustic land, and land suitable for development (“*urbanizable*”) with some subclasses for special land use conditions not related to the present project. The project site is classified as “SRC”- (*suelo rústico común*) or “common rustic land”), as is the rest of the RHIA complex. This is a term derived from Spanish zoning laws, used in the Puerto Rico zoning system to refer to land which is not considered to be urban, but is not subject to special restrictions.



The second component is qualification (*calificación*), which current regulations use as a synonym for zoning, and is meant to designate land uses. Under this zoning system, the project site is classified as DT-G (*Dotacional general*), which is land that is meant for institutional, infrastructure or similar uses. Copies of land classification and qualification maps for the project area are presented in **Attachment F**.

### 3.2.2 Consequences

The proposed project is compatible with existing and proposed land uses at the project site. For this reason, no adverse effects on land use are expected. Under the **No-Action Alternative**, the land that would be used for the subject project would not be occupied by CBP OAM, and would be available for other uses. As a prime location in a major airport, it is likely that the proposed project site would eventually be occupied by another tenant, and used for some type of airport-related project, such as the commercial hangars present in the vicinity of the CBP compound.

The **Selected Alternative** and all the “build” alternatives considered are compatible with existing and future land use. Under all of the “build” alternatives, the existing hangar and administrative facilities would continue to be used by CBP OAM in a similar compatible activity pre-empting alternative developments of these sites by the airport or other tenants. There would be no adverse impacts on land use from the **Selected Alternative** or other “build” alternatives.

## 3.3 Geology and Soils

### 3.3.1 Affected Environment

Geological formations in the project area are classified by the United States Geological Survey (USGS) as Aymamón Limestone (Taz), which consists of pale orange to bright yellow chalk interbedded with pale orange to white limestone, typical of karstic terrain.

The Natural Resources Conservation Service (NRCS) classifies soils in terms of taxonomy and other soils science characteristics. The information on the NRCS website indicates, however, that the soils survey of the area has not been completed. Some information on soils is presented in the “General Soil Map” of the Soil Survey of Mayaguez Area of 1975, which identifies the soil of Aguadilla as belonging to the “Bejucos-Jobos association”. These soils are characterized as being “strongly leached soils that have a tight, dominant clayey subsoil”. The specific project area was not, however, surveyed in detail at the time because it was occupied by Ramey Air Force Base, as stated in some historic documents. It is not known if this was due to security concerns or other reasons.

During the geotechnical study for the proposed project, six borings were carried out to depths of 20 to 26 feet below the existing grade. These revealed that soils at the site are consistent with the description in the geologic map (Karst topography), with the upper portion of the soil profile (6 to 15 feet) made up of silty clay with various amounts and combinations of sand and limestone fragments.

Copies of the portions of the USGS geological map and the NRCS map are presented as **Attachment G** to this document.

### 3.3.2 Consequences

Under the **No-Action Alternative**, no impacts to geology and soils would occur. The existing site would remain paved as part of the airport's runway/taxiway/apron system. The site may ultimately be subject to development by the airport.

The **Selected Alternative** will require that approximately 43,060 SF (4,000 square meters) of the paved area that adjoins the runway and existing CBP complex would be used to construct the proposed facilities. The presence of adjacent facilities indicates that, from a geological and soils standpoint, the site is suitable for the construction of the proposed project. A geotechnical survey will be performed to determine site-specific engineering information for design. Construction activities would require the removal of some pavement and the disturbance of soil for building foundations. The potential effects of these soil disturbance activities would be mitigated by strict adherence to a site-specific *Plan for Control of Erosion and Sedimentation* (CES plan) that is required as part of the *Consolidated General Permit for Construction Activities* (CGP), which is issued by the Puerto Rico Environmental Quality Board (EQB), as well as in the *Stormwater Pollution Prevention Plan* (SWPPP) which is required to comply with the requirements of the *Construction General Permit* (CGP) issued by the U.S. Environmental Protection Agency (EPA). The impacts of the other "build" alternatives considered would be similar to those for the **Selected Alternative** due to the similarity of their footprints and designs. There would be no or negligible adverse impacts on geology or soils from any of these alternatives.

## 3.4 Vegetation

### 3.4.1 Affected Environment

Natural systems in the project area were affected by the construction of the air force base, runway, and subsequent expansions and modifications. Within the existing CBP compound, natural vegetation has been totally eliminated. Two ornamental planting strips, which will not be affected by the proposed project, remain as the only vegetation. The area where the proposed project is to be located is totally paved and devoid of any vegetation. Please refer to **Figure 3-1**, which illustrates the project site.

### 3.4.2 Consequences

Due to the lack of any natural vegetation within the vicinity of the project site, the **No-Action Alternative**, the **Selected Alternative**, and all the alternatives considered would have no adverse impacts on vegetation.

## 3.5 Wildlife and Aquatic Resources

### 3.5.1 Affected Environment

The project area is part of the runway and associated facilities of the airport, and is entirely paved. No animal species of any kind were observed within the proposed project site during a biological survey. No aquatic resources are present in the area. There are no wildlife refuges or sensitive habitats in the airport and its vicinity.

### **3.5.2 Consequences**

No wildlife or aquatic resources would be adversely affected by the **No-Action alternative**, the **Selected Alternative**, or any of the alternatives considered.



**ENVIRONMENTAL ASSESSMENT  
NEW CBP HANGAR AND ADMINISTRATIVE BUILDING**

**Figure 3-1  
Proposed Project Site**



### 3.6 Threatened and Endangered Species

#### 3.6.1 *Affected Environment*

The original ecosystems present in the area of the proposed project have been eliminated, principally due to the construction of the Air Force base and subsequent modifications, but also due to the previous agricultural activities at the site. No traces of the original flora and fauna remain at the site where the proposed project is to be located. No known habitats for threatened and endangered species are present in the vicinity of the Rafael Hernandez Airport.

#### 3.6.2 *Consequences*

CBP concludes that there would be no effect to threatened or endangered species by the **No-Action Alternative**, the **Selected Alternative**, or any of the alternatives considered due to the lack of critical or otherwise suitable habitat available.

### 3.7 Hydrology and Groundwater

#### 3.7.1 *Affected Environment*

Hydrology of the Aguadilla region is typical of karst areas and is characterized by few surface-water drainage features. Rio Camuy and Rio Guajataca, both located over two miles from the project site are the only two perennial streams. Quebrada de los Cedros, the only other surface-drainage feature of significant size, is located at some distance northeast from the project site, is an ephemeral stream. Runoff in the project site and its vicinity is conveyed by a storm sewer system which eventually discharges to the ocean.

The water-table aquifer in the Aguadilla region is comprised of rocks of the Aymamón Limestone and the Los Puertos Formation. The Aymamón limestone is the most important part of the aquifer in the north because the Los Puertos formation lies below the freshwater/saline-water interface near the coast. The estimated freshwater-saturated thickness of the water-table aquifer ranges from zero at the southern limit of the aquifer to over 600 feet, south of Isabela.

Illustrations of water resources and groundwater data are presented in **Attachment H**.

#### 3.7.2 *Consequences*

The **No-Action Alternative** would have no effect on the hydrology and groundwater in the area. The **Selected Alternative** may have temporary, negligible effects to hydrology and groundwater due to construction activities. Since the entire project site is currently covered with impervious surfaces, stormwater runoff from the site is at its maximum. The amount of stormwater runoff may be reduced under the Selected Alternative with the incorporation of cisterns and other water collection systems designed to reduce runoff. The **Selected Alternative** and the other “build” alternatives considered will have no long-term adverse impacts to surface or groundwater resources in the area and potentially negligible beneficial impacts.

### 3.8 Surface Waters and Waters of the United States

#### 3.8.1 Affected Environment

The RHIA is located within the Río Guajataca watershed (see **Attachment H**), but no surface water bodies or wetlands are present in the vicinity of the project site. Runoff from the site drains through storm sewers and natural channels that eventually discharge to the ocean. Any materials that may be conveyed by runoff have the potential of affecting the quality of receiving waters.

#### 3.8.2 Consequences

The **No-Action Alternative** would not alter the flow of surface runoff from the site, and would have no or negligible effect on Waters of the United States.

The continued operations of the existing facilities under the **No Action Alternative** will have the potential to adversely affect surface water quality by releases of fuels, lubricants, and other pollutants that may eventually be conveyed by runoff. The use of existing site-specific *Spill Prevention, Control and Countermeasure Plan* (SPCCP) for the site helps to minimize the risk of an accidental discharge to surface or groundwater.

Stormwater runoff from the site and most activities at Borinquen Airport is regulated by the EPA as “stormwater discharges associated with industrial activity.” Applicable requirements for air transportation facilities are presented in Sector S1 of the EPA's Multi-Sector General Permit (MSGP) for stormwater associated with industrial activities, and include the implementation of a site-specific Stormwater Pollution Prevention Plan (SWPPP), incorporating structural and non-structural best management practices (BMPs) aimed at reducing the risk of stormwater pollution. Proper implementation of the BMPs prescribed by the SWPPP helps to minimize the risk of stormwater pollution associated with the operation the facilities under the **No-Action Alternative**.

The required earthwork for the **Selected Alternative** and all the “build” alternatives has the potential to affect water quality during its construction stage. There may be temporary and minor adverse impacts from the site, during and shortly after rain events. These effects may include a temporary increase in erosion and sedimentation during construction. Such potential impacts would be minimized by the implementation of Best Management Practices (BMPs) that will be included as part of detailed design, and summarized in the *Plan for Control of Erosion and Sedimentation* (CES plan) that is required as part of the *Consolidated General Permit for Construction Activities* (CGP), which is issued by the Puerto Rico Environmental Quality Board (EQB), as well as in the *Stormwater Pollution Prevention Plan* (SWPPP) which is required to comply with the requirements of the *Construction General Permit* (CGP) issued by the U.S. Environmental Protection Agency (EPA). Once construction is completed, the project area will be stabilized by pavement and the new construction, and the risk of pollution from sedimentation associated with construction will be eliminated.

Water quality during the operation of the expanded facility under the **Selected Alternative** may be adversely affected by releases of fuels, lubricants, and other pollutants that may eventually be conveyed by runoff. This risk is present in the current CBP operation and is not expected to materially increase as a result of the proposed project. The existing site-specific *Spill Prevention, Control and Countermeasure Plan* (SPCCP) for the site would be revised to reflect

changes in configuration in order to minimize the risk of an accidental discharge to surface or groundwater.

Runoff from the proposed project site (as well as most other activities at Borinquen Airport) is regulated by the EPA as “stormwater discharges associated with industrial activity.” Applicable requirements for air transportation facilities are presented in Sector S1 of the EPA's Multi-Sector General Permit (MSGP) for stormwater associated with industrial activities. These requirements include submittal of a *Notice of Intent* (NOI) for coverage under the MSGP and the preparation and implementation of a site-specific *Stormwater Pollution Prevention Plan* (SWPPP), incorporating structural and non-structural best management practices (BMPs) aimed at reducing the risk of stormwater pollution. The NOI and SWPPP for the CBP site must be revised to reflect the changes in configuration resulting from the construction and operation of the **Selected Alternative**. Proper implementation of the BMPs prescribed by the SWPPP will minimize the risk of stormwater pollution associated with the operation of the new facilities. No or negligible additional adverse impacts are anticipated from the **Selected Alternative** or any of the other “build” alternatives.

### 3.9 Floodplains

#### 3.9.1 Affected Environment

The *National Flood Insurance Act of 1968*, as amended (42 U.S.C. 4001, *et seq.*); and the *Flood Disaster Protection Act of 1973* (PL 93-234, 87 Stat. 975); Executive Order (EO) 11988, *Floodplain Management*; require that each Federal agency take actions to reduce the risk of flood loss, minimize the impact of floods on human safety, health and welfare, and preserve the beneficial values which floodplains serve. EO 11988 requires that agencies evaluate the potential effects of actions within a floodplain and to avoid floodplains unless the agency determines there is no practicable alternative. The project site is classified by FEMA under unshaded flood zone X, which is defined as a minimal risk area, outside the 1-percent (100-year) and 0.2-percent (500-year) annual-chance floodplains. A copy of the applicable portion of the FEMA map is presented in **Attachment I**.

#### 3.9.2 Consequences

Floodplains would not be adversely affected by the **No-Action Alternative**, the **Selected Alternative**, or any of the other “build” alternatives considered, and no significant risk of flooding exists at the proposed project site.

### 3.10 Air Quality

#### 3.10.1 Affected Environment

There are no major stationary air emission sources in the vicinity of the project. There are emissions from mobile sources, such as aircraft and motor vehicles, and there are some minor stationary sources. The project area is not classified as a non-attainment area for any of the parameters covered by the *National Ambient Air Quality Standards* (NAAQS).

### **3.10.2 Consequences**

The **No-Action Alternative** would have no significant effect on air quality because aircraft and vehicle operations at the facility would not significantly change due capacity limitations.

The emission of air pollutants would occur during construction of the **Selected Alternative** and the other “build” alternatives from the use of power equipment (combustion product emissions) and the disturbance of soils (fugitive dust). Best management practices would be implemented during construction, as required by EQB regulations to minimize the potential effects of fugitive dust emissions. The requirements of the fugitive dust emission section of the EQB CGP will be strictly complied with. Thus, any effects from air emissions during the proposed construction of the **Selected Alternative** would be temporary and minor.

No significant changes to the current air quality in the study area are expected with the operation of the **Selected Alternative**. Therefore, adverse impacts would be negligible from the Selected Alternative or the other “build” alternatives. CBP vehicle and aircraft operations represent a small fraction of the overall operations at the airport, and thus, contribute to a small fraction of the air emissions.

## **3.11 Noise**

### **3.11.1 Affected Environment**

The *Noise Pollution and Abatement Act of 1972* (“NCA”) directs federal agencies to comply with federal, state, and local noise control regulations. Noise is defined as unwanted sound, indicating that perceived noise impacts are inherently subjective. There are health consequences of elevated sound levels. Elevated workplace or other noise can cause hearing impairment, hypertension, ischemic heart disease, annoyance, sleep disturbance, and decreased school performance. The impact of noise is sufficient to impair hearing over the course of a lifetime. Elevated noise levels can create stress, increase workplace accident rates, and stimulate aggression and other anti-social behaviors.

The proposed project site adjoins an airport runway and is thus subject to significant noise levels from aircraft operations, both those of CBP and those from other operators. People generally acclimate to the usual background noise, but will be disturbed by new noises. For this reason, it is important to avoid unnecessary noises.

### **3.11.2 Consequences**

The **No-Action Alternative** would have no effect on the noise environment. Noise would continue to be generated as part of normal airport operations at their current levels.

Noise Levels at the project site during the construction phase of the **Selected Alternative** or the other “build” alternatives would temporarily increase due to the use of construction equipment. This noise impact would normally be limited to normal working hours. It is also anticipated that large construction equipment would not be in constant use for 8 hours on any given day. Because temporary construction noise levels would increase only for short periods, short term adverse impacts resulting from construction of the Selected Alternative should not be significant.



No significant changes in current noise levels are expected with the operational activities associated with the **Selected Alternative** or the other “build” alternatives. Adverse impacts would be negligible,

### 3.12 Cultural and Structural Resources

#### 3.12.1 Affected Environment

The proposed project is located at the northwest corner of the Rafael Hernández International Airport (BQN), the former Ramey Air Force Base; an area that corresponds to barrio Maleza Baja of Aguadilla. The project location is located at the northwest corner of the Rafael Hernández International Airport (BQN), on the former Ramey Air Force Base. The site is a paved area adjoining the runway and existing CBP facilities. This area has been disturbed by construction of the Air Force base and subsequent airport-related facilities, as well as by previous agricultural uses.

As part of the scope of work of the present project, a Stage I Structural and Cultural Resources Survey report was prepared as part of this EA and CBP’s compliance with Section 106 of the *National Historic Preservation Act* (NHPA). This was a project-specific survey that supplements CBP’s 2013 report, *Identification and Evaluation of Air and Marine Facility Caribbean in Aguadilla, Puerto Rico*, which covers the CBP site as a whole.

In the cited 2013 report, CBP determined that Building PR4043 is not eligible for the National Register. This hangar, formerly Building 575, is significant under Criterion A for its associations with the Strategic Air Command (SAC) dispersal program that brought B-52 bombers to Ramey Air Force Base and under Criterion C, as a typical example of the late 1950s and early 1960s nose dock “T” maintenance hangar built at SAC installations using standardized plans. However, the hangar is by far the most altered of the remaining four nose dock hangars of this type still extant at the former Ramey Air Force Base. Alterations include an expansive addition on the northeast corner, infilling of ribbon windows on the east and west façades, and the infilling of the nose pocket in the interior space. These alterations have impacted the integrity of materials, design, workmanship, and to lesser extents, the integrity of setting, feeling, and association. Therefore, CBP’s determination is that the hangar is not individually eligible for listing in the National Register of Historic Places due to lack of integrity. It is also not a contributing resource to a larger historic district. State Historic Preservation Officer (SHPO) concurrence with CBP’s 2013 determination of eligibility is pending. However, it is important to stress that the proposed project does not impact the cited hangar, since it will be built in the paved area adjacent to the existing CBP office building.

No archeological resources have been located at the site and the area has low probability for containing intact deposits. CBP has therefore determined that no National Register of Historic Places eligible archeological sites are contained within the area affected by the proposed project.

The site-specific Stage I Structural and Cultural Resources Survey conducted for this project concluded that the presence of any significant cultural resources is extremely improbable, and that no special measures are required to protect cultural and structural resources. CBP has therefore determined that no National Register of Historic Places eligible archeological sites are contained within the project area. Thus, the proposed project is not anticipated to have any adverse effect on cultural resources. The Terrestrial Archaeology Program of the Institute of

Puerto Rican Culture (“ICPR”) concurred with CBP’s conclusion. Please refer to subsequent sections of this EA and pertinent attachments.

The Puerto Rico State Historic Preservation Officer (SHPO) has concurred with the CBP finding of “no historic properties affected for the proposed undertaking.”

### ***3.12.2 Consequences***

The project-specific study concluded that the probability of any significant cultural resources being present at the project site is extremely low, and no special measures are required for cultural and structural resources protection. CBP has determined that there will be no affect to historic properties due to the **Selected Alternative**, and the SHPO has concurred. CBP’s inadvertent discovery protocol will be in place should any human remains, artifacts, or other items be discovered during project construction.

Therefore, the **No-Action Alternative** and the **Selected Alternative** will have no effect of historic or archaeological resources.

## **3.13 Climate**

### ***3.13.1 Affected Environment***

Aguadilla is located within the tropical zone, characterized by an annual average temperature higher than 74° Fahrenheit. According to the records of the Isabela Weather Station, which is located closest to the project site, the average annual temperature is 77.6°F. The warmest month is August with an average daily temperature of 80.2°F and the coldest is January with an average temperature of 73.6° F. Margaret Howarth (1934) divided Puerto Rico into rainfall regions. Aguadilla belongs to the Sub humid Region. The average annual precipitation at Campamento Mora in Isabela, the closest station, is 56.54 inches. The wettest month is November with an average of 6.99 inches and the driest is March with only 2.90 inches of rain. The project site, as well as all of Puerto Rico, is in a hurricane prone area. **Attachment J** includes rainfall and temperature data for the Isabela station.

### ***3.13.2 Consequences***

The operation of the CBP facilities, aircraft, and vehicles contribute greenhouse gases, primarily as CO<sub>2</sub> from combustion. Under the **No-Action Alternative**, the levels of CO<sub>2</sub> emissions are not expected to increase significantly, and will have no effect of climate.

Aircraft and vehicle emissions associated with the **Selected Alternative**, are not expected to increase significantly. The inclusion of modern design and sustainability features in the new facilities will help to minimize energy consumption and greenhouse gas emissions from the **Selected Alternative** and the other “build” alternatives. The additional emissions are not expected to have any significant impact on climate. Structures will be designed to resist expected hurricane force winds, as required by applicable codes and CBP/GSA guidelines. There would be negligible adverse impacts to climate changes from the Selected Alternative and the other “build” alternatives.

### 3.14 Utilities and Infrastructure

#### 3.14.1 *Affected Environment*

Potable water is supplied to the property by the Puerto Rico Aqueduct and Sewer Authority (PRASA) via the Ramey filtration plant. Capacity is reported as 3.0 million gallons per day (MGD), compared to an average demand of 2.0 MGD and a peak day demand of 2.5 MGD. The airport's current water distribution system is connected to two fourteen-inch cast iron mains that serve the entire property. Twelve-inch and eight-inch cast iron pipes branch out from the fourteen-inch mains to serve the north side of the airport and adjacent areas, with a twelve-inch pipe serving the buildings and an eight-inch pipe serving the fire hydrant system.

Wastewater disposal is provided to the project site by sanitary sewer lines which run on the street in front of the property, and connect to a trunk line that links the former base to the PRASA Aguadilla regional wastewater plant. The plant has a capacity of 8 million gallons per day (MGD), and is currently receiving less than 4.0 MGD.

Electric service is provided by the Puerto Rico Electric Power Authority (PREPA). Three substations distributed around the airport property provide most of the power. No power is generated on the property proper, except through occasional use of emergency generators. The distribution system consists of an overhead primary line of 4160/2400v with step-down transformers to a secondary voltage of 120/240v. The system is a three wire Delta System. In addition to the overhead lines, there is also a 38 kV underground line. PREPA's power capacity for the RHIA site is reported as 22,000 kVA versus an average demand of 7,000 kVA, and a peak demand of 7,500 kVA.

Commercial telephone service is provided to the airport by the Puerto Rico Telephone Company (PRTC). A main telephone station is located at the airport behind the Coast guard facilities.

#### 3.14.2 *Consequences*

The **No Action Alternative** will not alter the current demand for utilities and infrastructure, and would have no effect on utilities. The existing infrastructure can easily supply the needs of the proposed project. No adverse impacts are anticipated with the **Selected Alternative** or any of the "build" alternatives.

### 3.15 Roadways/Traffic

#### 3.15.1 *Affected Environment*

The proposed project site will be located next to the existing CBP OAM facilities in Aguadilla, which faces Orlando Alarcón Avenue. This connects to highways PR-110 (on the east) and PR-107 (on the west), which in turn connect to main highway PR-2, which provides access to the north and southwest of Puerto Rico, respectively. Traffic volume on Alarcón Avenue and highways PR-110 and PR-107 is heavy during peak hours of the day.

#### 3.15.2 *Consequences*

The **No-Action Alternative** would have no foreseeable effect on the current traffic patterns or volumes.



Movement of personnel, materials and equipment would have short-term, minor impacts to roadways and traffic in the vicinity of the project during construction of the **Selected Alternative**. A staging area inside of the CBP complex would be established to store materials and equipment during construction, so traffic would not be affected. Deliveries and equipment transport will be scheduled for off-peak hours whenever possible in order to reduce the extent of traffic disruption.

Operations under the **Selected Alternative** would not be expected to increase traffic since the new project is intended to improve the existing facility, and major staffing increases are not planned. Access to the site for all vehicular and pedestrian traffic is from the north off of Ingeniero Orlando Alarcón Avenue. Two highly visible access control points currently exist at the CBP site, and would remain in operation during construction and after the new facilities are completed. No significant noise control measures would be required aside from the planned landscaping and security barriers currently in place because the new facilities would be located approximately 86 feet (26 meters) from Ingeniero Orlando Alarcón Avenue. The site is bounded to the east and west by other aviation facilities and hangars, and to the south by the airfield. There are currently 24 parking spaces on the site. The **Selected Alternative** and the other “build” alternatives propose 29 additional spaces to be located in the existing paved area to the north of the site, including two handicap spaces to meet accessible code requirements for van-accessible stalls. Thirteen new spaces are also planned for the east side of the new hangar, and approximately twenty new spaces, including two handicapped stalls, are planned for the area where the temporary office trailers are currently located, once these are removed. Regular parking spaces will be a minimum 8.5' wide and 18' long. No adverse impacts to traffic would be anticipated from implementing the **Selected Alternative** or the other “build” alternatives.

### 3.16 Aesthetic and Visual Resources

#### 3.16.1 Affected Environment

The proposed project site adjoins the existing CBP complex and is surrounded by aviation-related structures, primarily hangars built during the 1940s in a straightforward military style. Other more recent structures include the existing CBP facilities. All the structures feature essentially utilitarian designs with no particular architectural style or significance.

#### 3.16.2 Consequences

The **No-Action Alternative** would not affect aesthetic or visual resources in the study area because no changes to the existing facilities would occur.

The **Selected Alternative** and the other “build” alternatives for the proposed new hangar and support facilities would follow the existing utilitarian style of the surrounding structures. Some architectural treatments will be provided to improve aesthetic perceptions. Since the new facilities would follow the same utilitarian style of its surroundings, the **Selected Alternative** or the other “build” alternatives would have negligible effects on visual resources and aesthetics.

### 3.17 Hazardous and Toxic Substances

#### 3.17.1 Affected Environment

A search of the EPA's Envirofacts Database indicated that there are eleven hazardous waste generators and one discharger covered by the NPDES permit system within a 1-mile radius of the project site. No sites in the EPA's *Comprehensive Environmental Response, Compensation, and Liability Information System* (CERCLIS), which contains information on potential hazardous waste sites and remedial activities, and no sites on the EPA's *National Priorities List* (NPL or "Superfund") are located within a 1-mile radius of the proposed project site. No evidence of hazardous wastes or materials (e.g., drums, soil staining) were observed at the proposed project site during the September 2013 environmental site visit. A copy of the Envirofacts printout is presented as **Attachment K** to this report.

#### 3.17.2 Consequences

The risk of contamination from POLs and other hazardous substance would remain at the current level with the **No-Action Alternative**. The **No Action Alternative** will have no effect on the potential for environmental contamination by hazardous or toxic substances.

The potential for petroleum, oil, and lubricants (POL) contamination, due to storage of these materials for maintenance and refueling of vehicles and construction equipment during the construction of the **Selected Alternative** and the other "build" alternatives will temporarily increase. The BMPs that will be prescribed in the SWPPP for the construction phase of the project will include measures (such as the use of primary and secondary containment measures, and prompt cleanup of any releases) to reduce the risk of such contamination. Portable sanitary facilities would be provided during construction activities and waste products would be collected and disposed of licensed contractors. Disposal contractors would use only established roads to transport equipment and supplies, and all waste would be disposed in compliance with Federal, state, and local regulations. These measures will serve to minimize the risk of any pollutant releases during construction of the **Selected Alternative**.

Petroleum, oil and maintenance chemicals will be used as part of the facility's operations. The operation and maintenance of aircraft, emergency generators, and associated equipment present the potential risk of accidental releases. For this reason, the risk is not expected to materially increase as a result of the construction and operation of the **Selected Alternative** or any of the "build" alternatives. This risk can be reduced by the implementation of BMPs. As noted in previous sections of this document, the existing site-specific *Spill Prevention, Control and Countermeasure Plan* (SPCC plan) and *Stormwater Pollution Prevention Plan* (SWPPP) should be revised to reflect changes in configuration resulting from the **Selected Alternative**. Proper implementation of these measures will minimize the risk of releases. No adverse impacts would be anticipated from implementing the Selected Alternative or any of the other "build" alternatives.

### 3.18 Socioeconomics

#### 3.18.1 Affected Environment

The U.S. Census Bureau reports that Aguadilla has 10,556 employees in 811 establishments, with an annual payroll of \$243,399,000. Per capita income in Aguadilla is \$7,908.00, lower than

the average for Puerto Rico (\$10,355.00). More than 51.5% of the adult population lives below the poverty line, well over the Island's average of 34.7%. The former Ramey AFB is a major center of economic activity in the area. In addition to the activities at the RHIA, there are a number of major industries and commercial activities present at the site. Although the current recession and the elimination of Section 936 of the U.S. Tax Code have had adverse effects on the local economy (as is the case of Puerto Rico as a whole), due to its unique mix of facilities, the area is expected to continue to be an economic hub, not only for Western Puerto Rico, but for the island as a whole. Socioeconomic information for Aguadilla is presented in **Attachment L** to this document.

### ***3.18.2 Consequences***

The **No-Action Alternative** would have no effect on the local socioeconomic environment,

Construction of the **Selected Alternative** or the other “build” alternatives would likely have a temporary favorable effect on the local economy, since a number of temporary construction jobs would be created and construction service providers would purchase goods from local merchants. Negligible economic effects would be expected as a result of operations under the **Selected Alternative** or any of the other “build” alternatives..

## **3.19 Environmental Justice and Protection of Children**

### ***3.19.1 Affected Environment***

Executive Order (EO, 1994) 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations”, requires all Federal agencies to identify and address disproportionately high and adverse effect of its programs, policies, and activities on minority and low-income populations. The discussion in Section 3.18.1 of this document identified that over 51.1% of the adult population in Aguadilla live below the poverty line.

President Clinton also issued EO 13045, “Protection of Children from Environmental Health Risks and Safety Risks” in 1997. This requires that Federal agencies “identify and assess environmental health risks and safety risks that may disproportionately affect children”; and “ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks.” This EO was prompted by the recognition that children, still undergoing physiological growth and development, are more sensitive to adverse environmental health and safety risks than adults. Approximately 23.7% of the total population of Aguadilla is composed of persons below 18 years of age.

### ***3.19.2 Consequences***

The **No-Action Alternative** would have no effect on minority populations or low-income populations, now would it have any effect on environmental health risks and safety risks that may disproportionately affect children.

**The Selected Alternative** and the other “build” alternatives for the proposed project are located on the grounds of the RHIA, and there would be no displacement of any population required for its implementation. Adverse environmental effects would be temporary, negligible, and limited to the immediate vicinity of the site. As such, the **Selected Alternative** or the other “build”

alternatives would not result in any adverse impacts to minority or low-income populations or children.

In all societies, children and low income populations are at the greatest risk from drug trafficking and related criminal activities. Operations under the **Selected Alternative** or any of the other “build” alternatives would likely increase the efficiency of CBP’s operations and help reduce exposure of vulnerable individuals. Thus, after the proposed project becomes operational, children and low income populations are anticipated to benefit from increased protection from drug traffic and criminal activity in general, due to the greater efficiency of CBP operations.

### **3.20 Human Health and Safety**

#### ***3.20.1 Affected Environment***

Potential effects on human health and safety may occur in a variety of forms, such as exposure to chemicals, extreme temperatures, weather, and physical security and safety. Human health factors are generally driven by factors that differ substantially by geographic area. Factors in the project area that could adversely affect human health and safety include automobile accidents, extreme weather (*e.g.*, hurricanes, intense rain, and high temperatures), earthquakes, workplace accidents, criminal activities (*e.g.*, theft, vandalism), and terrorist activities.

#### ***3.20.2 Consequences***

The **No-Action Alternative** would maintain the current facilities and conditions, and would have no effect on the current human health and safety environment.

There is little potential for CBP personnel, other airport personnel, or the general public to be at risk from a human health and safety aspect as a result of the construction and operation of the **Selected Alternative** or any of the “build” alternatives. Any active construction site has the potential for safety risks to construction personnel. These can be minimized through strict adherence to occupational safety and health regulations, use of adequate personal protective equipment, and good construction practices. Buffer zones will be established around all work areas to exclude non-construction related personnel. Deliveries of major equipment and components will be scheduled, inasmuch as possible, for off-peak hours, in order to reduce the extent of traffic disruption and potential risk of accidents. Access to the construction site will also be restricted by means of the existing CBP checkpoints. For this reason, risks to human health and safety during construction of the **Selected Alternative** or any of the “build” alternatives are considered to be negligible to minor.

During the operational phase of the **Selected Alternative** or the other “build” alternatives, potential effects on human health and safety will be minimized by ensuring the new facilities strictly comply with all requirements of applicable construction and safety codes. Structural design will be based on the provisions of the 2011 Puerto Rico Building Code, except that, in the case of hurricane winds, the more stringent requirements of ASCE 7-05 will be used where applicable. Fire safety will be provided by strict adherence to the requirements of the Puerto Rico building code and applicable NFPA standards. Electrical systems will be designed in accordance with requirements of the National Electrical Code (NEC) and the PREPA Supplementary Conditions to the NEC. From a security standpoint, the new facilities will comply with the vulnerability level of protection required by the Department of Justice.



Building systems/components shall be designed to meet levels of protection applicable to aviation facilities.

Operations of aircraft and other equipment in the new hangar would continue to be conducted in accordance with applicable FAA and CBP safety regulations. The risks to human health and safety during operation of the **Selected Alternative** or any of the other “build” alternatives would be negligible.

### **3.21 Sustainability**

#### ***3.21.1 Affected Environment***

Executive Order (EO) 13423 (2007), "Strengthening Federal Environmental, Energy, and Transportation Management", sets goals in the areas of energy efficiency, acquisition, renewable energy, toxics reductions, recycling, renewable energy, sustainable buildings, electronics stewardship, fleets, and water conservation. CBP has implemented practices throughout the agency to: 1) improve energy efficiency and reduce greenhouse gas emissions, 2) implement renewable energy projects, 3) reduce water consumption, 4) incorporate sustainable environmental practices such as recycling and the purchase of recycled-content products, and 5) reduce the quantity of toxic and hazardous materials used and disposed of by the agency.

The EPA and 16 federal agencies also signed a memorandum of understanding (MOU), "Federal Leadership in High Performance and Sustainable Buildings", that committed the signatories to design, construct, and operate their facilities in an energy-efficient and sustainable manner. The MOU establishes a series of Guiding Principles, which are meant to be incorporated in new facilities.

#### ***3.21.2 Consequences***

The **No-Action Alternative** would maintain the existing facilities, which do not meet modern design standards, and would not contribute to meeting sustainability goals.

Design of the **Selected Alternative** and the other “build” alternatives will take into account the requirements of both cited EO's. The facility will be designed to comply with the energy standard prescribed in ASHRAE Standard 90.1-2004, and, if feasible, attain an even lower consumption without a resulting increase in life-cycle cost. In addition, the proposed project would be registered through the U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) green building rating system, in order to attain LEED certified ratings. For this project, a goal of LEED Silver certification has been established. In summary, as a result of these measures, CBP would expect the proposed project to be a highly energy efficient and sustainable building having minor benefits to overall sustainability of operations.

#### ***3.21.3 Summary Table***

A summary of impacts for each component of the environment is presented in **Table 3-1**.

**TABLE 3-1  
SUMMARY OF IMPACTS**

<b>Affected Environment</b>	<b>No Action Alternative</b>	<b>Selected Alternative</b>	<b>Alt. A</b>	<b>Alt. B</b>	<b>Alt. C</b>	<b>Alt. D</b>
<b>Land Use</b>	No construction on project area, therefore, no impacts	Compatible with current land use (airport, related facilities and existing CBP complex)	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Geology and Soils</b>	No direct impacts on soils	Approximately 4,000 SM of the paved area adjoining the existing CBP complex would be used to construct the proposed facilities. No other impacts on soils.	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Vegetation</b>	No direct impacts on vegetation	No direct impact. Proposed site is paved and no vegetation is present	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Wildlife and Aquatic Resources</b>	No impacts	No direct impacts. No wildlife or aquatic resources are present in the proposed project site	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Threatened and Endangered Species</b>	No impacts.	No direct impacts. No threatened or endangered species present in the proposed project site	Same as Selected	Same as Selected	Same as Selected	Same as Selected

<b>Hydrology and Groundwater</b>	No impacts	No direct impacts. Hydrology and groundwater will not be affected by proposed project.	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Surface Waters and Waters of the United States</b>	No impacts	Temporary impacts from construction site stormwater runoff during and shortly after rain events. Implementation of CES and SWPP plans incorporating BMP's will minimize these impacts.	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Floodplains</b>	No impacts	No floodplains will be impacted	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Air Quality</b>	No impacts	Temporary, minor impacts during construction, due to emissions from construction equipment and disturbance of soils (fugitive dust). BMP's will be implemented to reduce impacts.	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Noise</b>	No impacts	Temporary minor increase in noise levels due to the use of construction equipment.	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Cultural and Structural Resources</b>	No impacts	No significant cultural or structural resources are present at the project site. No impacts anticipated.	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Climate</b>	No impacts	No impacts anticipated	Same as Selected	Same as Selected	Same as Selected	Same as Selected

<b>Utilities and Infrastructure</b>	No impacts	Existing infrastructure can easily supply proposed project. No adverse impacts anticipated	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Roadways and Traffic</b>	No impacts	During construction, temporary minor impacts due to transportation of equipment, materials and supplies, minimized by proper scheduling. No additional impacts expected during operation.	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Aesthetic and Visual Resources</b>	No impacts	New facilities will follow the same utilitarian style of vicinity, no significant effects on visual resources and aesthetics anticipated	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Hazardous and Toxic Substances</b>	No impacts	No evidence of hazardous waste at proposed project site. Temporary risk of releases during construction minimized through BMP's and SPCC implementation. No significant additional risk during operation	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Socioeconomics</b>	No impacts	During construction, temporary favorable impact due to economic activity generated by project	Same as Selected	Same as Selected	Same as Selected	Same as Selected



<b>Environmental Justice and Protection of Children</b>	No impacts	No adverse impacts anticipated. Increased protection from drug traffic and criminal activity in general from greater efficiency of CBP operations after new project becomes operational.	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Human Health and Safety</b>	No impacts	Temporary risk of accidents during construction. Minimized by strict compliance with OSHA regulations and good working practices. No significant additional risk during operation.	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Sustainability and Greening</b>	No impacts	Favorable impact during operation. Proposed LEED Silver Certification will result in highly sustainable new facilities..	Same as Selected	Same as Selected	Same as Selected	Same as Selected
<b>Cumulative Impacts</b>	No impacts	No significant cumulative impacts have been identified for proposed project	Same as Selected	Same as Selected	Same as Selected	Same as Selected

## 4 CUMULATIVE IMPACTS

The regulations that implement NEPA define cumulative impacts as an “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” (40 CFR 1508.7). Cumulative impacts can result from individually minor, but collectively significant actions taking place over a period of time by various agencies (Federal, state, and local), private entities, or individuals.

An assessment of cumulative impacts is required to properly assess the environmental impacts of a proposed action. This requires considering expected environmental effects from the combined impacts of past, current, and reasonably foreseeable future activities that may affect any part of the human or biological environment affected by the Proposed Action.

A review of proposed project records for the RHIA area was conducted as part of the cumulative impacts review process. Projects in Puerto Rico that may have a significant impact on the environment are required to undergo an environmental review process that is managed by the Puerto Rico Environmental Quality Board (EQB). Projects that are expected to result in major environmental impacts are required to prepare an Environmental Impact Statement (EIS) as part of their planning process. A review of EIS documents for the years 2008 to 2012 was conducted using the PREQB website. The review showed that no major projects that would impact the RHIA area have been presented during the review period.

The proposed project location for the **Selected Alternative** is part of the operational area of the RHIA. The possibility of future projects in the immediate vicinity of the CBP site was evaluated as part of the cumulative impacts analysis. Any such future projects would be facilities related to the operation of the airport, such as new hangars and aircraft service, which would be compatible with the present land use and activities at the RHIA. The environmental impacts of any such projects would be minor and essentially limited to the construction phase, as is the case of the proposed project.

No significant cumulative impacts have been identified as a result of this cumulative impacts review. It is possible that, in the distant future, some major project that may affect the RHIA and its vicinity may be proposed, but the nature and extent of such future projects cannot be predicted at the present time. The **No-Action Alternative** would have no cumulative impacts associated with it. The overall environmental impacts associated with the construction and operation of the **Selected Alternative** and the other “build” alternatives are expected to be minimal. It is, therefore, unlikely that the project will significantly contribute to cumulative adverse impacts in the area.

## 5 MITIGATION SUMMARY

### 5.1 General

It is CBP policy to reduce impacts through a sequence of avoidance, minimization, mitigation, and compensation. This section describes those measures that would be implemented to reduce or eliminate potential adverse impacts to the human and natural environment during design, construction, and operation of the **Selected Alternative** or any of the “build” alternatives. Many of these measures have been incorporated as standard operating procedures by CBP on past projects. Mitigation measures will be presented for each stage of the project and for each resource category potentially affected. The **No-Action Alternative** would require no mitigation.

### 5.2 Project Planning and Design

Sustainability and environmental considerations have been taken into account at all times during the conceptualization, planning, and design of the proposed project. The general idea is to avoid any actions that may adversely affect the environment whenever possible.

The proposed project is located in an area where the natural environment has already been affected through past development, including the existing CAMB facilities. For this reason, no alterations to natural systems will result from the proposed project. The scope of work of the proposed project is specifically aimed at attaining an environmentally friendly and sustainable facility. The project will be designed to comply with current Federal standards, which include provisions for minimizing energy consumption, also known as the *Guiding Principles for Federal Leadership in High Performance and Sustainable Buildings*. The design, construction, and operation of the facility will adhere to the guidelines provided by the *CBP High Performance Sustainable Buildings Handbook*. The design will also follow guidelines from the USGBC LEED program to attain LEED Silver certification. In summary, the proposed project is expected to be a highly energy efficient and sustainable building as a result of these measures.

Avoidance of environmental impacts through conscientious planning and design is one of the key ways of reducing the overall environmental impacts of the proposed project.

### 5.3 General Construction Activities

All construction activities associated with the **Selected Alternative** will comply with the requirements of DHS Directive 025-01 for *Sustainable Practices for Environmental, Energy, and Economic Performance*.

The project construction perimeter will be clearly demarcated. No disturbance outside that perimeter will be allowed. The area within the designated perimeter to be disturbed at a given time will be minimized by proper staging of work and coordinating deliveries of materials and equipment to only those needed for effective project implementation.

A General Permit for Construction activities will be obtained from the Puerto Rico Environmental Quality Board (EQB). A detailed environmental control plan will be prepared and implemented as part of the requirements for this permit. The environmental control plan will include a plan for the control of erosion and sediments (CES plan), a plan for the minimization and control of fugitive dust emissions, a management plan for construction-related solid wastes and a recycling plan for wastes generated during the construction stage. A Notice of Intent

(NOI) certifying that the permit's effluent limits and other requirements will be in compliance must also be filed by the contractor in order to secure coverage under the EPA *Construction General Permit for Stormwater*. A *Stormwater Pollution Prevention Plan* (SWPPP) will also be prepared and implemented for the project site to comply with the CGP requirements. Both the CES plan and the SWPPP will include a description of BMPs that will be implemented during construction to prevent adverse impacts.

Other general mitigation measures that will be applied during construction include but are not limited to:

- Construction personnel will receive general training on environmental protection measures, as well as project-specific training on how to comply with the requirements of the CES, SWPP and SPCC plans at the start of construction.
- Contamination of ground and surface waters will be avoided by storing any water that has been contaminated with construction materials, oils, equipment residue, etc., in closed containers onsite until removed for disposal. Storage tanks must have proper air space (to avoid rainfall-induced overtopping), be on-ground containers, and be located in upland areas instead of washes.
- Remediation activities will be conducted in compliance with applicable EPA and EQB requirements in the event any contamination of soil or water resources occurs during construction.
- Drip pans will be placed under parked equipment and containment zones will be established when refueling vehicles or equipment.
- Lighting impacts that may disturb neighbors or airport operations during the night will be avoided, by conducting construction and maintenance activities during daylight hours whenever possible. If night lighting is unavoidable: 1) minimize the number of lights used, 2) place lights on poles pointed down toward the ground, with shields on lights to prevent light from going up into sky, or out laterally into the vicinity.
- The movement of construction, maintenance and delivery vehicles on the surrounding roads will be conducted at off-peak hours whenever possible to reduce traffic impacts.
- Demolition or other activities that can generate significant levels of noise will be conducted during regular working hours.

#### 5.4 Soils

Prevention of erosion and sedimentation will be a key consideration during construction activities. A CES plan will be prepared that will incorporate techniques to decrease erosion and sedimentation. Construction work will be staged to ensure that the amount of exposed soil is maintained at a minimum. Excess soils from construction activities will be used on-site whenever possible. Materials such as sand, gravel or topsoil to be used in construction will be obtained, whenever possible, from existing developed or previously used sources that are known to be clean. Use of materials from undisturbed areas will be avoided.



## 5.5 Water Resources

Standard construction procedures will be implemented to minimize the potential for erosion and sedimentation during construction. All work will cease during heavy rains and would not resume until conditions are suitable for the movement of equipment and material. No refueling or storage of fuels, lubricants or construction chemicals will take place within 100 feet of storm drains, whenever possible. The risk of contamination of runoff will be reduced by limiting all equipment maintenance, staging, servicing, and dispensing of fuel, oil, and other components to designated areas. A *Stormwater Pollution Prevention Plan* (SWPPP) will be implemented as required by the EPA CGP to reduce the stormwater pollutant load both during construction and operations. Implementation of the SWPPP includes the implementation of a *Spill Prevention Control and Countermeasures Plan* (SPCCP) that specifically covers fuels, petroleum products and construction chemicals. Construction personnel will receive training on pollution prevention and on the requirements of the SPCCP, SWPPP and CES Plan at the start of construction.

## 5.6 Air Quality

Construction activities can generate substantial air pollution in the form of fugitive dust emissions. A site-specific fugitive dust control plan will be prepared in compliance with the requirements for the EQB Consolidated General Permit. Measures to be used to control fugitive dust emissions include:

- Moistening soils by controlled sprinkling before grading or excavation.
- Properly staging work so that areas where earthwork is conducted at a given time have manageable sizes; (3) scheduling work so that time frames between dust-generating activities (earthwork) and final solutions (paving) are minimized.
- Keeping soil and aggregate piles moist by controlled periodic spraying.
- Covering soil and aggregate piles with tarps when not in use.
- Using covers on haul trucks to prevent windblown dust.

More specific measures will be presented in the Fugitive Dust section of the site-specific Environmental Control Plan that will be prepared prior to the start of construction as required by the EQB Consolidated General Permit.

## 5.7 Solid and Hazardous Wastes

Proper management of construction wastes is a key component of pollution prevention. A site-specific solid waste control plan will be prepared in compliance with the solid waste requirements of the EQB Consolidated General Permit. The objective of the plan will be to minimize waste generation at the source. Reuse and recycling will be conducted whenever possible to minimize the amount of materials sent to landfills when waste generation cannot be avoided, with the objective of attaining, inasmuch as possible, the 50% diversion goal for Construction and Demolition (C&D) waste set by Executive Order 1423.

Paper and cardboard, wood scrap, recyclable metals and general putrescible wastes will be managed individually whenever feasible. Wastes will be stored in closed containers suitable for each type of waste. Construction rubbish and debris will be preferentially sent to a facility where

the materials can be processed for reuse as aggregate and/or fill. Each type of waste will be collected at regular intervals to avoid accumulation of excess wastes on site.

Hazardous waste generation will be minimized by controlling the amount of construction chemicals used on the project. Whenever possible, non-hazardous chemicals or physical methods will be used instead of hazardous chemicals. For example, mechanical scarification can be used instead of acid etching to prepare a concrete surface for plastering or top coating. Whenever possible, paints and coatings should be water-based. Use of solvent-based paints should be avoided. Any construction chemicals required should be maintained in closed containers, placed in portable dikes or other secondary containment, and should be used in controlled amounts. If any construction related hazardous or special wastes are generated despite these measures, the wastes should be accumulated in adequate containers and disposed of in accordance to applicable laws and regulations.

More specific measures for solid and hazardous wastes will be presented in the site specific Environmental Control Plan that will be prepared prior to the start of construction, as part of the EQB Consolidated General Permit.

## **5.8 Noise**

All construction equipment used at the project will comply with applicable noise level standards in order to mitigate noise impacts during the construction phase of the project. Personnel will be provided with protective equipment to protect hearing. Any activities that will generate significant noise levels (*e.g.*, demolition) will only be conducted during regular working hours.

## **5.9 Cultural and Structural Resources**

The Cultural and Structural Resources Investigation conducted for the proposed project concluded that the probability of any significant cultural resources being present at the project site is extremely low. Work will cease in the immediate area of finding any artifacts of cultural or archeological significance during construction activities. Concerned agencies (the Institute of Puerto Rican Culture and the State Historic Preservation Office) will be notified so the appropriate actions to prevent the loss of significant cultural or scientific values can be determined and implemented.

## **6 CONSULTATION AND COORDINATION**

### **6.1 General**

Both the NEPA process and the equivalent Puerto Rico environmental review process include requirements for interagency coordination and public participation in planning and project development decision making. This section presents the way in which these requirements will be complied with for the subject project.

### **6.2 Agency Coordination and Consultation**

Prior to the preparation of this EA, a description of proposed action and alternatives (DOPAA) was prepared and circulated to concerned agencies, notifying of the proposed action and requesting comments and suggestions on potential environmental impacts and areas of concern. Copies of the DOPAA and coordination letters, the comments received by CBP, and CBP responses to the comments, are presented in the attachments to this final EA.

The draft version of this EA was circulated to concerned agencies, for review and comments. Comments on the EA were requested from the following agencies:

- Puerto Rico Environmental Quality Board
- Puerto Rico Department of Natural and Environmental Resources
- Puerto Rico Department of Health
- Puerto Rico Ports Authority
- Puerto Rico Planning Board
- Puerto Rico Permits Management Office (OGPe)
- Puerto Rico Department of Transportation and Public Works
- Puerto Rico Department of Economic Development and Commerce
- Puerto Rico Tourism Company
- Puerto Rico Aqueduct and Sewer Authority
- Puerto Rico Electric Power Authority
- Municipality of Aguadilla
- University of Puerto Rico, Aguadilla Campus
- Caribbean Environmental Protection Division, U.S. Environmental Protection Agency
- Caribbean Ecological Field Office, U.S. Fish & Wildlife Service
- Federal Aviation Administration, SJU ACT

Copies of the transmittal letters, of the comments received from agencies, and CBP's responses to the comments are presented in the attachments to this final EA.

A complete Cultural and Structural Resources Investigation was also submitted to the Puerto Rico State Historic Preservation Office (SHPO) and the Terrestrial Archaeology Program of the Institute of Puerto Rican Culture (ICPR) for review and comment.



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*References appear in the order these are cited or used in the text of the EA.*

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## 8 ABBREVIATIONS AND ACRONYMS

AMF	Air and Marine Facilities Program Management Office, CBP
ASCE	American Society of Civil Engineers
BMP	Best Management Practice
BQN	IATA airport code for RHIA
CAMB	Caribbean Air and Marine Branch, CBP
CBP	U.S. Customs and Border Protection
CEFO	Caribbean Ecological Field Office of USFWS
CEPD	Caribbean Environmental Protection Division of USEPA
CEQ	U.S. Council for Environmental Quality
CERCLIS	EPA Comprehensive Environmental Response, Compensation and Liability (list of contaminated sites)
CES	Control of Erosion and Sedimentation
CFR	Code of Federal Regulations
CGP	Consolidated General Permit
CMU	Concrete Masonry Units (“blocks”)
DHS	Department of Homeland Security
DOPAA	Description of Proposed Action and Alternatives
DP-G	“Dotacional General”- a zoning qualification in Puerto Rico
DTOP	Puerto Rico Department of Transportation and Public Works
EA	Environmental Assessment
EIS	Environmental Impact Statement
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EQB	Puerto Rico Environmental and Quality Board
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
GSA	U.S. General Services Administration
IATA	International Air Transport Association
ICAO	United Nations’ International Civil Aviation Organization
ICPR	Spanish acronym for Institute of PR Culture
kVA	Kilovolt ampere
kV	Kilovolt



kW	Kilowatt
LEED	Leadership in Energy and Environmental Design
m <sup>2</sup>	Square meter (equivalent to 10.7633 square feet)
m	Meter (equivalent to 3.2808 feet)
MGD	Million gallons per day
MOU	Memorandum of Understanding
MSGP	EPA's Multi-Sector General Permit for Stormwater
NAAQS	National Ambient Air Quality Standards
NCA	Noise Pollution and Abatement Act of 1972 (also known as the Noise Control Act of 1972)
NRCS	National Resources Conservation Service, U.S. Department of Agriculture
NEC	National Electrical Code
NFPA	National Fire Protection Association
NOI	Notice of Intent
NPDES	EPA's National Pollution Discharge Elimination System, system of permits for discharge to water bodies
NPL	EPA's National Priorities List, also known as "Superfund List", shows major contaminated sites
OAM	Office of Air and Marine, CBP
OGPe	PR Office of Permits Management, issues construction permits
OSHA	U.S. Occupational Safety and Health Administration
PR	Puerto Rico
PR-(number)	Puerto Rico Highway, <i>e.g.</i> PR-2
PRBC	Puerto Rico Building Code, now based on the 2011 International Building Code
PRDNER	Puerto Rico Department of Natural and Environment Resources
PRDOH	Puerto Rico Department of Health
PROSHA	Puerto Rico Office of Safety and Health Administration
PRPA	Puerto Rico Ports Authority
PRPB	Puerto Rico Planning Board
PRTC	Puerto Rico Telephone Company
PRTC	Puerto Rico Tourism Company
PRASA	Puerto Rico Aqueduct and Sewer Authority
PREPA	Puerto Rico Electric Power Authority

SHPO	State Historic Preservation Office
Taz	USGS acronym for Aymamón limestone
TJBQ	ICAO Airport code for RHIA
RHIA	Rafael Hernández (“Borinquen”) International Airport
SF	Square foot
SRC	“Suelo rústico común”- land use classification in Puerto Rico
SPCCP	Spill Control and Countermeasure Plan
SWPPP	Stormwater Pollution Prevention Plan
UPR	University of Puerto Rico
USC	United States Code
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council
USGS	U.S. Geological Survey

## 9 LIST OF PREPARERS

### **JOSE A. MARTI, Principal Investigator for EA Preparation**

**Education:** Civil Engineer, 1976, University of Puerto Rico. Graduate Studies in Sanitary and Structural Engineering, 1977, University of Puerto Rico. Master of Science in Environmental Engineering, Northeastern University, Boston, MA, 1978. *Diplôme de Français* (4 year program), Alliance Française de Puerto Rico, 2007. **Registrations:** Registered professional engineer in Puerto Rico (#7927) and Massachusetts (#33544). Licensed Professional Planner in Puerto Rico (#682). **Certifications:** Diplomate (DEE), American Academy of Environmental Engineers and Scientists (AAEES). Diplomate (DWrE), American Academy of Water Resources Engineers (*first person in Puerto Rico with this certification*). Environmental Engineering Subspecialty Certification in Sustainability, AAEES, 2010 (*one of first 18 engineers in the world with this certification*). 35 years of experience in environmental engineering and planning. Prepared or managed preparation of multiple EA's and EIS for all types of projects.

### **SARA J. ARROYO, EA Preparation and Review**

**Education:** Bachelor in Environmental Design and Master of Architecture, University of Puerto Rico. **Registrations:** Registered Architect in Puerto Rico. Licensed Professional Planner, Puerto Rico. Over 20 years of experience in environmental planning and permitting. Worked in preparation of multiple EA's and EIS and in regulatory analyses for all types of projects.

### **ARMANDO J. MARTI, Cultural Resources Investigations**

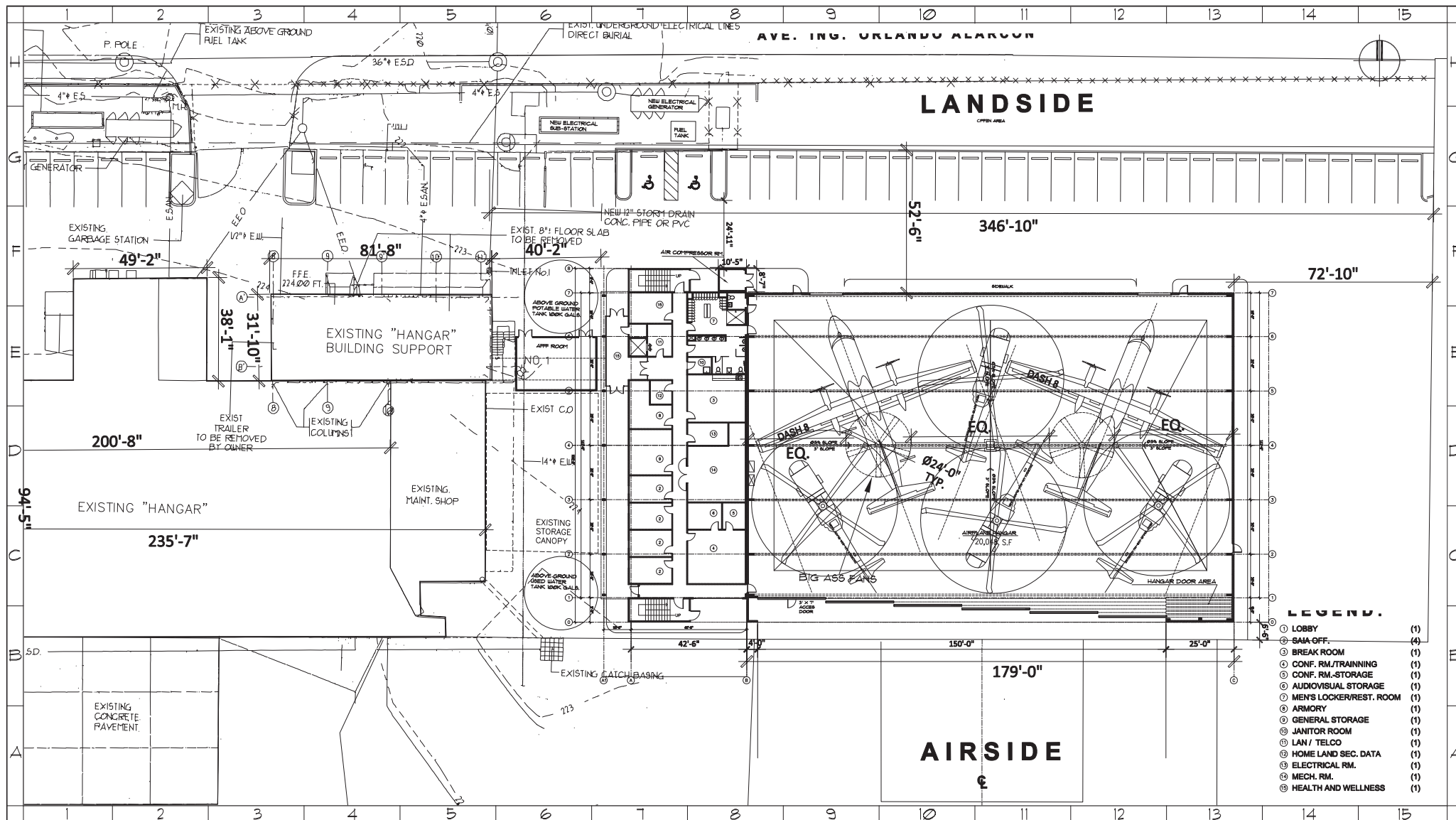
**Education:** Bachelor of Arts with majors in Anthropology and Psychology, Boston University. Master of Arts in Puerto Rican Studies (major in Archaeology and Ethnohistory), Caribbean Advanced Studies Center San Juan. Doctoral studies, graduate archaeology program of the University of Seville. PhD (major in Puerto Rican and Caribbean History), Caribbean Advanced Studies Center, San Juan. Over 20 years of experience in multiple archaeological and cultural resources investigations for infrastructure, industrial and residential projects. Worked for 5 years in the Puerto Rico State Historic Preservation Office (SHPO), reaching the position of State Archaeologist for Puerto Rico. Currently serves as Professor of History at Interamerican University of Puerto Rico.

## **ATTACHMENTS**

- A. Alternative A**
- B. Alternative B**
- C. Alternative C**
- D. Alternative D**
- E. Selected Alternative**
- F. Land Use and Zoning Maps**
- G. USGS and NRCS Geology and Soils Maps**
- H. Water Resources and Groundwater Data**
- I. FEMA Firmette (floodplain information)**
- J. Climate Data**
- K. EPA Envirofacts Report**
- L. Socioeconomic Summary for Aguadilla**
- M. Details of Agency Consultation and Coordination Process**



**Attachment A**  
**ALTERNATIVE A**



REV. NO.	DATE	REVISION DESCRIPTION	MADE BY	CAD BY	APP'D BY

ENGINEER	PROFESSIONAL SEAL	ARCHITECT

**HGA CONSULTANTS, INC.**  
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**IMPORTANT NOTE**  
 All structural modifications and other improvements shown on this drawing are the responsibility of the structural engineer of record. The architect is responsible for the coordination of these modifications and improvements with the structural engineer. The structural engineer is not responsible for the design of the existing structure or for the design of the new structure. The structural engineer is not responsible for the design of the new structure or for the design of the existing structure. The structural engineer is not responsible for the design of the new structure or for the design of the existing structure.

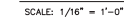
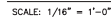
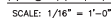
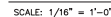
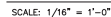
**PROJECT:**  
**NEW MAINTENANCE HANGAR AND ADMINISTRATIVE BUILDING**  
**AQUADILLA, PUERTO RICO CONTRACT #: GS-00P-12-CY-C-0064**

**CLIENT:**  
**GSA Public Buildings Service**  
 Office Of Design & Construction Programs

**DRAWING TITLE:**  
**FLOOR PLAN (OPTION A)**

**DRAWING NUMBER:**  
**A1.0**

<b>DRAWN BY:</b> CDPC	<b>CHECKED BY:</b> 	<b>APPROVED BY:</b> 	<b>SHEET NUMBER:</b> 
<b>SCALE:</b> 1/8" = 1'-0"	<b>DATE:</b> JUNE 26 2013	<b>ISSUE:</b> FOR REVIEW	<b>PROJECT SET OF:</b> 



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| ② MSS CUBICLES          | (8)  |
| ③ OFFICE                | (1)  |
| ④ AIA CUBICLES          | (22) |
| ⑤ AIA TDY CUBICLES      | (8)  |
| ⑥ AIA STORE/LOCKER      | (1)  |
| ⑦ DOCUMENT HANDLING RM. | (1)  |
| ⑧ WOMEN'S REST./LOCKERS | (1)  |
| ⑨ COMM/OOPS             | (1)  |
| ⑩ COMM/SEL              | (1)  |
| ⑪ BRIEF/TRAINING        | (1)  |
| ⑫ FILE STORAGE          | (1)  |
| ⑬ GEN. STORAGE          | (1)  |
| ⑭ JANITOR               | (1)  |
| ⑮ LAN / TELCO           | (1)  |

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ARCHITECT,



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AGUADILLA, PUERTO RICO CONTRACT #: GS-00P-12-CY-C-0064

**CLIENT:**

GSA Public Buildings Service  
Office Of Design & Constnction Programs

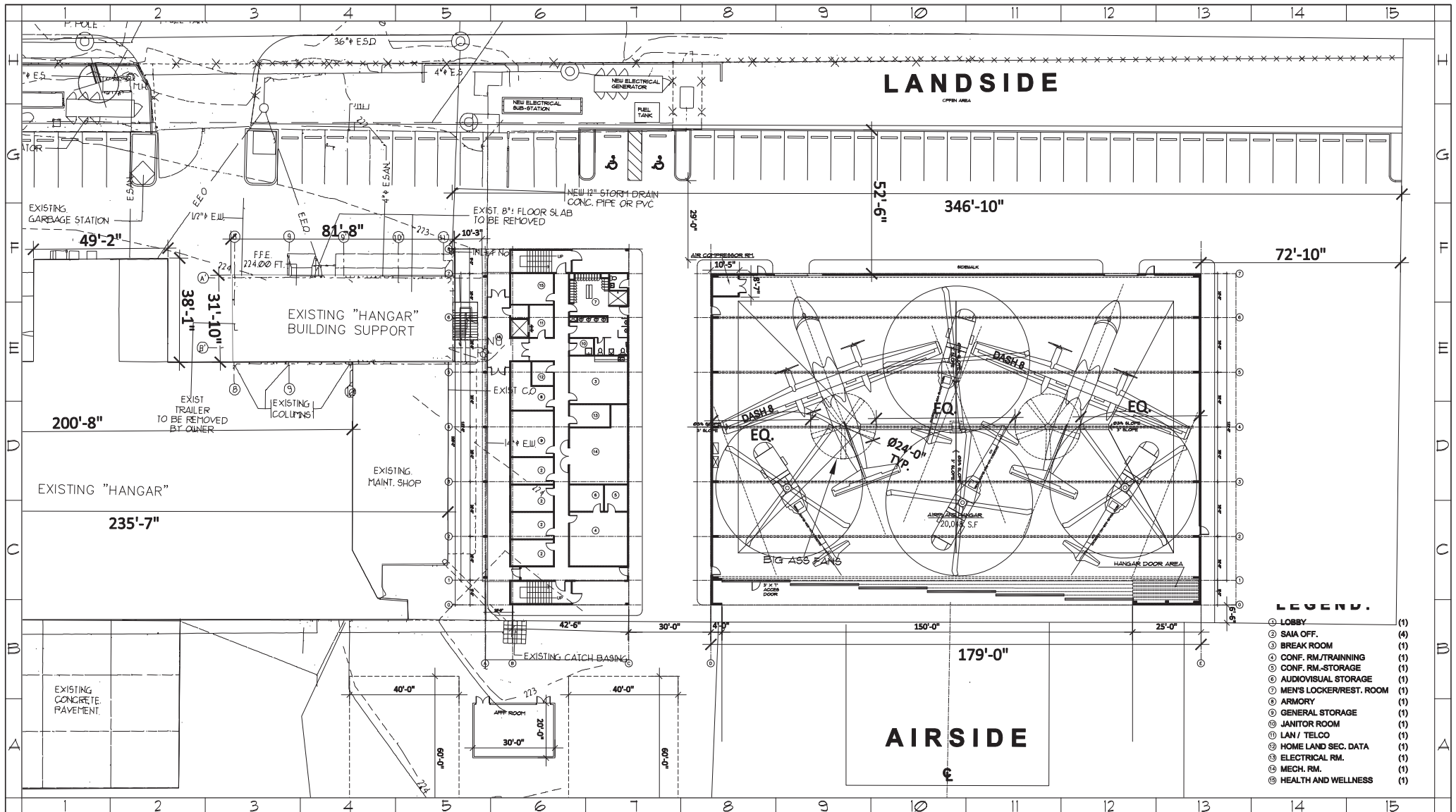
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SECOND LEVEL FLOOR PLAN  
(OPTION A)  
CAD FILE: AHAI2.DWG

DRAWING NUM:

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DRAWN BY: CDPC	CHECKED BY: -	APPROVED BY: -	SHEET NUM.: -
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**Attachment B**  
**ALTERNATIVE B**



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PROFESSIONAL SEAL:

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 T: 787-754-8114, 800-754-8114 Fax: 787-754-8111  
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PROJECT:

**NEW MAINTENANCE HANGAR  
AND ADMINISTRATIVE BUILDING**  
 AGUADILLA, PUERTO RICO CONTRACT #: GS-00P-12-CY-C-0064

CLIENT:

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 Office Of Design & Construction Programs

DRAWING TITLE:

**FLOOR PLAN  
(OPTION B)**  
 CAD FILE: AHAI0-001-B.DWG

DRAWING NUP:

**A1.0**

DRAWN BY:

CDPC

SCALE:  
 1/8" = 1'-0"

CHECKED BY:

DATE: JUNE 26 2013

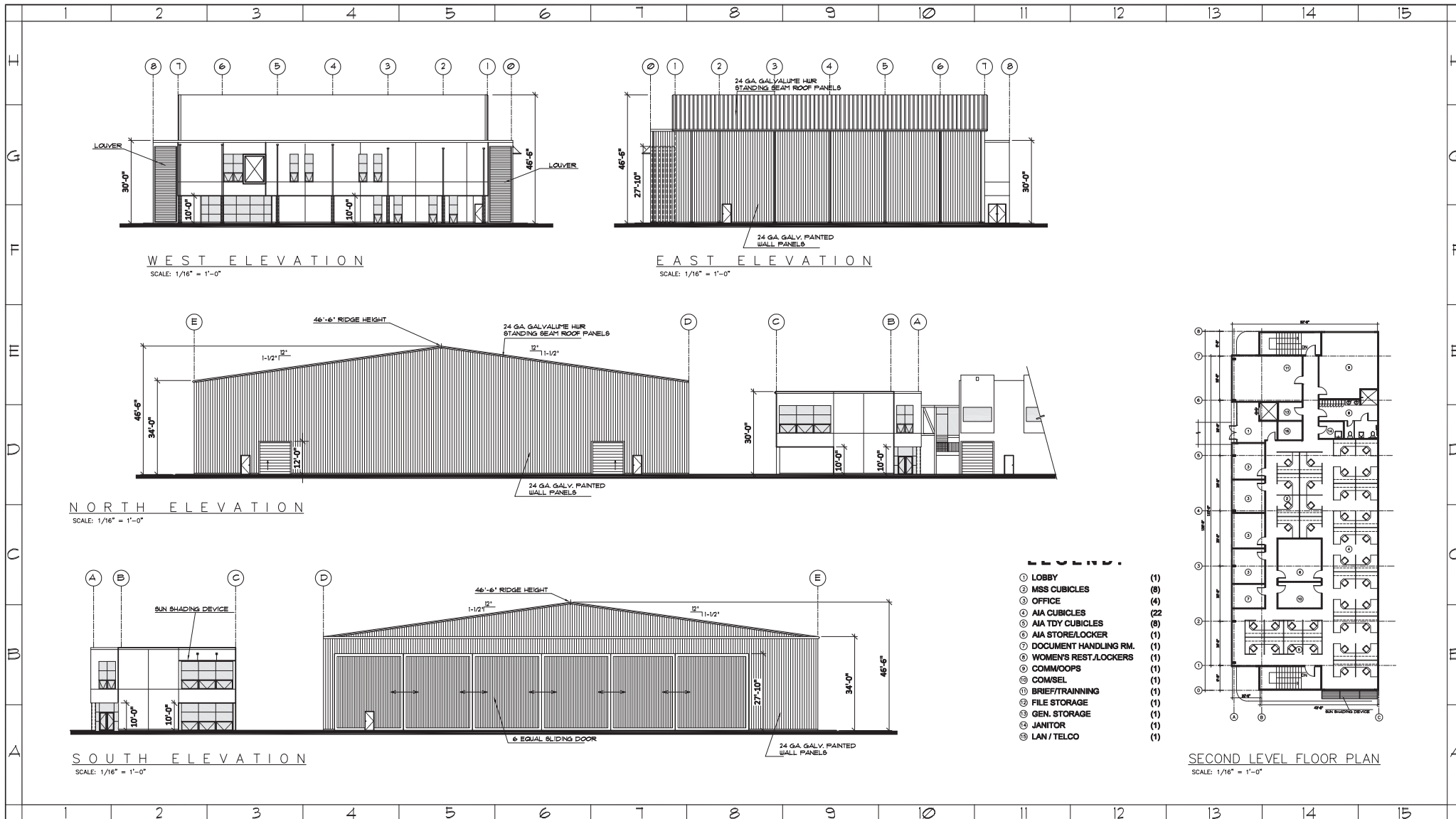
APPROVED BY:

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ENGINEER	PROFESSIONAL SEAL	ARCHITECT

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AGUADILLA, PUERTO RICO CONTRACT #: GS-00P-12-CY-C-0064

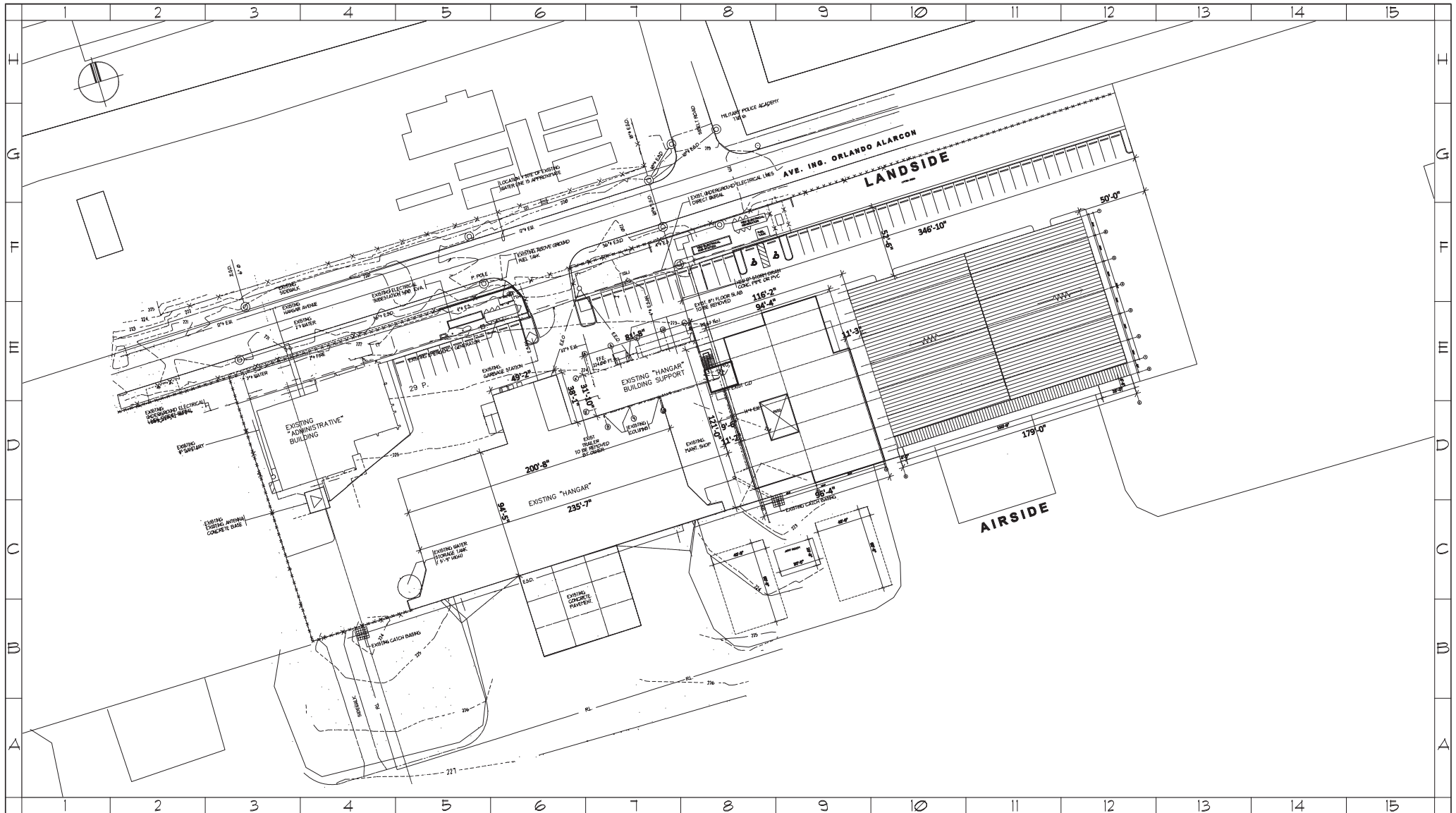
**CLIENT:**  
**GSA Public Buildings Service**  
Office Of Design & Construction Programs

**DRAWING TITLE:**  
ELEVATIONS AND  
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(OPTION B)

**DRAWING NO.:**  
**A2.0**

<b>DRAWN BY:</b> CDPC	<b>CHECKED BY:</b>	<b>APPROVED BY:</b>	<b>SHEET NO.:</b>
<b>DATE:</b> JUNE 26 2013	<b>DATE:</b>	<b>DATE:</b>	<b>DATE:</b>
<b>SCALE:</b> 1/8" = 1'-0"	<b>SCALE:</b>	<b>SCALE:</b>	<b>SCALE:</b>
<b>FOR REVIEW</b>	<b>FOR REVIEW</b>	<b>FOR REVIEW</b>	<b>FOR REVIEW</b>

**Attachment C**  
**ALTERNATIVE C**



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ENGINEER	PROFESSIONAL SEAL	ARCHITECT

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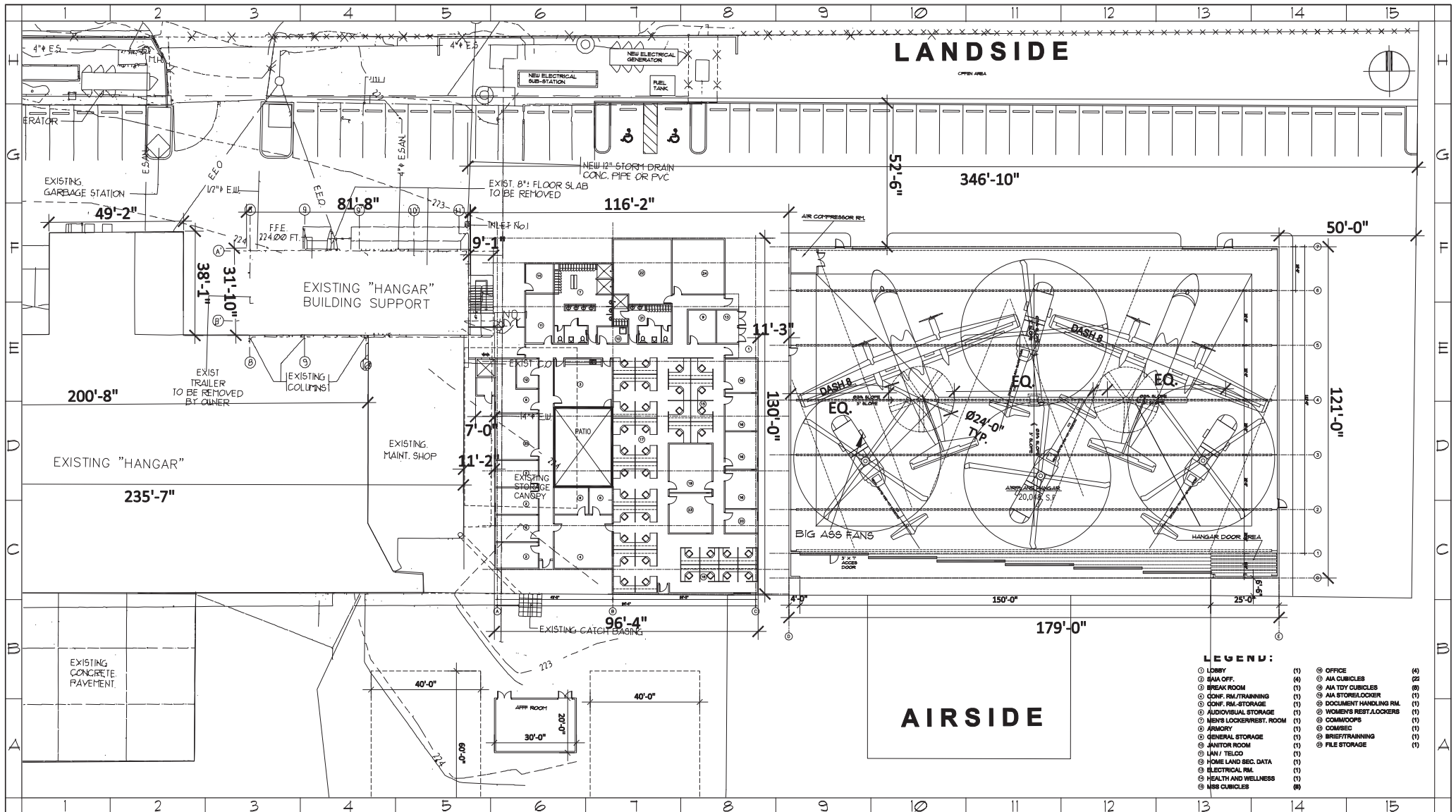
**PROJECT:**  
**NEW MAINTENANCE HANGAR  
 AND ADMINISTRATIVE BUILDING**  
**AGUADILLA, PUERTO RICO CONTRACT #: GS-00P-12-CY-C-0064**

**CLIENT:**  
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 Office Of Design & Construction Programs

**DRAWING TITLE:**  
**SITE PLAN  
 (OPTION-C)**

**DRAWING NUP:**  
**G1.0**

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PROFESSIONAL SEAL:

ARCHITECT:

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PROJECT:

**NEW MAINTENANCE HANGAR  
AND ADMINISTRATIVE BUILDING**  
**AGUADILLA, PUERTO RICO** CONTRACT #: GS-00P-12-CY-C-0064

CLIENT:

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DRAWING TITLE:

**GENERAL  
FLOOR PLAN  
(OPTION-C)**  
 CAD FILE: AHAI02-001-C.DWG

DRAWING N.P.U.

**A1.0**

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CDPC

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JUNE 26 2013

APPROVED BY:

FOR REVIEW

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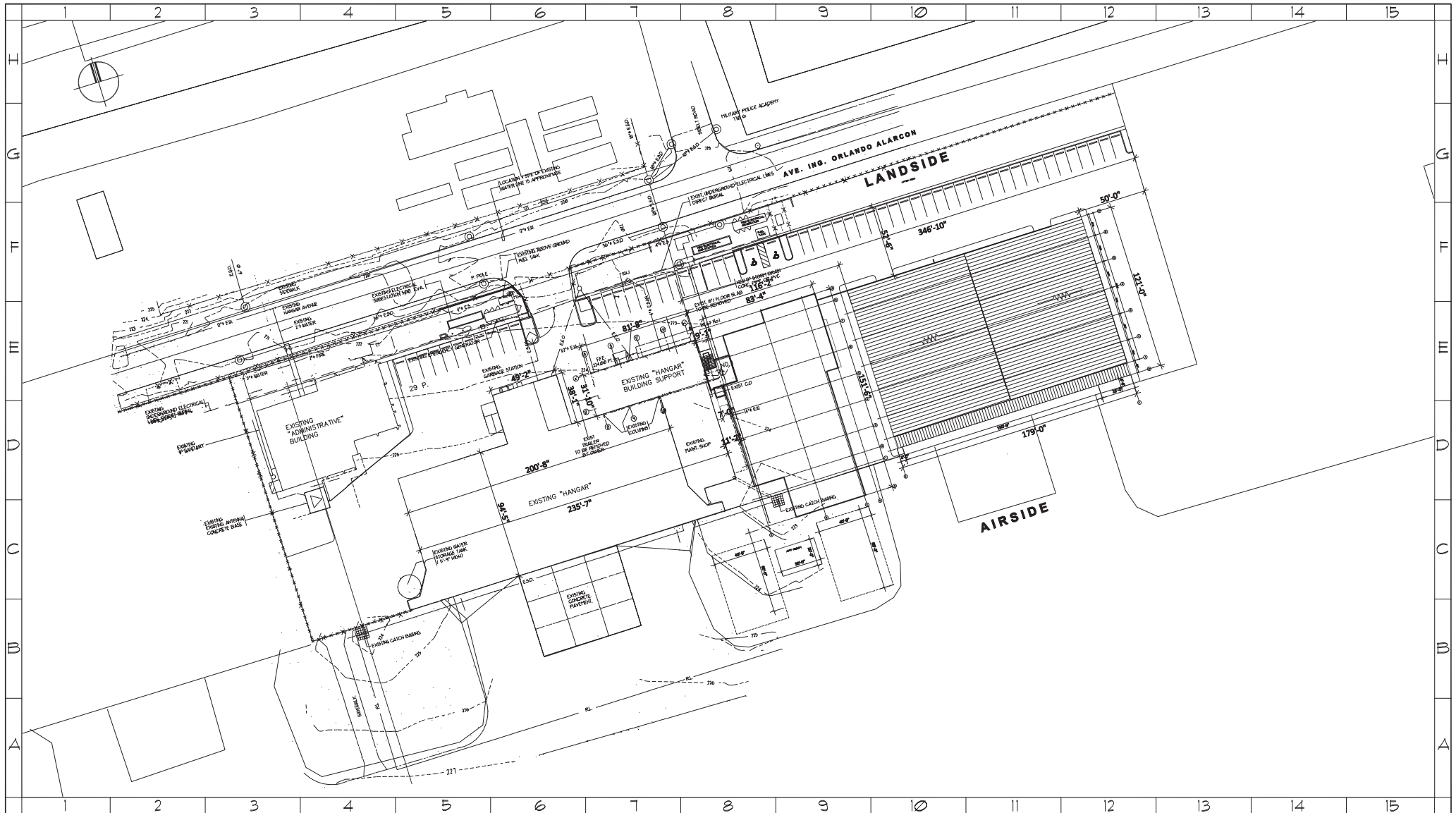
JUNE 26 2013

ISSUE:

FOR REVIEW

**Attachment D**  
**ALTERNATIVE D**





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AND ADMINISTRATIVE BUILDING**  
 AGUADILLA, PUERTO RICO CONTRACT #: GS-00P-12-CY-C-0064

CLIENT:

**GSA Public Buildings Service**  
 Office Of Design & Construction Programs

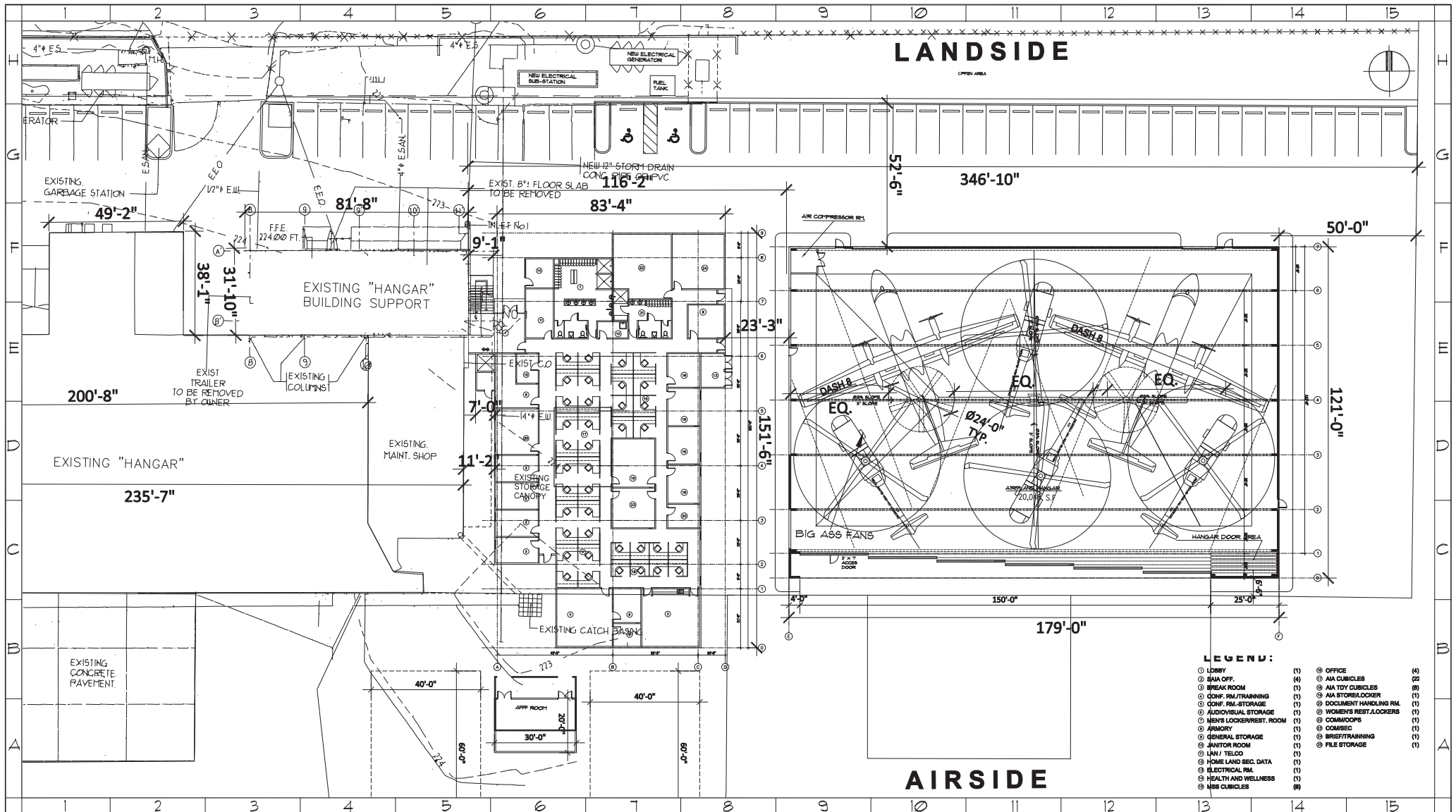
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(OPTION-D)**  
 CAD FILE: AHAI0-001-D.DWG

DRAWING N.P.I.

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PROFESSIONAL SEAL:

ARCHITECT:

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PROJECT:

**NEW MAINTENANCE HANGAR  
AND ADMINISTRATIVE BUILDING**  
AGUADILLA, PUERTO RICO CONTRACT #: GS-00P-12-CY-C-0064

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**GSA Public Buildings Service**  
Office Of Design & Construction Programs

DRAWING TITLE:  
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FLOOR PLAN  
(OPTION-D)  
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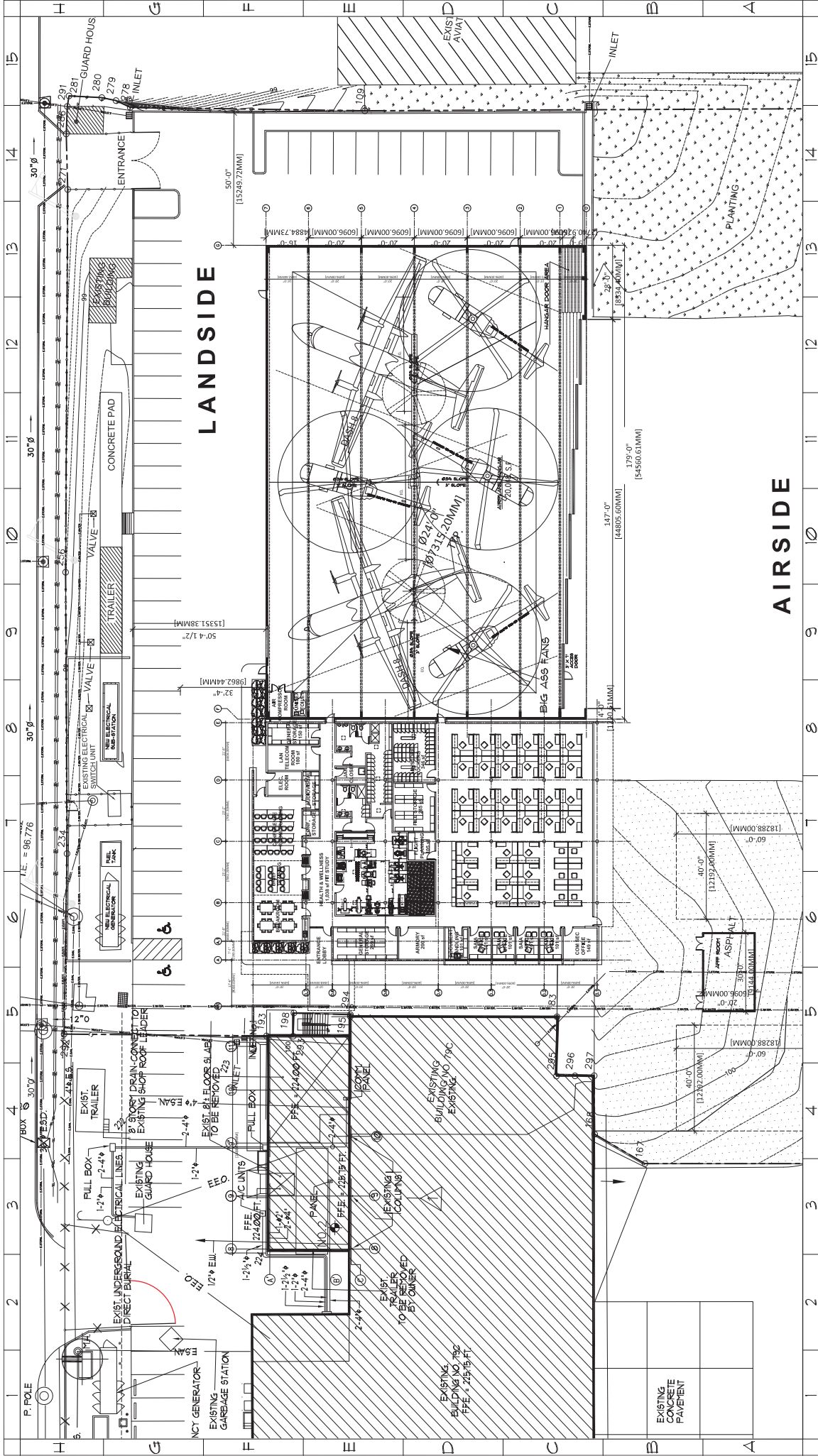
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**A1.0**

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1/16/12	JUNE 26 2013	FOR REVIEW	

**Attachment E**

**SELECTED ALTERNATIVE**



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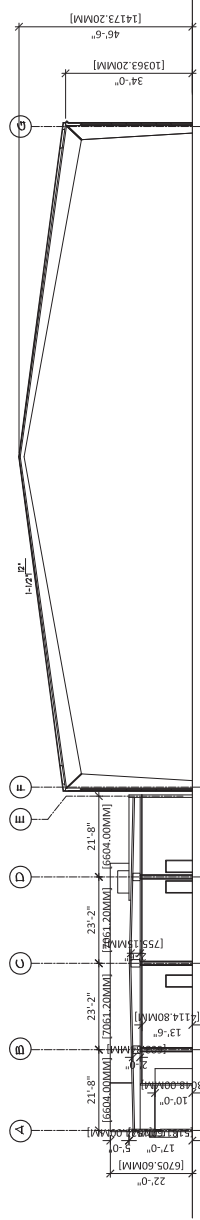
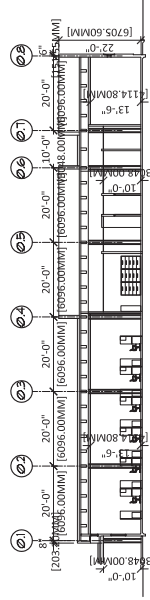
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PROJECT:		NEW MAINTENANCE HANGAR	
AND ADMINISTRATIVE BUILDING		CONTRACT #: GS-00P-12-CY-C-0064	
AGUADILLA, PUERTO RICO			
CLIENT:		GSA Public Buildings Service	
Office Of Design & Construction Programs			

ARCHITECT:		PROFESSIONAL SEAL:	
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**ENGINEER.**

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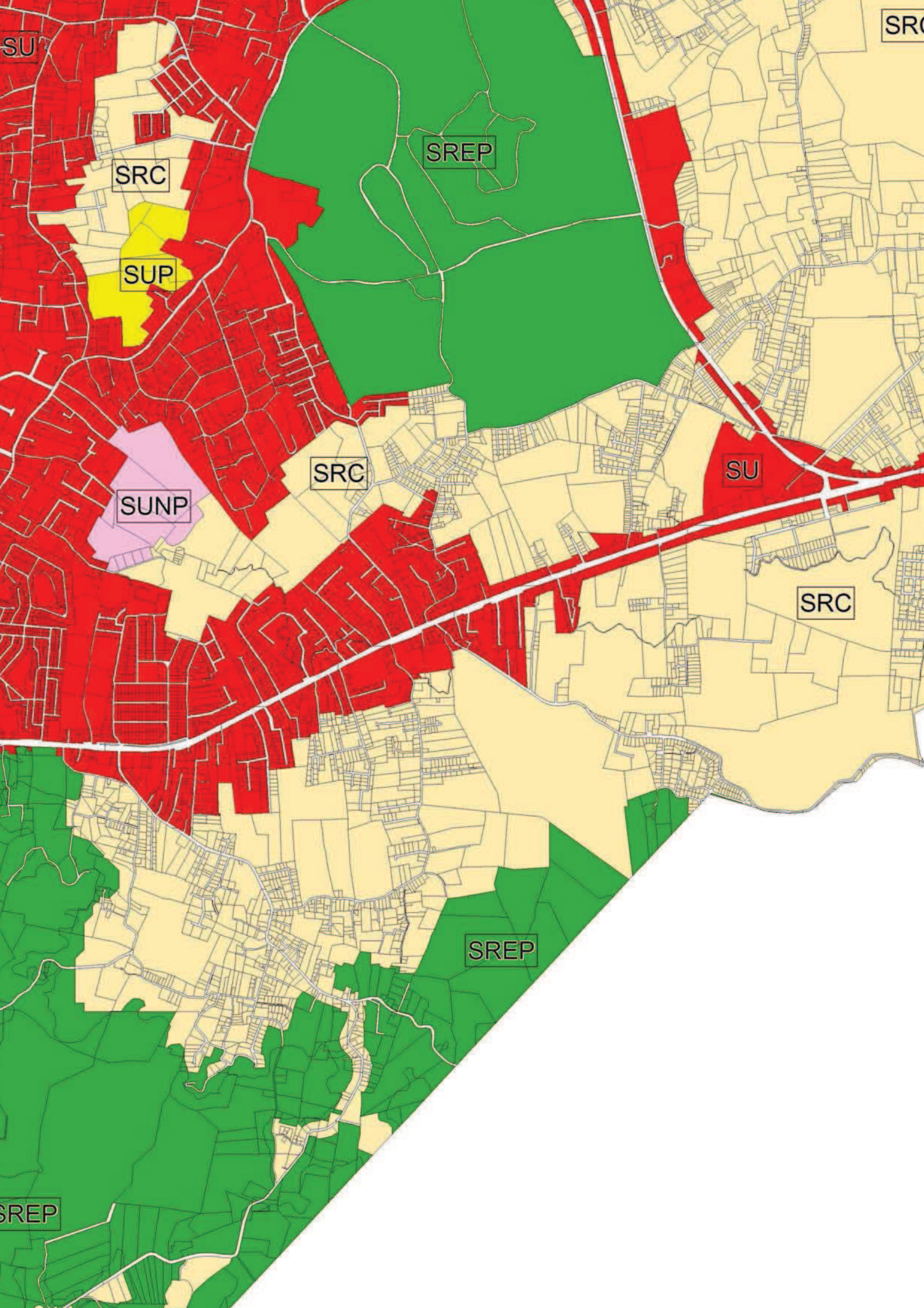
**PROJECT:** NEW MAINTENANCE HANGAR  
AND ADMINISTRATIVE BUILDING  
AGUADILLA, PUERTO RICO      **CONTRACT #:** GS-00P-12-CY-C-00654

**CLIENT:** GSA Public Buildings Service  
Office of Design & Construction Programs

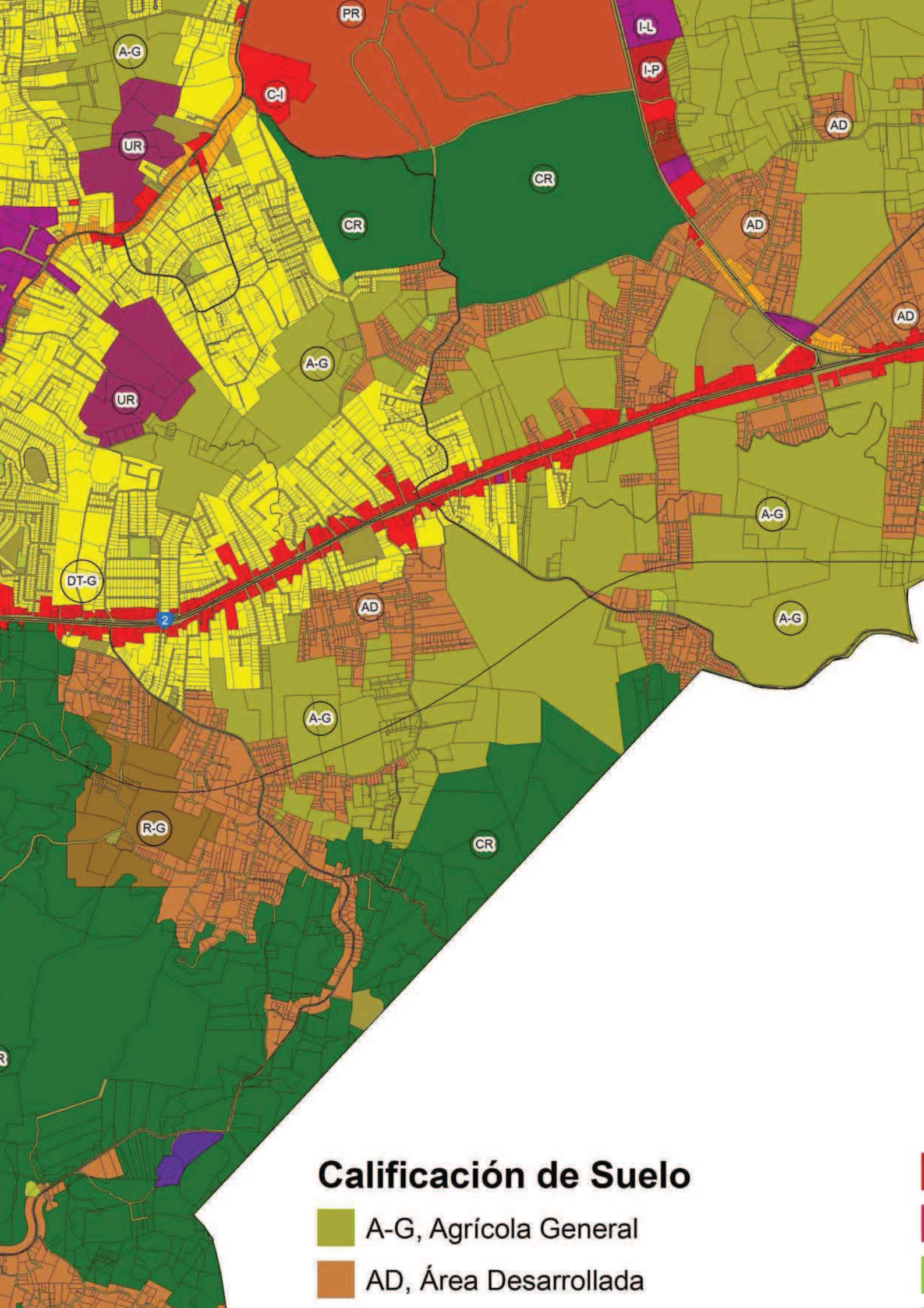
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Final Concept Submission			
ACAD FILE: A440013a-rr-01-2.DWG			
DRAWN BY:	CHECKED BY:	APPROVED BY:	SHEET NUM:
DATE:	DATE:	DATE:	DATE:
SCALE:	SCALE:	SCALE:	SCALE:
AS SHOWN	DEC 2013	FOR REVIEW	FOR SET OR

**Attachment F**

**-LAND USE AND ZONING MAPS**







## Calificación de Suelo

A-G, Agrícola General

AD, Área Desarrollada

**Attachment G**

**USGS AND NRCS GEOLOGY AND SOILS MAPS**





GEOLOGIC MAP OF THE AGUADILLA QUADRANGLE, PUERTO RICO

By  
Walter H. Miller  
1902

*Puerto Rico (Aguadilla quad.)*  
map 1

# Custom Soil Resource Report Soil Map



Map Scale: 1:12,000 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

**Attachment H**

**WATER RESOURCES AND GROUNDWATER DATA**



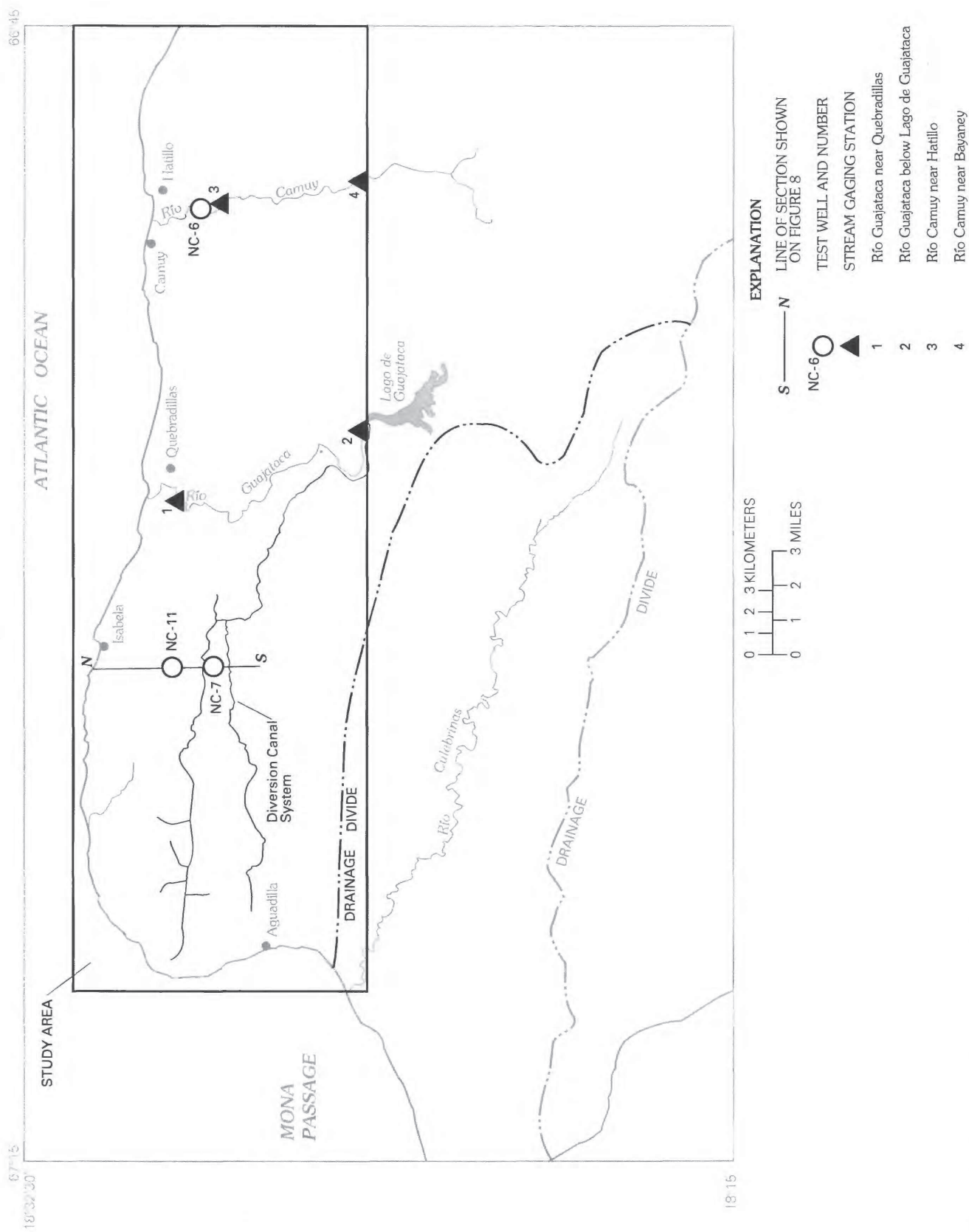
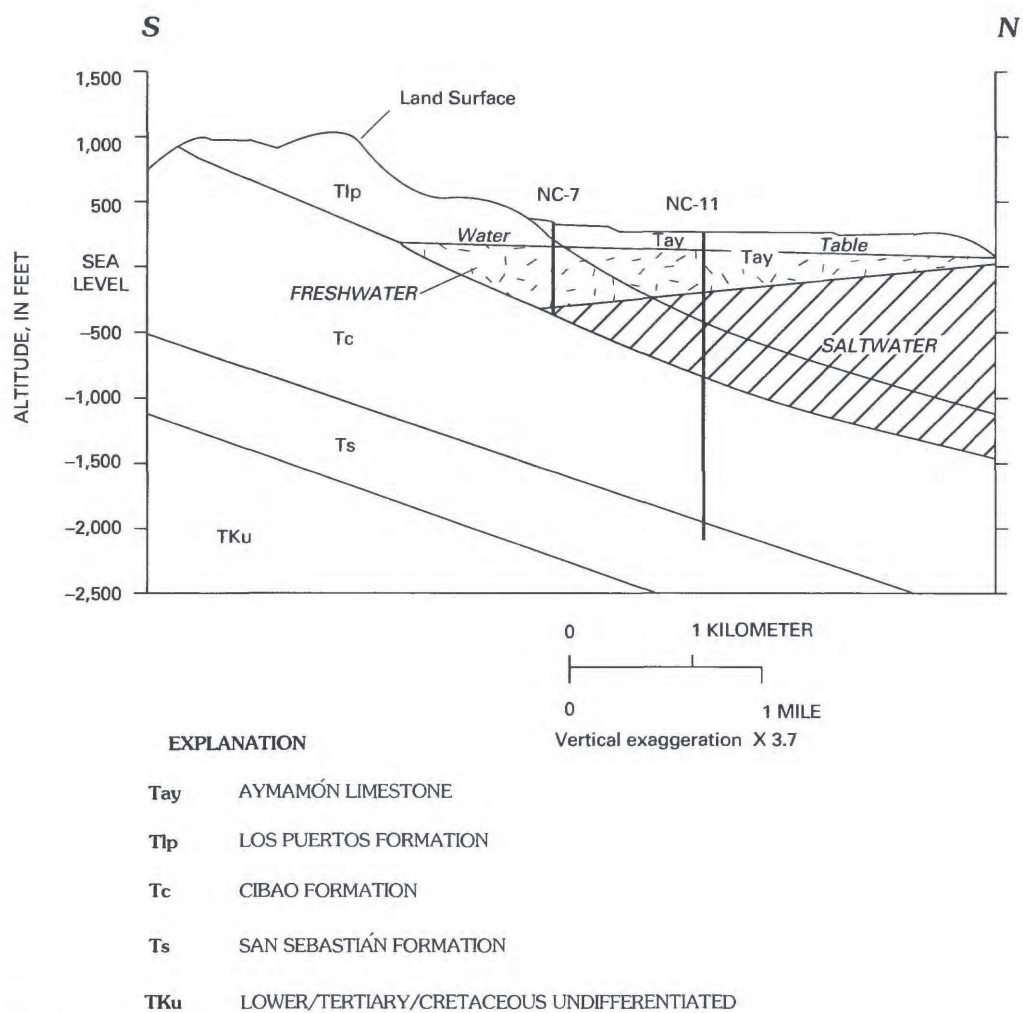


Figure 2. The Aguadilla to Río Camuy study area.



**Figure 8.** Generalized hydrogeologic section near Isabela.



**Attachment I**

**FEMA FIRMETTE (FLOODPLAIN INFORMATION)**

UNIDENTIFIED FLOOD FLOODING IS INDICATED BY THIS CONTOUR LINE  
 or call the National Flood Insurance Program at 1-800-338-6623



MAP SCALE  
 1" = 10,000'

or community map studies history prior to Commission of Puerto Rico and  
 insurance companies, who to the Community Map History with located in the first  
 insurance study report for the jurisdiction.  
 to determine if flood insurance is available in the community, contact your insurance  
 agent or call the National Flood Insurance Program at 1-800-338-6623.



MAP SCALE  
 1" = 10,000'



NFIP

PANEL 0133J

FIRM

FLOOD INSURANCE RATE MAP  
 COMMONWEALTH OF  
 PUERTO RICO  
 AND MUNICIPALITIES

PANEL 135 OF 2160

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTINUE  
 COORDINATE  
 PLANNED ROAD

MAP NUMBER  
 72000C0133J

MAP REVISION  
 NOVEMBER 18, 2009

Note to User: This Map Number shows areas that are  
 not yet insured. The areas shown are not yet insured.  
 The areas shown are not yet insured. The areas shown  
 are not yet insured. The areas shown are not yet insured.



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It  
 was extracted using 7-2011 On-Line. This map does not reflect changes  
 or amendments which may have been made subsequent to the date on the  
 map. For more information on the National Flood Insurance Program flood maps, check the FEMA Flood Map Store at www.fema.gov

67°07'30"  
 18°30'00"

415000 FT

410000 FT

39°46'00"N

39°45'00"N

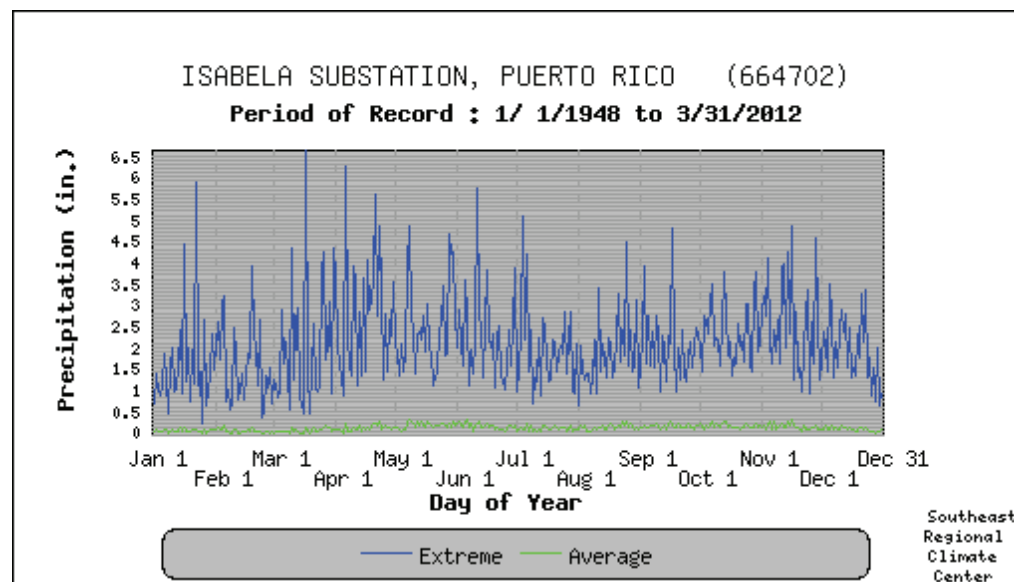


DE5556

**Attachment J**  
**CLIMATE DATA**

# ISABELA SUBSTATION, PUERTO RICO

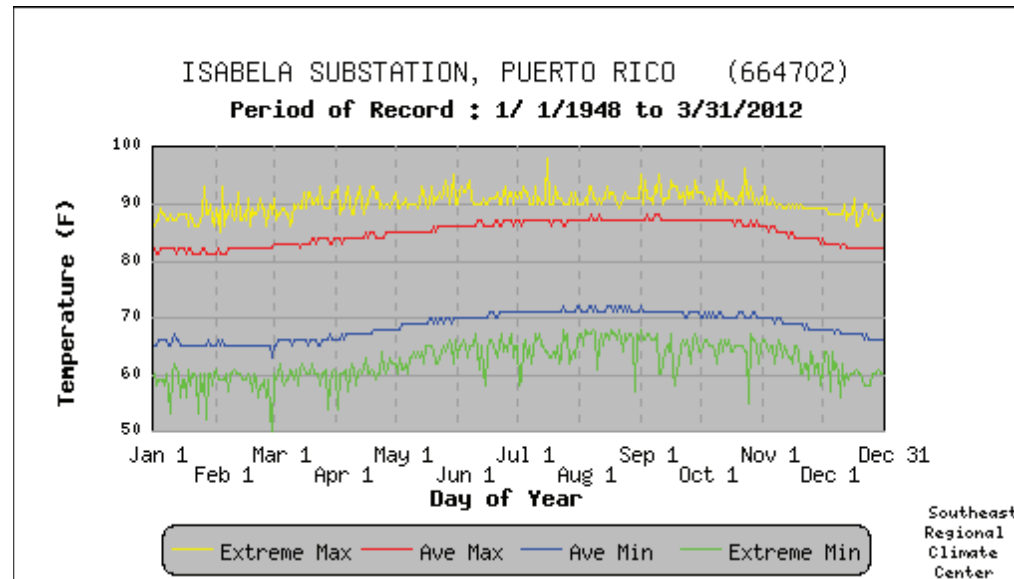
## POR - Daily Precipitation Average and Extreme



- - Extreme is the greatest daily precipitation recorded for the day of the year.
- - Average is the average of all daily precipitation recorded for the day of the year.

# ISABELA SUBSTATION, PUERTO RICO

## POR - Daily Temperature Averages and Extremes



- - Extreme Max. is the maximum of all daily maximum temperatures recorded for the day of the year.
- - Ave. Max. is the average of all daily maximum temperatures recorded for the day of the year.
- - Ave. Min. is the average of all daily minimum temperatures recorded for the day of the year.
- - Extreme Min. is the minimum of all daily minimum temperatures recorded for the day of the year.

**Attachment K**

**EPA ENVIROFACTS REPORT**



# EPA: United States Environmental Protection Agency



**Air, Water, Waste...**

**Program Systems**

Select a program system to map:

- ☐ Air Emissions (AIRS/AFS) (2)
- ☐ Superfund Sites (CERCLIS) (0)
- ☐ Toxic Releases (TRI) (2)
- ☒ Hazardous Waste (RCRAInfo) (11)
- ☐ Water Dischargers (PCS/ICIS) (1)
- ☐ Brownfields (ACRES) (0)
- ☐ Biennial Reporting (BR) (0)
- ☐ RADInfo (0)
- ☐ Toxic Substances Control Act (TSCA) (0)

View:

☒ All ☐ 20 per page

Single facility

Facility cluster

**Chemicals**

**Industry**

**Greenhouse Gas Emissions**

Search Place: Ramey, Puerto Rico

Search on map Enter facility name

Shapefile Spreadsheet GeoRSS KML Metadata Where Can I Get the Data?

Facility Name/Address	AIRS/AFS	ACRES	BR	CERCLIS	GHG	PCS/ICIS	RADInfo	RCRAInfo	TRI	TSCA
<a href="#">AUTOMECA</a> CARR 459 KM 0.9 CALLE B-932 AGUADILLA, PR 00605	-	-	-	-	-	-	-	<a href="#">View Report</a>	-	-
<a href="#">D S C PUERTO RICO INC</a> ST A LOT 8 AGUADILLA, PR 006033919	-	-	-	-	-	-	-	<a href="#">View Report</a>	-	-
<a href="#">HEWLETT-PACKARD CARIBE BV SITE</a> STATE RD 3110 KM 5.1 AGACATE AGUADILLA, PR 00605	<a href="#">View Report</a>	-	-	-	-	-	-	<a href="#">View Report</a>	<a href="#">View Report</a>	-
<a href="#">J R AUTO AIR</a> RD #2 KM 118.3 BO CEIBA BAJA AGUADILLA, PR 00603	-	-	-	-	-	-	-	<a href="#">View Report</a>	-	-
<a href="#">MAYNE PHARMA INC</a> 1071 PARALLEL RD - RAMEY BASE AGUADILLA, PR 00604	-	-	-	-	-	-	-	<a href="#">View Report</a>	-	-
<a href="#">MO-KA SHOE CORP</a> BORINQUEN RD AGUADILLA, PR 00603	-	-	-	-	-	-	-	<a href="#">View Report</a>	-	-
<a href="#">PR AQUEDUCT SEWER AUTH-RAMEY FILTER PLT</a> CARR 467 CALLEJON FELICIANO AGUADILLA, PR 00604	-	-	-	-	-	-	-	<a href="#">View Report</a>	-	-
<a href="#">SENSORMATIC ELECTRONICS CORP</a> PR 110 KM 5.8 - BARRIO AGUACATE SAN ANTONIO AGUADILLA, PR 00603	-	-	-	-	-	-	-	<a href="#">View Report</a>	<a href="#">View Report</a>	-
<a href="#">US ARMY CORPS OF ENGINEERS</a> 1089 PARALLEL RD -RAMSY AIRBASE AGUADILLA, PR 006040466	-	-	-	-	-	-	-	<a href="#">View Report</a>	-	-

**Attachment L**

**SOCIOECONOMIC SUMMARY FOR AGUADILLA**



Estado Libre Asociado de Puerto Rico  
OFICINA DEL CONTRALOR  
**Municipio de Aguadilla**  
**INDICADORES SOCIOECONÓMICOS\***

Extensión territorial del Municipio:

35.57 Millas <sup>2</sup>

Posición en extensión #47 / 78

Dirección en Internet de OCPR: <http://www.ocpr.gov.pr>

<b>I. Información General</b>	<b>Unidad</b>	<b>Censo 2000</b>	<b>Censo 2010</b>	<b>Puerto Rico Censo 2010</b>
<b>Población***</b>	Habitantes	64,685	60,949	3,725,789
<b>Densidad poblacional</b>	Habitantes/m <sup>2</sup>	1,819	1,713	1,089
<b>Población menor de 18 años ****</b>	Por ciento	32.0	23.7	24.2
<b>Población entre 18 y 65 años****</b>	Por ciento	58.1	60.9	61.2
<b>Población mayor de 65 años****</b>	Por ciento	9.9	15.4	14.6
<b>II. Características de la Población</b>	<b>Unidad</b>	<b>Censo 2000</b>	<b>Censo 2010</b>	<b>Puerto Rico Censo 2010</b>
<b>Ingreso per cápita****</b>	Dólares	\$ 3,722	\$ 7,908	\$ 10,355
<b>Población debajo del nivel de pobreza (Individuos 18 años o más)****</b>	Por ciento	65.3	51.5	34.7
<b>Población 25 años o más graduada de escuela superior o más****</b>	Por ciento	47.1	77.8	67.6
<b>III. Encuesta de Grupo Trabajador (Departamento del Trabajo y Recursos Humanos)</b>	<b>Unidad</b>	<b>Año natural 2011</b>	<b>Año natural 2012</b>	<b>Cambio Porcentual</b>
<b>Grupo trabajador</b>	En miles	19,800	19,600	-1.0
<b>Empleo total</b>	En miles	16,600	16,600	0.0
<b>Desempleo</b>	En miles	3,200	3,000	-6.3
<b>Tasa de desempleo</b>	Por ciento	16.3	15.3	-6.1
<b>IV. Gobierno Municipal</b>	<b>Unidad</b>	<b>Año fiscal 2009-10</b>	<b>Año fiscal 2010-11</b>	<b>Año fiscal 2011-12</b>
<b>Finanzas:</b>				
<b>Ingreso total, según los presupuestos aprobados:</b>	Dólares	\$ 30,000,000	\$ 27,711,219	\$ 27,876,007
<b>Patentes municipales</b>	Dólares	\$ 9,500,000	\$ 8,300,000	\$ 7,500,000
<b>Contribución sobre la propiedad</b>	Dólares	\$ 9,151,349	\$ 8,925,491	\$ 8,931,286
<b>Otros ingresos</b>	Dólares	\$ 11,348,651	\$ 10,485,728	\$ 11,444,721
<b>Gastos corrientes, según los presupuestos aprobados</b>	Dólares	\$ 11,803,798	\$ 17,395,987	\$ 17,650,935
<b>Nómina</b>	Dólares	\$ 18,196,202	\$ 10,315,232	\$ 10,225,072
<b>Según los estados financieros auditados:</b>				
<b>Exceso (deficiencia) de ingresos sobre gastos del año fiscal</b>	Dólares	\$ 1,227,036	\$ 346,176	-\$ 673,073
<b>Superávit o (déficit) al cierre del año fiscal</b>	Dólares	\$ 11,727,026	\$ 11,984,591	\$ 10,220,728
<b>Importe fondos federales recibidos</b>	Dólares	\$ 2,761,447	\$ 3,482,302	\$ 13,488,179
<b>Ingreso Impuesto sobre Venta y Uso (IVU)</b>	Dólares	\$ 3,670,110	\$ 3,044,717	\$ 3,508,085
<b>Deuda pública municipal, según el B.G.F.**</b>	Dólares	\$ 71,949,468	\$ 74,368,454	\$ 73,370,000
<b>Según certificado por el Municipio:</b>				
<b>Empleo total del Municipio</b>	Personas	1,155	1,110	727
<b>De confianza</b>	Personas	42	43	36
<b>Regulares</b>	Personas	616	611	536
<b>Transitorios</b>	Personas	14	16	69
<b>Irregulares</b>	Personas	483	440	86

\*Véanse en nuestra página de Internet las definiciones de términos de los Indicadores de Municipios.

\*\* B.G.F.= Banco Gubernamental de Fomento para Puerto Rico

N/D= no disponible

N/A= no aplica

\*\*\* Para los datos actualizados de población puede acceder a la página del U.S. Census Bureau <http://www.census.gov/popest/index.html>

\*\*\*\* Datos del 2010 son del American Community Survey - US Census

Revisado: 9 de agosto de 2013

**Attachment M**

**DETAILS OF AGENCY CONSULTATION AND COORDINATION PROCESS**

## **ATTACHMENT M**

### **Agency and Public Coordination and Consultation Process**

#### **1.0 Summary of Coordination and Consultation Process**

This section provides a general description of consultation and coordination process used to comply with the requirements of the National Environmental Policy Act (NEPA) for the present project. As required by the Scope of Work, a stepwise approach was used.

First, a description of the proposed action and alternatives (DOPAA) was prepared. Subsequently, coordination/consultation letters were prepared and sent to Commonwealth and Federal agencies having jurisdiction within the proposed action, together with the DOPAA. The purpose of these letters was to announce to these agencies that CBP is involved in the preparation of the subject EA, and to request any comments or suggestions that would help in the preparation of the EA.

The draft EA was then prepared, incorporating pertinent comments and suggestions received during the consultation process. When the draft EA was completed, copies were distributed to concerned agencies and made available to the public for review and comments. Any pertinent comments were addressed and, if necessary, incorporated into the final EA.

In addition to NEPA, CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA). A Stage I Structural and Cultural Resources Survey was prepared and submitted to the Institute of Puerto Rican Culture (ICPR) and the Puerto Rico State Historic Preservation Office (SHPO), for review and comments.

Details on the NEPA process are presented in sections 2 to 4 of this attachment. Section 5 contains information on the NHPA process.

#### **2.0 Description of the Proposed action and Alternatives (DOPAA)**

The DOPAA forms the framework for conducting an environmental impact analysis in accordance with the National Environmental Policy Act (NEPA) and its implementing regulations. Comprising information that will be included in the Environmental Assessment (EA) for the project, the DOPAA defines the scope of the action as well as viable or reasonable alternatives, and serves as the basis on which to predict potential impacts.

Development of the DOPAA helps in coordination with DHS and outside agencies and provides the foundation for the scope of the environmental analyses required by the NEPA process. Most importantly, for the decision maker, the DOPAA serves as the basis for understanding alternative approaches to meeting project needs.

The DOPAA for this project has been incorporated as Section 2.0 of the main text of the EA.

#### **3.0 Coordination Letters**



As previously noted, coordination/consultation letters were prepared and sent to Commonwealth and Federal agencies having jurisdiction within the proposed action. These were meant to announce that CBP is involved in the preparation of the subject EA, and request any comments or suggestions that would help in the preparation of the EA. Coordination letters were sent to the following entities and individuals:

**a) Commonwealth Agencies**

1- Laura Vélez Vélez, Esq.  
President  
Puerto Rico Environmental Quality Board  
Cruz A. Matos Environmental Building  
PO Box 11488  
San Juan, PR00926-2604

2- Dr. Carmen Guerrero Pérez  
Secretary  
Puerto Rico Department of Natural and Environmental Resources  
Cruz A. Matos Environmental Building  
PO Box 366147  
San Juan, PR 00936-6147

3- Ana Ríos, MD  
Secretary  
Puerto Rico Department of Health  
PO Box 70184  
San Juan, PR 00936-0184

4- Víctor A. Suárez Meléndez, PE  
Executive Director  
Puerto Rico Ports Authority  
PO Box 362829  
San Juan, PR00936-2829

5- Luis García Pelatti, LPP  
President  
Puerto Rico Planning Board  
PO Box 41119  
San Juan, PR00940-1119

6- Alberto Lastra Power, AIA  
Director  
Puerto Rico Permits Management Office (OGPe)  
Westernbank Plaza Building, 18th Floor  
PO Box 41179

San Juan, PR00940-1179

7- Miguel A. Torres Díaz, PE

Secretary

Puerto Rico Department of Transportation and Public Works

Centro Gubernamental Minillas, Torre Sur, Piso 17

Box 41269, Minillas Station

San Juan, PR00940-1269

8-Alberto Bacó Bagué, Esq.

Secretary

Puerto Rico Department of Economic Development and Commerce

Fomento Building

PO Box 362350

San Juan, PR00936-2350

9- Ms. Ingrid Rivera Rocafort

Executive Director

Puerto Rico Tourism Company

La Princesa Building

PO Box 9023960

San Juan, PR00902-3960

10- Alberto M. Lázaro Castro, PE

Executive President

Puerto Rico Aqueduct and Sewer Authority

Barbosa Avenue 604

PO Box 7066

San Juan, PR 00916-7066

11- Juan F. Alicea Flores, PE

Executive Director

Puerto Rico Electric Power Authority

1110 Ave. Ponce de León, NEOS Building, 8th Floor

Box 364267

San Juan, PR00936-4267

12- Mr. Angel A. Crespo Ortiz

Chief

Puerto Rico Fire Department

Edificio Lee, Calle Loiza 2432

Apartado 13325

San Juan, Puerto Rico 00908-3325

**Total Commonwealth Agencies- 12**

**b) Municipality:**

The Hon. Carlos Méndez Martínez  
Mayor  
City of Aguadilla  
City Hall  
P.O. Box 1008  
Aguadilla, PR 00605-1008

**Total Municipal Entities: 1**

**c) Federal Agencies**

1-José Font, P.E.  
Director  
Caribbean Environmental Protection Division  
United States Environmental Protection Agency  
City View Plaza II - Suite 7000  
#48 Rd. 165 km 1.2  
Guaynabo, PR 00968-8069

2- Mr Edwin Muñiz  
Supervisor  
Caribbean Ecological Field Office  
U.S. Fish & Wildlife Service  
PO Box 491  
Boquerón, Puerto Rico 00622-0491

3- Mr. Sam Mestre  
Federal Aviation Administration  
Manager, ATM, SJU, ATCT  
LMM International Airport  
14th Floor  
Carolina, PR 00979

**Total Federal Agencies: 3**

Copies of the coordination letters sent to these entities are presented in **Attachment M-1**, that also includes the responses received by CBP. It is important to note that the coordination letters are essentially informative in nature, and that consulted entities are not required to provide a response. In a typical consultation process, only entities that have a specific concern or interest on the projects respond to the coordination letters.

In the present project, comments were received from the following entities:

- Puerto Rico Planning Board
- Puerto Rico Ports Authority
- Puerto Rico Department of Natural and Environmental Resources
- Municipality of Aguadilla

Copies of these comments are also included in **Attachment M-1**. The only response that was judged to require a reaction by CBP was the one from the Puerto Rico Planning Board. A copy of the CBP response is also included in the attachment. The agency did not provide any response to the CBP letter.

#### **4.0 Draft EA, FONSI and Notice of Availability**

After the consultation process, a draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) were prepared. Pertinent comments and suggestions received during the coordination process were incorporated in the draft EA and FONSI. A Notice of Availability (NOA),

was prepared and published, in English and Spanish, in a local and a regional newspaper, inform concerned members of the public about the proposed project and the availability of the draft EA and FONSI. Copies of the NOA are presented in **Attachment M-2**

The draft EA and FONSI were transmitted to concerned agencies and also made available to the public at two libraries in the vicinity of the project, as well as via the CBP website.

Agencies and entities which received the draft EA and FONSI were the following:

- Puerto Rico Environmental Quality Board
- Puerto Rico Department of Natural and Environmental Resources
- Puerto Rico Department of Health
- Puerto Rico Ports Authority
- Puerto Rico Planning Board
- Puerto Rico Permits Management Office (OGPe)
- Puerto Rico Department of Transportation and Public Works
- Puerto Rico Department of Economic Development and Commerce
- Puerto Rico Tourism Company
- Puerto Rico Aqueduct and Sewer Authority
- Puerto Rico Electric Power Authority
- Municipality of Aguadilla
- University of Puerto Rico, Aguadilla Campus
- Caribbean Environmental Protection Division, U.S. Environmental Protection Agency
- Caribbean Ecological Field Office, U.S. Fish & Wildlife Service
- Federal Aviation Administration, SJU ACT

The EA and related documentation were also deposited at the following two libraries:

- Nerys L. Crespo Municipal Library, Poblado San Antonio, Aguadilla
- Enrique Laguerre Library, University of Puerto Rico at Aguadilla

Both libraries are located at a relatively short distance from the CBP facilities in Aguadilla.

Copies of the draft EA and FONSI were hand delivered to all agencies, except the Federal Aviation Administration and the U.S. Fish and Wildlife Service, which received the documents via certified mail. Sealed copies and evidence of mailing are presented in **Attachment M-2**.

Comments were received from the following agencies.

- Puerto Rico Department of Natural and Environmental Resources (PRDNER)
- Puerto Rico Tourism Company
- Puerto Rico Environmental Quality Board
- Puerto Rico Electric Power Authority

Other agencies did not comment. No comments were received from members of the public. Copies of the comment letters, and CBP responses are presented in **Attachment M-3**.

### **5.0 NHPA Consultation and Concurrence Process**

To comply with the requirements of Section 106 of the National Historic Preservation Act (NHPA), a Stage I Structural and Cultural Resources Survey report was prepared. This was a project specific survey that supplements CBP's previous 2013 report titled “*Identification and Evaluation of Air and Marine Facility Caribbean in Aguadilla, Puerto Rico*”

Based on the investigations conducted specifically for this project, CBP intends to make a finding of "No Historic Properties Affected" pursuant to 36 CFR 800.4(d) (1) based on the following:

- 1- There is no cultural, prehistoric or historic resource registered in the project site, that can be affected by this development area in government files.
- 2- None of the archaeological studies that has been carried out in the vicinity has detected any significant cultural material that could be impacted by the proposed project.
- 3- The subject location has been altered during the construction of Borinquen Airfield. Had there been any cultural resource in the project area, it would have been destroyed.
- 4- Existing structures at the project site and its vicinity do not have any characteristics that might qualify as significant with respect to any Federal or State cultural resources criteria.

No archeological resources have been located at the site and the area has low probability for containing intact deposits. CBP has therefore determined that no National Register of Historic Places eligible archeological sites are contained within the area to be occupied by the proposed project.

The Stage 1 survey, together with pertinent project drawings and consultation letters, were submitted by CBP to the Terrestrial Archaeology Program of the Institute of Puerto Rican Culture (ICPR) and to the Puerto Rico State Historic Preservation Office (SHPO). The ICPR signed the letter, expressing its concurrence with CBP's determination. SHPO requested additional information, apparently because some of the materials submitted were misplaced and the actual



location of the proposed project was not clear. For this reason, additional information was submitted to SHPO, so that evaluation of the project can be completed. A package with additional information was prepared and submitted to SHPO. In addition, a coordination meeting was held. As expected, after reviewing the information, SHPO concurred with CBP's finding that no resources covered by NHPA will be affected by the proposed project. Copies of the pertinent documents are presented in **Attachment M-4**.

## **ATTACHMENTS**

- M-1        NEPA COORDINATION LETTERS AND RESPONSES**
- M-2        NOTICE OF AVAILABILITY AND CONSULTATION LETTERS**
- M-3        COMMENTS FROM AGENCIES AND CBP RESPONSES**
- M-4        NHPA CONSULTATION PROCESS**

## **ATTACHMENT M-1**

### **NEPA COORDINATION LETTERS AND RESPONSES**

- **COORDINATION LETTERS FROM CBP TO AGENCIES**
- **RESPONSE LETTERS FROM AGENCIES**
- **CBP RESPONSE TO PUERTO RICO PLANNING BOARD**



**U.S. Customs and  
Border Protection**

NOV 08 2013

Mr. Alberto Bacó Bagué, Esq.  
Secretary  
Puerto Rico Department of Economic Development and Commerce  
Fomento Building  
PO Box 362350  
San Juan, PR 00936-2350

Reference: New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico

Dear Mr. Bacó:

U.S. Customs and Border Protection (CBP) is preparing an environmental assessment (EA) to address the proposed new hangar and administrative support facility at Rafael Hernandez (aka "Borinquen") International Airport in Aguadilla, Puerto Rico. The new facilities would serve the operations of the CBP Office of Air and Marine (OAM), a Federal law enforcement agency of the Department of Homeland Security (DHS). The proposed project is being managed by the U.S. General Services Administration (GSA).

The EA will analyze the potential effects of the proposed action on the environment. The proposed action consists of the construction of a new maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with 15 parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters) in an area adjacent to the existing runway. Maps showing the location of the proposed action, a conceptual plan of the proposed building and other facilities, and a summary of the pertinent information for the project have been enclosed.

As part of the EA preparation process, CBP would like to obtain as much information as possible concerning the potential impacts of the proposed project. We request that you review the enclosed materials and provide us with comments and suggestions on minimizing the potential environmental impacts and areas of concern. This input will assist the team that is preparing the EA.

If there are any areas that you feel require special consideration, we will be glad to cooperate with you to avoid possible adverse effects or conflicts with any other proposed projects.

Mr. Alberto Bacó Bagué  
Page 2

CBP kindly requests a response within 30 days and invites you to direct any questions about the proposed undertaking to Dennis Lew at [dennis.lew@cbp.dhs.gov](mailto:dennis.lew@cbp.dhs.gov), or by telephone at (202) 344-1715.

The CBP Mailing address is:

1331 Pennsylvania Avenue NW  
Mail Stop 1226  
Washington, DC 20229

We look forward to hearing from you

Sincerely,

A handwritten signature in black ink, appearing to read "J. DeHart Hass", written in a cursive style.

Jennifer DeHart Hass  
Director  
Environmental and Energy Division

Enclosures

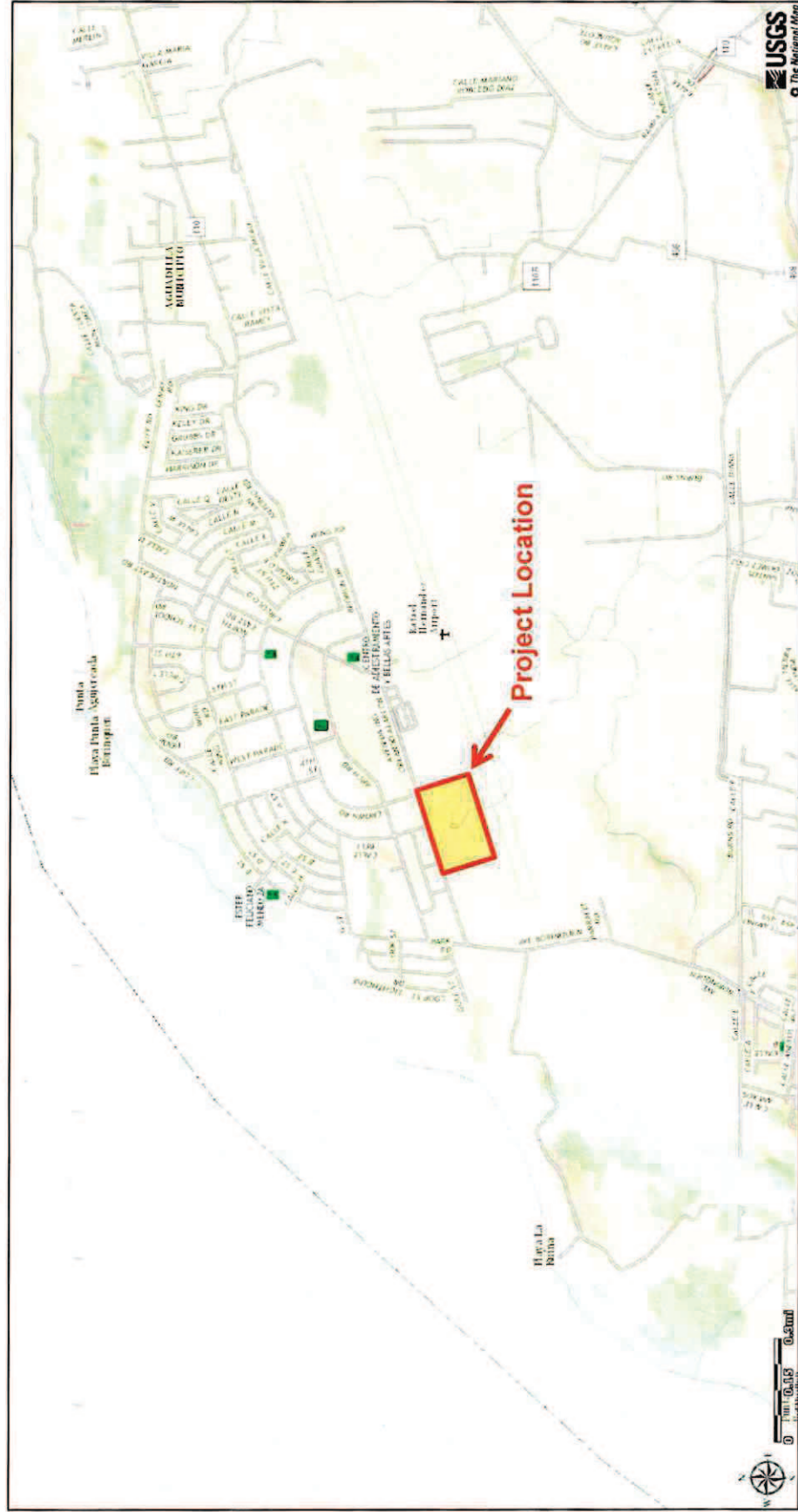




U.S. Customs and  
Border Protection

Caribbean Air and Marine Branch, Aguadilla, Puerto Rico  
Proposed New Hangar and Administration Building

Study Area Map - Rafael Hernández International Airport, Aguadilla, Puerto Rico

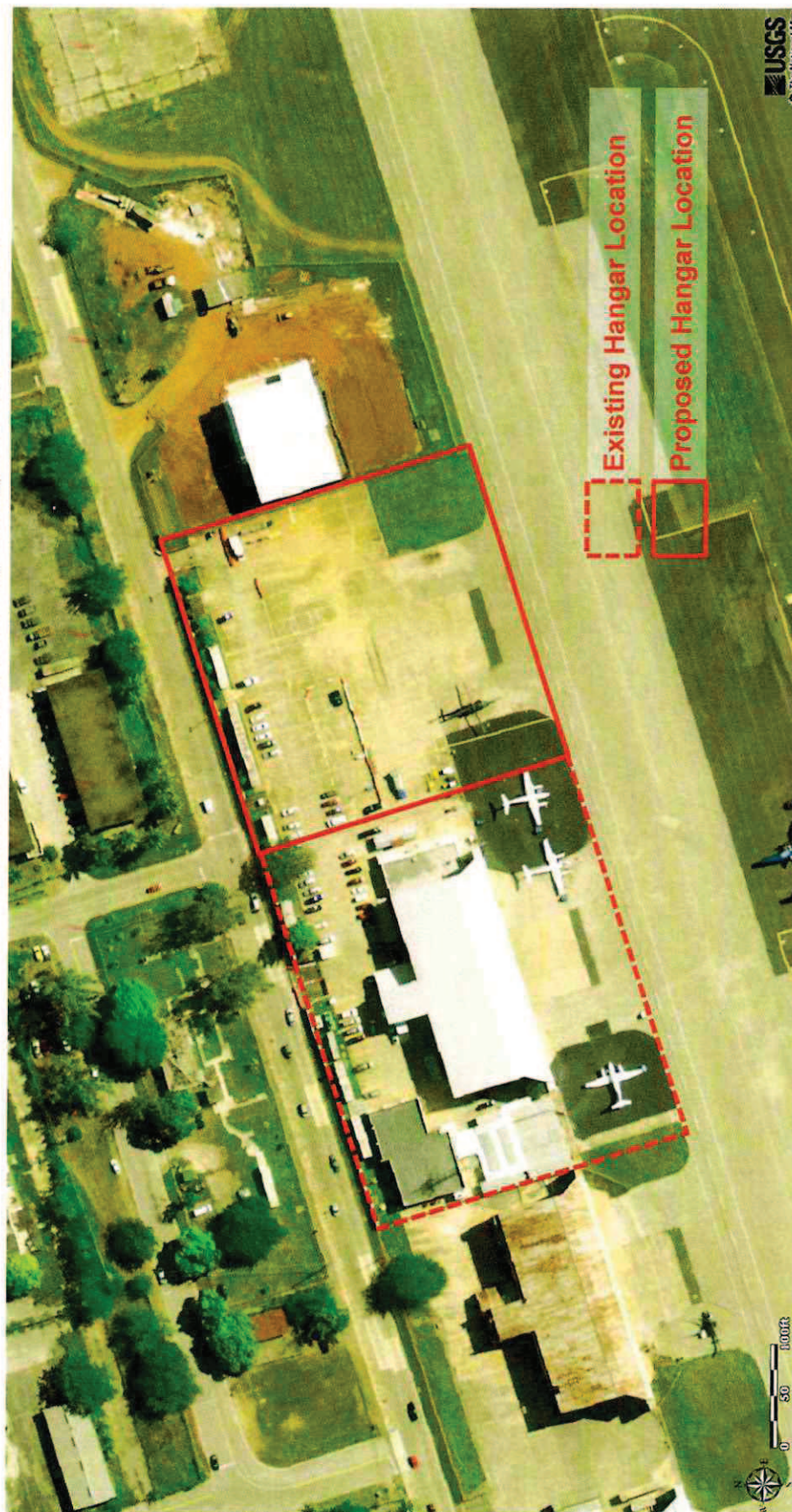




U.S. Customs and  
Border Protection

Caribbean Air and Marine Branch, Aguadilla, Puerto Rico  
Proposed New Hangar and Administration Building

Project Location Map - Rafael Hernández International Airport, Aguadilla, Puerto Rico







**U.S. Customs and  
Border Protection**

NOV 08 2013

Alberto M. Lázaro Castro, PE  
Executive President  
Puerto Rico Aqueduct and Sewer Authority  
Barbosa Avenue 604  
PO Box 7066  
San Juan, PR 00916-7066

Reference: New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico

Dear Engineer Lázaro:

U.S. Customs and Border Protection (CBP) is preparing an environmental assessment (EA) to address the proposed new hangar and administrative support facility at Rafael Hernandez (aka "Borinquen") International Airport in Aguadilla, Puerto Rico. The new facilities would serve the operations of the CBP Office of Air and Marine (OAM), a Federal law enforcement agency of the Department of Homeland Security (DHS). The proposed project is being managed by the U.S. General Services Administration (GSA).

The EA will analyze the potential effects of the proposed action on the environment. The proposed action consists of the construction of a new a maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with 15 parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters) in an area adjacent to the existing runway. Maps showing the location of the proposed action, a conceptual plan of the proposed building and other facilities, and a summary of the pertinent information for the project have been enclosed.

As part of the EA preparation process, CBP would like to obtain as much information as possible concerning the potential impacts of the proposed project. We request that you review the enclosed materials and provide us with comments and suggestions on minimizing the potential environmental impacts and areas of concern. This input will assist the team that is preparing the EA. In the specific case of your agency, we also appreciate any advice or information you can provide in advance on the water and sewer service connections for the new facilities, since this will simplify subsequent stages of the project.

Alberto M. Lázaro Castro, PE  
Page 2

If there are any areas that you feel require special consideration, we will be glad to cooperate with you to avoid possible adverse effects or conflicts with any other proposed projects.

CBP kindly requests a response within 30 days and invites you to direct any questions about the proposed undertaking to Dennis Lew at [dennis.lew@cbp.dhs.gov](mailto:dennis.lew@cbp.dhs.gov), or by telephone at (202) 344-1715.

The CBP Mailing address is:

1331 Pennsylvania Avenue NW  
Mail Stop 1226  
Washington, DC 20229

We look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer DeHart Hass". The signature is fluid and cursive, with the first name "Jennifer" written in a larger, more prominent script than the last name "DeHart Hass".

Jennifer DeHart Hass  
Director  
Environmental and Energy Division

Enclosures





**U.S. Customs and  
Border Protection**

Dr. Ana Ríos  
Secretary  
Puerto Rico Department of Health  
PO Box 70184  
San Juan, PR 00936-0184

NOV 08 2013

Reference: New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico

Dear Dr. Ríos:

U.S. Customs and Border Protection (CBP) is preparing an environmental assessment (EA) to address the proposed new hangar and administrative support facility at Rafael Hernandez (aka "Borinquen") International Airport in Aguadilla, Puerto Rico. The new facilities would serve the operations of the CBP Office of Air and Marine (OAM), a Federal law enforcement agency of the Department of Homeland Security (DHS). The proposed project is being managed by the U.S. General Services Administration (GSA).

The EA will analyze the potential effects of the proposed action on the environment. The proposed action consists of the construction of a new a maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with 15 parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters) in an area adjacent to the existing runway. Maps showing the location of the proposed action, a conceptual plan of the proposed building and other facilities, and a summary of the pertinent information for the project have been enclosed.

As part of the EA preparation process, CBP would like to obtain as much information as possible concerning the potential impacts of the proposed project. We request that you review the enclosed materials and provide us with comments and suggestions on minimizing the potential environmental impacts and areas of concern. This input will assist the team that is preparing the EA.

If there are any areas that you feel require special consideration, we will be glad to cooperate with you to avoid possible adverse effects or conflicts with any other proposed projects.



Dr. Ana Ríus  
Page 2

CBP kindly requests a response within 30 days and invites you to direct any questions about the proposed undertaking to Dennis Lew at [dennis.lew@cbp.dhs.gov](mailto:dennis.lew@cbp.dhs.gov), or by telephone at (202) 344-1715.

The CBP Mailing address is:

1331 Pennsylvania Avenue NW  
Mail Stop 1226  
Washington, DC 20229

We look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "JdeHass", is written over a faint, circular official seal of the U.S. Customs and Border Protection.

Jennifer DeHart Hass  
Director  
Environmental and Energy Division

Enclosures



**U.S. Customs and  
Border Protection**

Mr. Angel A. Crespo Ortiz  
Chief  
Puerto Rico Fire Department  
Edificio Lee, Calle Loiza 2432  
Apartado 13325  
San Juan, PR 00908-3325

**NOV 08 2013**

Reference: New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico

Dear Mr. Crespo:

U.S. Customs and Border Protection (CBP) is preparing an environmental assessment (EA) to address the proposed new hangar and administrative support facility at Rafael Hernandez (aka "Borinquen") International Airport in Aguadilla, Puerto Rico. The new facilities would serve the operations of the CBP Office of Air and Marine (OAM), a Federal law enforcement agency of the Department of Homeland Security (DHS). The proposed project is being managed by the U.S. General Services Administration (GSA).

The EA will analyze the potential effects of the proposed action on the environment. The proposed action consists of the construction of a new a maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with 15 parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters) in an area adjacent to the existing runway. Maps showing the location of the proposed action, a conceptual plan of the proposed building and other facilities, and a summary of the pertinent information for the project have been enclosed.

As part of the EA preparation process, CBP would like to obtain as much information as possible concerning the potential impacts of the proposed project. We request that you review the enclosed materials and provide us with comments and suggestions on minimizing the potential environmental impacts and areas of concern. This input will assist the team that is preparing the EA.

If there are any areas that you feel require special consideration, we will be glad to cooperate with you to avoid possible adverse effects or conflicts with any other proposed projects.

Mr. Angel A. Crespo Ortiz

Page 2

CBP kindly requests a response within 30 days and invites you to direct any questions about the proposed undertaking to Dennis Lew at [dennis.lew@cbp.dhs.gov](mailto:dennis.lew@cbp.dhs.gov), or by telephone at (202) 344-1715.

The CBP Mailing address is:

1331 Pennsylvania Avenue NW  
Mail Stop 1226  
Washington, DC 20229

We look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "J. DeHart Hass", written in a cursive style.

Jennifer DeHart Hass  
Director  
Environmental and Energy Division

Enclosures







**U.S. Customs and  
Border Protection**

The Honorable Carlos Méndez Martínez  
Mayor  
City of Aguadilla  
City Hall  
PO Box 1008  
Aguadilla, PR 00605-1008

NOV 08 2013

Reference: New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico

Dear Mayor Méndez:

U.S. Customs and Border Protection (CBP) is preparing an environmental assessment (EA) to address the proposed new hangar and administrative support facility at Rafael Hernandez (aka "Borinquen") International Airport in Aguadilla, Puerto Rico. The new facilities would serve the operations of the CBP Office of Air and Marine (OAM), a Federal law enforcement agency of the Department of Homeland Security (DHS). The proposed project is being managed by the U.S. General Services Administration (GSA).

The EA will analyze the potential effects of the proposed action on the environment. The proposed action consists of the construction of a new a maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with 15 parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters) in an area adjacent to the existing runway. Maps showing the location of the proposed action, a conceptual plan of the proposed building and other facilities, and a summary of the pertinent information for the project have been enclosed.

As part of the EA preparation process, CBP would like to obtain as much information as possible concerning the potential impacts of the proposed project. We request that you review the enclosed materials and provide us with comments and suggestions on minimizing the potential environmental impacts and areas of concern. This input will assist the team that is preparing the EA.

If there are any areas that you feel require special consideration, we will be glad to cooperate with you to avoid possible adverse effects or conflicts with any other proposed projects.

The Honorable Carlos Méndez Martínez

Page 2

CBP kindly requests a response within 30 days and invites you to direct any questions about the proposed undertaking to Dennis Lew at [dennis.lew@cbp.dhs.gov](mailto:dennis.lew@cbp.dhs.gov), or by telephone at (202) 344-1715.

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1331 Pennsylvania Avenue NW  
Mail Stop 1226  
Washington, DC 20229

We look forward to hearing from you.

Sincerely,

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Jennifer DeHart Hass  
Director  
Environmental and Energy Division

Enclosures





**U.S. Customs and  
Border Protection**

Dr. Carmen Guerrero Pérez  
Secretary  
Puerto Rico Department of Natural and Environmental Resources  
Cruz A. Matos Environmental Building  
PO Box 366147, Puerta de Tierra Station  
San Juan, PR 00906-6600

NOV 08 2013

Reference: New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico

Dear Dr. Guerrero:

U.S. Customs and Border Protection (CBP) is preparing an environmental assessment (EA) to address the proposed new hangar and administrative support facility at Rafael Hernandez (aka "Borinquen") International Airport in Aguadilla, Puerto Rico. The new facilities would serve the operations of the CBP Office of Air and Marine (OAM), a Federal law enforcement agency of the Department of Homeland Security (DHS). The proposed project is being managed by the U.S. General Services Administration (GSA).

The EA will analyze the potential effects of the proposed action on the environment. The proposed action consists of the construction of a new a maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with 15 parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters) in an area adjacent to the existing runway. Maps showing the location of the proposed action, a conceptual plan of the proposed building and other facilities, and a summary of the pertinent information for the project have been enclosed.

As part of the EA preparation process, CBP would like to obtain as much information as possible concerning the potential impacts of the proposed project. We request that you review the enclosed materials and provide us with comments and suggestions on minimizing the potential environmental impacts and areas of concern. This input will assist the team that is preparing the EA.

If there are any areas that you feel require special consideration, we will be glad to cooperate with you to avoid possible adverse effects or conflicts with any other proposed projects.

Dr. Carmen Guerrero Pérez

Page 2

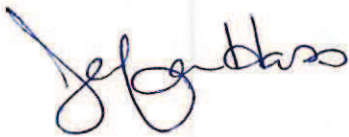
CBP kindly requests a response within 30 days and invites you to direct any questions about the proposed undertaking to Dennis Lew at [dennis.lew@cbp.dhs.gov](mailto:dennis.lew@cbp.dhs.gov), or by telephone at (202) 344-1715.

The CBP Mailing address is:

1331 Pennsylvania Avenue NW  
Mail Stop 1226  
Washington, DC 20229

We look forward to hearing from you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jennifer DeHart Hass".

Jennifer DeHart Hass  
Director  
Environmental and Energy Division

Enclosures





**U.S. Customs and  
Border Protection**

Mr. Juan F. Alicea Flores, PE  
Executive Director  
Puerto Rico Electric Power Authority  
1110 Avenue Ponce de León  
NEOS Building, 8th Floor  
Box 364267  
San Juan, PR 00936-4267

**NOV 08 2013**

Reference: New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico

Dear Mr. Alicea:

U.S. Customs and Border Protection (CBP) is preparing an environmental assessment (EA) to address the proposed new hangar and administrative support facility at Rafael Hernandez (aka "Borinquen") International Airport in Aguadilla, Puerto Rico. The new facilities would serve the operations of the CBP Office of Air and Marine (OAM), a Federal law enforcement agency of the Department of Homeland Security (DHS). The proposed project is being managed by the U.S. General Services Administration (GSA).

The EA will analyze the potential effects of the proposed action on the environment. The proposed action consists of the construction of a new a maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with 15 parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters) in an area adjacent to the existing runway. Maps showing the location of the proposed action, a conceptual plan of the proposed building and other facilities, and a summary of the pertinent information for the project have been enclosed.

As part of the EA preparation process, CBP would like to obtain as much information as possible concerning the potential impacts of the proposed project. We request that you review the enclosed materials and provide us with comments and suggestions on minimizing the potential environmental impacts and areas of concern. This input will assist the team that is preparing the EA. In the specific case of your agency, we appreciate any advice or information you can provide in advance on the electric service connections for the new facilities, since this will simplify subsequent stages of the project.

Mr. Juan F. Alicea Flores

Page 2

If there are any areas that you feel require special consideration, we will be glad to cooperate with you to avoid possible adverse effects or conflicts with any other proposed projects.

CBP kindly requests a response within 30 days and invites you to direct any questions about the proposed undertaking to Dennis Lew at [dennis.lew@cbp.dhs.gov](mailto:dennis.lew@cbp.dhs.gov), or by telephone at (202) 344-1715.

The CBP Mailing address is:

1331 Pennsylvania Avenue NW  
Mail Stop 1226  
Washington, DC 20229

We look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer DeHart Hass". The signature is fluid and cursive, with the first name "Jennifer" written in a larger, more prominent script than the last name "DeHart Hass".

Jennifer DeHart Hass  
Director  
Environmental and Energy Division

Enclosures





**U.S. Customs and  
Border Protection**

NOV 08 2013

Ms. Laura Vélez Vélez, Esq.  
President  
Puerto Rico Environmental Quality Board  
Cruz A. Matos Environmental Building  
PO Box 11488  
San Juan, PR 00926-2604

Reference: New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico

Dear Ms. Vélez:

U.S. Customs and Border Protection (CBP) is preparing an environmental assessment (EA) to address the proposed new hangar and administrative support facility at Rafael Hernandez (aka "Borinquen") International Airport in Aguadilla, Puerto Rico. The new facilities would serve the operations of the CBP Office of Air and Marine (OAM), a Federal law enforcement agency of the Department of Homeland Security (DHS). The proposed project is being managed by the U.S. General Services Administration (GSA).

The EA will analyze the potential effects of the proposed action on the environment. The proposed action consists of the construction of a new a maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with 15 parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters) in an area adjacent to the existing runway. Maps showing the location of the proposed action, a conceptual plan of the proposed building and other facilities, and a summary of the pertinent information for the project have been enclosed.

As part of the EA preparation process, CBP would like to obtain as much information as possible concerning the potential impacts of the proposed project. We request that you review the enclosed materials and provide us with comments and suggestions on minimizing the potential environmental impacts and areas of concern. This input will assist the team that is preparing the EA.

If there are any areas that you feel require special consideration, we will be glad to cooperate with you to avoid possible adverse effects or conflicts with any other proposed projects.



Ms. Laura Vélez Vélez  
Page 2

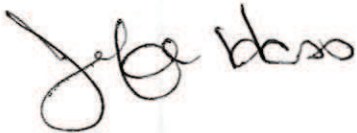
CBP kindly requests a response within 30 days and invites you to direct any questions about the proposed undertaking to Dennis Lew at [dennis.lew@cbp.dhs.gov](mailto:dennis.lew@cbp.dhs.gov), or by telephone at (202) 344-1715.

The CBP Mailing address is:

1331 Pennsylvania Avenue NW  
Mail Stop 1226  
Washington, DC 20229

We look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "J DeHart Hass", with a stylized flourish at the end.

Jennifer DeHart Hass  
Director  
Environmental and Energy Division

Enclosures



**U.S. Customs and  
Border Protection**

Mr. Luis García Pelatti, LPP  
President  
Puerto Rico Planning Board  
PO Box 41119  
San Juan, PR 00940-1119

NOV 08 2013

Reference: New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico

Dear Mr. García:

U.S. Customs and Border Protection (CBP) is preparing an environmental assessment (EA) to address the proposed new hangar and administrative support facility at Rafael Hernandez (aka "Borinquen") International Airport in Aguadilla, Puerto Rico. The new facilities would serve the operations of the CBP Office of Air and Marine (OAM), a Federal law enforcement agency of the Department of Homeland Security (DHS). The proposed project is being managed by the U.S. General Services Administration (GSA).

The EA will analyze the potential effects of the proposed action on the environment. The proposed action consists of the construction of a new a maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with 15 parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters) in an area adjacent to the existing runway. Maps showing the location of the proposed action, a conceptual plan of the proposed building and other facilities, and a summary of the pertinent information for the project have been enclosed.

As part of the EA preparation process, CBP would like to obtain as much information as possible concerning the potential impacts of the proposed project. We request that you review the enclosed materials and provide us with comments and suggestions on minimizing the potential environmental impacts and areas of concern. This input will assist the team that is preparing the EA.

If there are any areas that you feel require special consideration, we will be glad to cooperate with you to avoid possible adverse effects or conflicts with any other proposed projects.

Mr. Luis García Pelatti

Page 2

CBP kindly requests a response within 30 days and invites you to direct any questions about the proposed undertaking to Dennis Lew at [dennis.lew@cbp.dhs.gov](mailto:dennis.lew@cbp.dhs.gov), or by telephone at (202) 344-1715.

The CBP Mailing address is:

1331 Pennsylvania Avenue NW  
Mail Stop 1226  
Washington, DC 20229

We look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "Jen DeHart Hass", written in a cursive style.

Jennifer DeHart Hass  
Director  
Environmental and Energy Division

Enclosures





**U.S. Customs and  
Border Protection**

Mr. Miguel A. Torres Díaz, PE  
Secretary

Puerto Rico Department of Transportation and Public Works  
Centro Gubernamental Minillas, Torre Sur, Piso 17  
Box 41269, Minillas Station  
San Juan, PR 00940-1269

**NOV 08 2013**

Reference: New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico

Dear Mr. Torres:

U.S. Customs and Border Protection (CBP) is preparing an environmental assessment (EA) to address the proposed new hangar and administrative support facility at Rafael Hernandez (aka "Borinquen") International Airport in Aguadilla, Puerto Rico. The new facilities would serve the operations of the CBP Office of Air and Marine (OAM), a Federal law enforcement agency of the Department of Homeland Security (DHS). The proposed project is being managed by the U.S. General Services Administration (GSA).

The EA will analyze the potential effects of the proposed action on the environment. The proposed action consists of the construction of a new maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with 15 parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters) in an area adjacent to the existing runway. Maps showing the location of the proposed action, a conceptual plan of the proposed building and other facilities, and a summary of the pertinent information for the project have been enclosed.

As part of the EA preparation process, CBP would like to obtain as much information as possible concerning the potential impacts of the proposed project. We request that you review the enclosed materials and provide us with comments and suggestions on minimizing the potential environmental impacts and areas of concern. This input will assist the team that is preparing the EA.

If there are any areas that you feel require special consideration, we will be glad to cooperate with you to avoid possible adverse effects or conflicts with any other proposed projects.

Mr. Miguel A. Torres Díaz

Page 2

CBP kindly requests a response within 30 days and invites you to direct any questions about the proposed undertaking to Dennis Lew at [dennis.lew@cbp.dhs.gov](mailto:dennis.lew@cbp.dhs.gov), or by telephone at (202) 344-1715.

The CBP Mailing address is:

1331 Pennsylvania Avenue NW  
Mail Stop 1226  
Washington, DC 20229

We look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "J DeHart Hass", is written over the typed name.

Jennifer DeHart Hass  
Director  
Environmental and Energy Division

Enclosures





**U.S. Customs and  
Border Protection**

Mr. Víctor A. Suárez Meléndez, PE  
Executive Director  
Puerto Rico Ports Authority  
PO Box 362829  
San Juan, PR 00936-2829

NOV 08 2013

Reference: New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico

Dear Mr. Suárez:

U.S. Customs and Border Protection (CBP) is preparing an environmental assessment (EA) to address the proposed new hangar and administrative support facility at Rafael Hernandez (aka "Borinquen") International Airport in Aguadilla, Puerto Rico. The new facilities would serve the operations of the CBP Office of Air and Marine (OAM), a Federal law enforcement agency of the Department of Homeland Security (DHS). The proposed project is being managed by the U.S. General Services Administration (GSA).

The EA will analyze the potential effects of the proposed action on the environment. The proposed action consists of the construction of a new a maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with 15 parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters) in an area adjacent to the existing runway. Maps showing the location of the proposed action, a conceptual plan of the proposed building and other facilities, and a summary of the pertinent information for the project have been enclosed.

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If there are any areas that you feel require special consideration, we will be glad to cooperate with you to avoid possible adverse effects or conflicts with any other proposed projects.

Mr. Víctor A. Suárez Meléndez

Page 2


CBP kindly requests a response within 30 days and invites you to direct any questions about the proposed undertaking to Dennis Lew at [dennis.lew@cbp.dhs.gov](mailto:dennis.lew@cbp.dhs.gov), or by telephone at (202) 344-1715.

The CBP Mailing address is:

1331 Pennsylvania Avenue NW  
Mail Stop 1226  
Washington, DC 20229

We look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "JDeHart Hass", is written over the signature line.

Jennifer DeHart Hass  
Director  
Environmental and Energy Division

Enclosures

**(CBP LETTERHEAD)**

José Font, P.E.  
Director  
Caribbean Environmental Protection Division  
United States Environmental Protection Agency  
City View Plaza II – Suite 7000  
#48 Rd. 165 km 1.2  
Guaynabo, PR 00968-8069

Dear Mr. Font:

The Department of Homeland Security Office of Customs and Border Protection (CBP) is preparing an environmental assessment (EA) covering the proposed new hangar and administrative support facility for Rafael Hernandez (aka "Borinquen") International Airport at Aguadilla, Puerto Rico. The new facilities would serve the operations of the Office of Air and Marine (OAM) of the United States Customs and Border Protection (CBP), a federal law enforcement agency of the United States Department of Homeland Security (DHS). The proposed project is being managed by the U.S. General Services Administration (GSA).

The EA will analyze the potential effects of the proposed action on the environment. The proposed action comprises the construction of a new a Maintenance Hangar with approximate floor area of 20,000 square feet (1,858 square meters), an Administrative Hangar Support Building with approximate floor area of 10,000 square feet (929 square meters), an open hangar area with fifteen (15) parking spaces, extension of existing infrastructure, and associated site and access modifications. The Maintenance Hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters), in an area adjacent to the existing runway. Enclosed is a map showing the location of the proposed action, a conceptual plan of the proposed building and other facilities, and a pertinent information summary for the project.

As part of the EA preparation process, CBP would like to obtain as much information as possible on the potential effects, either favorable or adverse, of the proposed project. We request that you review the enclosed materials and provide us with comments and suggestions on potential environmental impacts and areas of concern. This input will assist the team that is preparing the EA.

If there are any areas that you feel require special consideration, we will be glad to cooperate with you in any way to avoid possible adverse effects or conflicts with any other proposed project.

We would appreciate receiving your comments, suggestions and any other pertinent information within 30 days of the date of this letter. If you have any questions, please contact me at (XXX) XXX-XXXX, email [xxxx@xxx.xx](mailto:xxxx@xxx.xx).

Thanks in advance for your cooperation.

Sincerely,

CBP representative



**(CBP LETTERHEAD)**

Mr Edwin Muñiz  
Supervisor  
Caribbean Ecological Field Office  
U.S. Fish & Wildlife Service  
PO Box 491  
Boquerón, Puerto Rico 00622-0491

Dear Mr. Muñiz:

The Department of Homeland Security Office of Customs and Border Protection (CBP) is preparing an environmental assessment (EA) covering the proposed new hangar and administrative support facility for Rafael Hernandez (aka "Borinquen") International Airport at Aguadilla, Puerto Rico. The new facilities would serve the operations of the Office of Air and Marine (OAM) of the United States Customs and Border Protection (CBP), a federal law enforcement agency of the United States Department of Homeland Security (DHS). The proposed project is being managed by the U.S. General Services Administration (GSA).

The EA will analyze the potential effects of the proposed action on the environment. The proposed action comprises the construction of a new a Maintenance Hangar with approximate floor area of 20,000 square feet (1,858 square meters), an Administrative Hangar Support Building with approximate floor area of 10,000 square feet (929 square meters), an open hangar area with fifteen (15) parking spaces, extension of existing infrastructure, and associated site and access modifications. The Maintenance Hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters), in an area adjacent to the existing runway. Enclosed is a map showing the location of the proposed action, a conceptual plan of the proposed building and other facilities, and a pertinent information summary for the project.

As part of the EA preparation process, CBP would like to obtain as much information as possible on the potential effects, either favorable or adverse, of the proposed project. We request that you review the enclosed materials and provide us with comments and suggestions on potential environmental impacts and areas of concern. This input will assist the team that is preparing the EA.

If there are any areas that you feel require special consideration, we will be glad to cooperate with you in any way to avoid possible adverse effects or conflicts with any other proposed project.

We would appreciate receiving your comments, suggestions and any other pertinent information

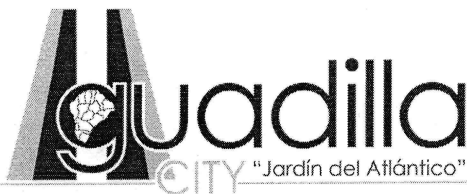
within 30 days of the date of this letter. If you have any questions, please contact me at (XXX) XXX-XXXX, email [xxxx@xxx.xx](mailto:xxxx@xxx.xx).

Thanks in advance for your cooperation.

Sincerely,

CBP representative

## **RESPONSE LETTERS FROM AGENCIES**



November 22 2013

Jennifer DeHart Hass  
Director  
Environmental and Energy Division  
U.S. Customs and Border Protection

**Reference: New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico.**

Dear Taxpayer:

According to your letter of November 8, 2013, which communicates to the Municipality of Aguadilla on a construction site to be held at the International Airport in Aguadilla, Puerto Rico, we request the Notice of Award of the Works and / or Contract with U.S. Customs and Border Protection be sent to us, which includes the total project cost. Once we have the necessary documents, we will proceed with the calculation of municipal taxes.

If you have any questions, please call at: (787) 891-1005 ext. 3034.

Sincerely,

Melissa Acevedo Rodríguez  
Supervisor  
Oficina de Rentas Públicas





COMMONWEALTH OF  
PUERTO RICO  
Department of Natural and  
Environmental Resources

DEC 10 2013

MS JENNIFER DEHART HASS  
U S CUSTOMS AND BORDER PROTECTION  
ENVIRONMENTAL AND ENERGY DIVISION  
1331 PENNSYLVANIA AVENUE NW MAIL STOP 1226  
WASHINGTON DC 20229

Dear Ms. Hass:

**New Hangar Facility, U.S. Customs  
and Border Protection, Caribbean  
Air and Marine Branch  
Rafael Hernández International Airport  
Aguadilla**

This is in reply to your letter of November 8, 2013, received by the Department of Natural and Environmental Resources (DNER) on November 18, 2013, on the above referenced matter. According to your letter, U.S. Customs and Border Protection (CBP) is in the process of preparing an Environmental Assessment (EA) to address the proposed construction of a new hangar and administrative support facility at the Rafael Hernández International Airport, located in the Maleza Baja ward of Aguadilla.

As described in your letter of November 8, 2013, the proposed action consists of the construction of a maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative support building with an approximate area of 10,000 square feet (929 square meters), and an open area with 15 parking spaces. Also, the existing infrastructure will be extended and associated site and ~~access modifications~~ will be performed. ~~The~~ maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The entire project will occupy an area of approximately 136,000 square feet (12,600 square meters), adjacent to the existing runway.

After reviewing the information enclosed with your letter, the DNER has determined that since the proposed work is to be done over an already developed footprint, no significant impacts on natural and environmental resources under our jurisdiction should be expected. Therefore, no additional input will be needed from the DNER, in relation to the potential environmental impacts and other areas of concern of the proposed project.



DEC 16 2013

Ms. Jennifer DeHart Hass  
New Hangar Facility, U.S. Customs and Border Protection,  
Caribbean Air and Marine Branch, Rafael Hernández  
International Airport, Aguadilla  
Page 2

Please be advised, though, that the EA in preparation for the proposed development must be submitted to the Puerto Rico Office of Permits Management (OGPe, by its initials in Spanish), as part of the process for obtaining a Determination of Environmental Compliance from that government entity, pursuant to Chapter IV, Rule 111.F of Regulation No. 7948 of November 30, 2010, known as the *Regulation of the Environmental Quality Board for the Review and Processing of Environmental Documents*. Rule 111.F states that lead agencies which have complied with Section 102(2)(C) of the *National Environmental Policy Act* of 1969 (NEPA), as amended, and which have submitted an environmental document (an EA or an Environmental Impact Statement, EIS) to federal agencies, will not have to prepare a new environmental document to obtain a Determination of Environmental Compliance from the OGPe, as required by Law No. 416 of September 22, 2004, known as the *Puerto Rico Environmental Policy Law*, as amended, as long as the environmental document complies with the requirements of Regulation No. 7948, *supra*.

We hope that the information provided in this letter will be useful to your purposes.

Sincerely,



Nelson Velázquez-Reyes  
Assistant Secretary  
Office of the Assistant Secretary of Permits,  
Endorsements and Specialized Services

NVR/GFS/LDB/ldb

Cc Office of the Governor of Puerto Rico  
Environmental Quality Board  
Scientific Assessment Area  
P.O. Box 11488  
San Juan, PR 00910



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US POSTAGE

MS JENNIFER DEHART HASS  
US CUSTOMS AND BORDER PROTECTION  
ENVIRONMENTAL AND ENERGY DIVISION  
1331 PENNSYLVANIA AVENUE NW MAIL STOP 1226  
WASHINGTON DC 20229

P.O. Box 366147 San Juan Puerto Rico 00936  
Tel: 787.999.2200 Fax: 787.999.2303  
[www.dina.gobierno.pr](http://www.dina.gobierno.pr)





COMMONWEALTH OF  
PUERTO RICO  
Ports Authority

***Oficina Director Ejecutivo***

December 12, 2013

Jennifer DeHart Hass  
Director  
Environmental and Energy Division  
US Customs and Border Protection  
1331 Pennsylvania Ave. NW  
Mail Stop 1226  
Washington, DC 20229

**Re: New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and  
Marine Branch, Rafael Hernández International Airport, Aguadilla, Puerto Rico**

Dear Ms. DeHart:

We make reference to your letter dated November 8, 2013 and related to the subject above. The Puerto Rico Ports Authority, after reviewing the materials submitted by CBP has no objection to the project.

All we want to emphasize is that the project should remain true to the specifications currently exist. I would like to refer you to Eng. Jorge Suárez for any purpose of this project and for any questions or concerns, engineer Suárez is the Assistant Executive Director in Planning, Engineering, Construction and Environmental Affairs for the Puerto Rico Ports Authority.

The contact information for engineer Suárez is:

Office phone 787-729-8715, Ext. 3221  
Mobile 787-900-5677  
Email jsuarez@prpa.pr.gov

Seconding to the information supplied and intended location of the project we don't foresee any environmental impact, as intended location has been used in the past for identical operation as the one proposed.

Sincerely,

Víctor A. Suárez-Meléndez  
Executive Director



10 de enero de 2014

JENNIFER DEHART HASS  
1331 PENNSYLVANIA AVENUE NW  
MAIL STOP 1226  
WASHINGTON DC 20229

**RESOLUCIÓN PARA PROVEER ORIENTACIÓN SOBRE REQUERIMIENTOS DE  
COMPATIBILIDAD FEDERAL**

Estimado(a) señor(a):

Cumpliendo con las disposiciones de las Leyes Número 75 del 24 de junio de 1975 y 170 del 12 de agosto de 1988, según enmendadas, y para su notificación oficial, envío copia certificada del acuerdo adoptado por la Junta de Planificación de Puerto Rico en relación con el asunto de referencia.

Cordialmente,

Myrna Martínez Hernández  
Secretaria Interina

Anejo



**COMMONWEALTH OF PUERTO RICO  
OFFICE OF THE GOVERNOR  
PUERTO RICO PLANNING BOARD**

December 17, 2013

**RESOLUTION**

**TO PROVIDE ORIENTATION ABOUT CONSISTENCY REQUIREMENTS ACCORDING TO  
APPLICABLE REGULATIONS AT 15 CFR Part 930**

Ms. Jennifer DeHart Hass, Director of the Environmental Energy Division of the U.S. Customs and Border Protection sent a letter dated November 8, 2013 requesting comments and suggestions on minimizing the environmental impacts of the proposed construction of a New Hangar facility at Rafael Hernández International Airport, Aguadilla Puerto Rico. The proposed project consists in the construction of a new maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with approximate floor area of 10,000 square feet (929 square meters), an open hangar area with 15 parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time and the administrative building will have the capacity to support 40 enforcement officers. The entire project will occupy an area 136,000 located adjacent to the existing runway of the Rafael Hernández International Airport. Access to the project site is through Road 110 at Aguadilla, Puerto Rico.

After reviewing submitted information about the above described project, the Puerto Rico Planning Board provides the following comments and recommendations:

- The proposed project is located within the Puerto Rico Coastal Zone. According to Subpart C of the 15 CFR 930, this project is a Federal Agency Activity that must be performed Consistent to the Maximum extent practicable with objectives and policies of the Puerto Rico Coastal Zone Management Program.
- The project as proposed consists in the expansion of existing airport facilities zoned as DT-G according to Aguadilla Territorial Land Use Plan. These lands are public property of the P.R. Ports Authority. Therefore the project may require complying with a "Public Improvement Consultation" at the Puerto Rico Planning Board. The project may also require a Construction Permit from the PR Permit Management Office (OGPe)
- The proposed project must also comply with the Puerto Rico Environmental Policy Law (Law Number 416 of September 22, 2004).

Considering the above mentioned facts, the following steps must be completed:

- 1- Obtain the required endorsement or complete the required coordination with the P.R. Ports Authority. Contact Victor Suarez, Executive Director of this agency at (787) 729-8715 or e-mail address: [vasuarez@prpa.pr.gov](mailto:vasuarez@prpa.pr.gov)
- 2- Complete the required process to comply with requirements of the PR Environmental Policy Law. Contact Laura Vélez Vélez, Executive Director of the Environmental Quality Board at (787) 767-8181.
- 3- Submit required applications to obtain the required land Use and construction permits at the PRPB and OGPe. For information and assistance, contact:
  - Silvia Rivera, Puerto Rico Planning Board Member: [rivera\\_s@jp.pr.gov](mailto:rivera_s@jp.pr.gov)
  - Jeannette Pacheco, PR Permits Management Office: [pacheco\\_j@ogpe.pr.gov](mailto:pacheco_j@ogpe.pr.gov)
- 4- Submit the required Federal Consistency Determination at the Puerto Rico Planning Board to comply with Federal Consistency Procedures according to 15 CFR Part 930. The Federal Consistency Determination will be submitted by completing the form JP-833 and submitting it with the required information at the PRPB Secretary Office. For information and assistance, contact Rose A. Ortiz at [ortiz\\_r@jp.pr.gov](mailto:ortiz_r@jp.pr.gov)



ESTADO LIBRE ASOCIADO DE PUERTO RICO  
OFICINA DEL GOBERNADOR  
JUNTA DE PLANIFICACION


The following parties shall be notified: Ms. Jennifer DeHart Hass, Director of Environmental and Energy Division; Victor Suarez Meléndez, Executive Director of the Puerto Rico Ports Authority.



Luis Garcia Pelatti  
President

**Certify:** That this Resolution is copy of the agreement adopted by Puerto Rico Planning Board (PRPB) in its meeting of **December 17, 2013**. I expedite and notify this copy under my sign and official stamp of the Puerto Rico Planning Board stamp, for general use and knowledge.

In San Juan, Puerto Rico, today **10 ENE 2014**



Myrna Martinez Hernández  
Acting Secretary

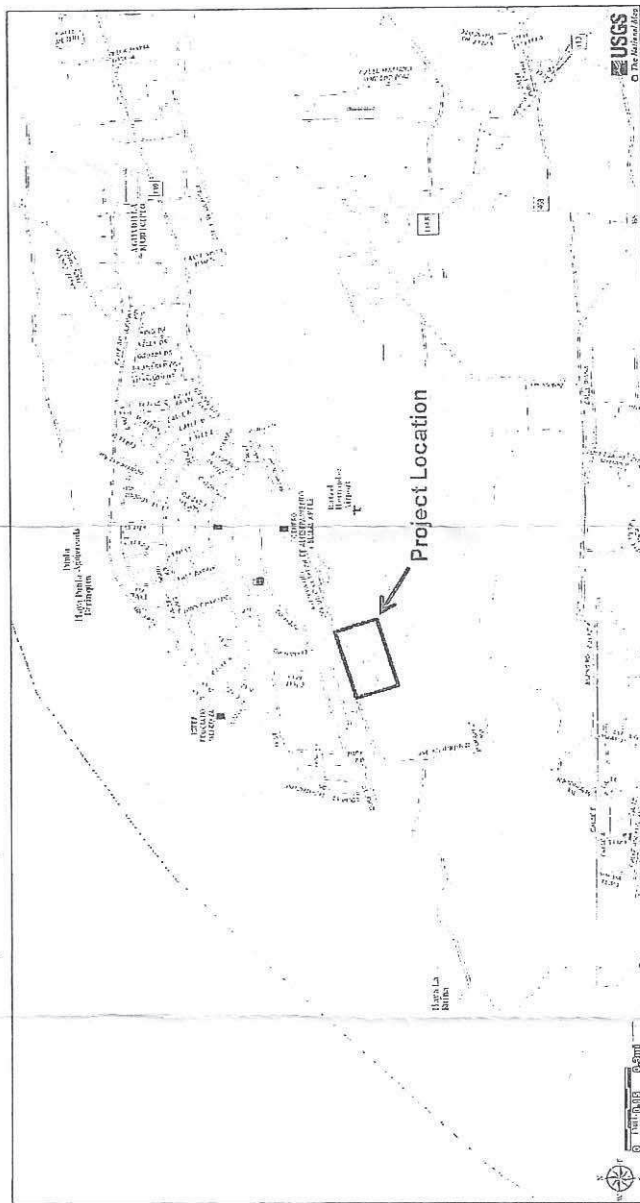




U.S. Customs and  
Border Protection

Caribbean Air and Marine Branch, Aguadilla, Puerto Rico  
Proposed New Hangar and Administration Building

Study Area Map - Rafael Hernández International Airport, Aguadilla, Puerto Rico



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JUNTA DE PLANIFICACION

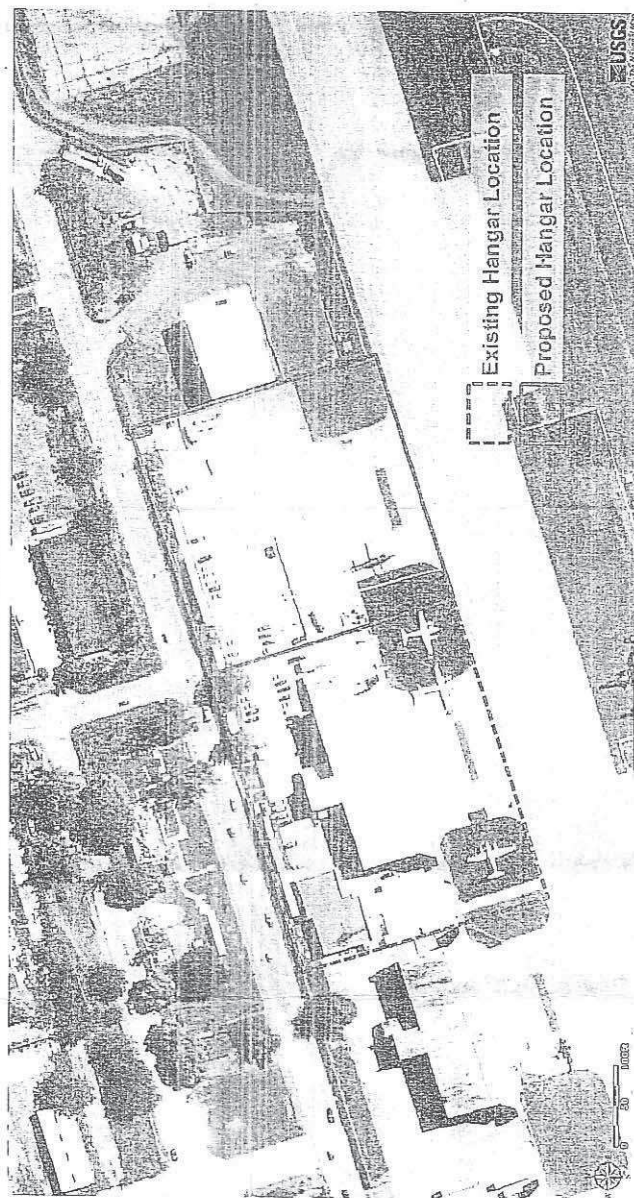




U.S. Customs and  
Border Protection

Caribbean Air and Marine Branch, Aguadilla, Puerto Rico  
Proposed New Hangar and Administration Building

Project Location Map - Rafael Hernández International Airport, Aguadilla, Puerto Rico



ESTADO LIBRE ASOCIADO DE PUERTO RICO  
OFICINA DEL GOBERNADOR  
JUNTA DE PLANIFICACION

**CBP RESPONSE TO PUERTO RICO PLANNING BOARD**





**U.S. Customs and  
Border Protection**

**MAR 21 2014**

Luis García Pelatti, LPP  
President  
Puerto Rico Planning Board  
P.O. Box 41119  
Santurce, PR 00940

Dear Mr. García Pelatti:

We wish to address the points raised in the Puerto Rico Planning Board (PRPB) resolution dated December 17, 2013, transmitted via letter dated January 10, 2014, concerning the New Hangar Facility, U.S. Customs and Border Protection, CAMB Rafael Hernandez International Airport, Aguadilla, Puerto Rico. Enclosed is a copy of a letter from the Puerto Rico Ports Authority as evidence of our coordination with said agency.

Article 4 of Puerto Rican Law 416 of September 22, 2004, the Puerto Rico Environmental Policy Act, sets National Environmental Policy Act (NEPA)-like Environmental Assessment (EA)/Environmental Impact Statement (EIS) requirements for actions by Puerto Rican agencies. The requirements of this part of the law are implemented through the Regulation for the Processing of Environmental Documents of the Puerto Rico Environmental Quality Board. Rule 112 (F) of said regulation specifically exempts Federal projects subject to the requirements of NEPA, such as the subject project, from these requirements.

In compliance with the requirements of NEPA, this agency has prepared a draft EA and draft Finding of No Significant Impact (FONSI) to address the potential environmental effects of the proposed facilities. These documents are being circulated to concerned local and Federal agencies, including the PRPB, and have been made available to the public as required by NEPA.

Article 21 of Puerto Rican Law 75 of June 24, 1975, "Ley Orgánica de la Junta de Planificación de Puerto Rico", specifically exempts actions undertaken by the Federal Government from compliance with requirements set forth in said law, including those concerning land use approvals.

We also understand that Rule 3.4(b) of the Puerto Rico Joint Permits Regulation, "Reglamento Conjunto" or "RC", specifically exempts actions undertaken by the Federal Government from compliance with requirements of the RC, including those concerning construction permits.

As required by 15 CFR 930, a request for a certification of consistency of the proposed with the Puerto Rico Coastal Management Program will be submitted to the Puerto Rico Planning Board.

Mr. Luis García Pelatti  
Page 2

We hope this information clarifies the record on the subject project. For additional information please contact the CBP Program Manager at:

Dennis Lew  
U.S. Customs and Border Protection  
Air and Marine Facilities Program Management Office  
1331 Pennsylvania Avenue NW  
Suite 1220  
Washington, DC 20229-1106  
(202) 344-1715

Sincerely,

A handwritten signature in black ink, appearing to read "J. DeHart Hass", is written over a horizontal line.

Ms. Jennifer DeHart Hass  
Director  
Environmental and Energy Division

Enclosure

## **ATTACHMENT M-4**

### **NHPA CONSULTATION PROCESS**

- **ORIGINAL CONSULTATION LETTERS SENT BY CBP TO SHPO AND ICPR**
- **RESPONSES FROM ICPR AND SHPO**
- **CBP CLARIFICATION DOCUMENTATION SENT TO SHPO**
- **FINAL SHPO CONCURRENCE LETTER**

**ORIGINAL CONSULTATION LETTERS SENT BY CBP TO SHPO AND ICPR**





**U.S. Customs and  
Border Protection**

2014 FEB 27 AM 10:31

UNIVERSIDAD  
DE PUERTO RICO  
DIVISION DE ARQUEOLOGIA

Ms. Laura Del Olmo-Frese  
Director  
Archaeology and Ethnohistory Program  
Institute of Puerto Rican Culture  
P.O. Box 9024184  
San Juan, PR 00902-4184

**REFERENCE:** New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico

Dear Ms. Del Olmo-Frese:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800, we are providing information for your review and concurrence regarding the above-referenced project.

The proposed project comprises the construction of a new maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with fifteen (15) parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The building size is capable of supporting 40 law enforcement officers. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters) in an area adjacent to the existing runway. Enclosed is a map showing the location of the proposed action and a conceptual plan of the proposed building and other associated facilities.

Also enclosed is a Stage I Structural and Cultural Resources Survey report, performed by Armando J. Martí, PhD. This is a project specific survey that supplements CBP's 2013 report *Identification and Evaluation of Air and Marine Facility Caribbean in Aguadilla, Puerto Rico* which the State Historic Preservation Office (SHPO) office reviewed and comment on last year. Based upon their comments, CBP reexamined its findings as part of this survey effort. CBP has again determined that Building PR4043 is not eligible for the National Register. The hangar, formerly Building 575, is significant under Criterion A for its associations with the Strategic Air Command (SAC) dispersal program that brought B-52 bombers to Ramey Air Force Base and under Criterion C as a typical example of the late 1950s and early 1960s nose dock "T" maintenance hangar built at SAC installations using standardized plans. However, the hangar is





**U.S. Customs and  
Border Protection**



Ms. Diana López-Sotomayor  
State Historic Preservation Officer  
Puerto Rico State Historic Preservation Office  
P.O. Box 9023935  
San Juan, PR 00902-3935

**REFERENCE:** New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico

Dear Ms. López-Sotomayor:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800, we are providing information for your review and concurrence regarding the above-referenced project.

The proposed project is comprised of the construction of a new maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with fifteen (15) parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters), in an area adjacent to the existing runway. Enclosed is a map showing the location of the proposed action and a conceptual plan of the proposed building and other associated facilities.

Also enclosed is a Stage I Structural and Cultural Resources Survey report, performed by Armando J. Martí, PhD. This is a project specific survey that supplements CBP's 2013 report *Identification and Evaluation of Air and Marine Facility Caribbean in Aguadilla, Puerto Rico* which your office reviewed and comment on last year. Based upon your October 25, 2013 comments (SHPO #08-26-13-01), CBP reexamined its findings as part of this survey effort. CBP has again determined that Building PR4043 is not eligible for the National Register. The hangar, formerly Building 575, is significant under Criterion A for its associations with the Strategic Air Command (SAC) dispersal program that brought B-52 bombers to Ramey Air Force Base and under Criterion C as a typical example of the late 1950s and early 1960s nose dock "T" maintenance hangar built at SAC installations using standardized plans. However, the hangar is by far the most altered of the remaining four nose dock hangars of this type still extant at the former Ramey Air Force Base. Alterations include an expansive addition on the northeast corner,

## **RESPONSES FROM ICPR AND SHPO**





**U.S. Customs and  
Border Protection**

Ms. Laura Del Olmo-Frese  
Director  
Archaeology and Ethnohistory Program  
Institute of Puerto Rican Culture  
P.O. Box 9024184  
San Juan, PR 00902-4184

2014 FEB 27 AM 10:31  
DIVISION DE ARQUEOLOGIA

**REFERENCE:** New Hangar Facility, U.S. Customs and Border Protection, Caribbean Air and Marine Branch, Rafael Hernandez International Airport, Aguadilla, Puerto Rico

Dear Ms. Del Olmo-Frese:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800, we are providing information for your review and concurrence regarding the above-referenced project.

The proposed project comprises the construction of a new maintenance hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an administrative hangar support building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with fifteen (15) parking spaces, extension of existing infrastructure, and associated site and access modifications. The maintenance hangar will be designed to accommodate the largest four (4) aircraft at one time. The building size is capable of supporting 40 law enforcement officers. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters) in an area adjacent to the existing runway. Enclosed is a map showing the location of the proposed action and a conceptual plan of the proposed building and other associated facilities.

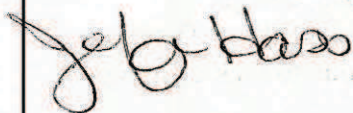
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Ms. Laura Del Olmo-Frese

Page 3

Thank you for your attention to this matter.

Sincerely,

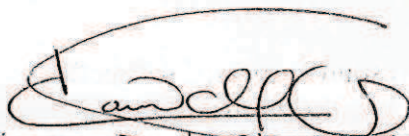


Jennifer DeHart Haas

Director

Environmental and Energy Division

Concurrence:



Laura Del Olmo-Frese  
Archaeology and Ethnohistory Program  
Institute of Puerto Rican Culture

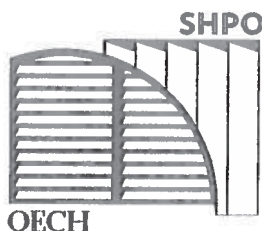
State Historic Preservation Officer

Date February 27, 14



OFICINA ESTATAL DE  
CONSERVACIÓN HISTÓRICA  
OFICINA DEL GOBERNADOR

STATE HISTORIC  
PRESERVATION OFFICE  
OFFICE OF THE GOVERNOR



April 15, 2014

Mr. Dennis Lew  
U. S. Customs and Border Protection  
1331 Pennsylvania Avenue NW  
Mail Stop 1226  
Washington, DC 20229

**SHPO: 01-14-14-04 CONSTRUCTION OF A NEW HANGAR FACILITY AND  
ADMINISTRATION BUILDING AT RAFAEL HERNANDEZ INTERNATIONAL  
AIRPORT, AGUADILLA, PUERTO RICO**

Dear Mr. Lew:

We acknowledge receipt of your letter regarding the above referenced project. We do not agree with your determination that hangar PR4043 is not eligible to the National Register of Historic Places (NRHP). As stated in our letter dated October 25, 2013 (copy enclosed), we believe hangar PR4043 is eligible to the NRHP under Criterion A. In this particular case, hangar PR4043 retains four of the seven aspects of integrity: location, setting, feeling and association. In accordance with 36 CFR Part §800.4(c)(2): "... If the agency official and the SHPO/THPO do not agree, or if the Council or the Secretary so request, the agency official shall obtain a determination of eligibility from the Secretary pursuant to 36 CFR Part 63."

The undertaking description does not clarify if hangar PR4043 will be demolished or integrated to the new facilities. Also, the map showing the location of the proposed action and a conceptual plan of the proposed building was not included with your letter. We only received the Stage I Cultural Resource Survey.

Based on the above, we cannot agree with your finding of no historic properties affected. In order for us to continue with the evaluation, we request:

1. A clear description of the proposed undertaking, and
2. Schematic or preliminary drawings (floor plans, elevations, sections) that show the proposed project design saved as a PDF file and included with printed copies, size 11"x17".

If you have any questions concerning our comments, please do not hesitate to contact our office.

Sincerely,

Diana López Sotomayor, Archaeologist  
State Historic Preservation Officer

DLS/NPT/BRS/jvr

WWW.OECH.GOBIERNO.PR

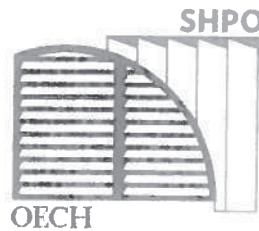
P.O. Box 9023935  
San Juan, PR 00902-3935

Teléfono/Phone | 787.721-3737  
Fax | 787.721-3773

PUERTO RICO  
VERDE

OFICINA ESTATAL DE  
CONSERVACIÓN HISTÓRICA  
OFICINA DEL GOBERNADOR

STATE HISTORIC  
PRESERVATION OFFICE  
OFFICE OF THE GOVERNOR



October 25, 2013

Jennifer DeHart Hass, Director  
Environmental and Energy Division  
US Customs and Border Protection  
1300 Pennsylvania Avenue NW  
Washington DC, 20229

**SHPO #08-26-13-01 IDENTIFICATION AND EVALUATION OF AIR AND MARINE FACILITY CARIBBEAN IN AGUADILLA, RAMEY BORDER PATROL STATION IN AGUADILLA AND AIR AND AIR AND MARINE FACILITY IN PONCE, ISLANDWIDE, PUERTO RICO**

Dear Ms. DeHart:

We acknowledge the receipt of the cultural resources inventories prepared for the above referenced facilities in accordance with Section 110 of the National Historic Preservation Act (NHPA). We are providing you the following comments for each one:

- Air and Marine Facility Caribbean, (Aguadilla): We concur with the survey's evaluation and NRHP recommendations for all properties within the boundaries of the AMF Caribbean facility with the exception of the hangar (Building PR4043) as it seems with enough integrity and significance to be individually eligible for inclusion in the National Register of Historic Places (NRHP).

Ramey Border Patrol Station, (Aguadilla): We concur with the survey's evaluation and NRHP recommendations for all properties within the boundaries of the BPS facility.

Air and Marine Facility, (Ponce): We concur with the survey's evaluation and NRHP recommendations for all properties within the boundaries of the AMF facility with the exception of the US Coast Guard Marine Safety Division boathouse (Building PR 4924) and the Playa de Ponce rear range light (PMU-5). Close consideration need to be taken with these two resources in their direct association with the USCG context.

We appreciate the opportunity to comment on this matter. If you have any questions or comments or require any further assistance, do not hesitate to architect Santiago Gala Aguilera or historian Juan Llanes Santos of our Office.

Sincerely,

Diana López Sotomayor, Archaeologist  
State Historic Preservation Officer

DLS/NP/BRS/JLS/SG

WWW.OECH.GOBIERNO.PR

P.O. Box 9023935  
San Juan, PR 00902-3935

Teléfono/Phone | 787.721-3737  
Fax | 787.721-3773

**CBP CLARIFICATION LETTER TO SHPO**



**U.S. Customs and  
Border Protection**

Ms. Diana López-Sotomayor, SHPO  
Puerto Rico State Historic Preservation Office  
P.O. Box 9023935  
San Juan, PR 00902-3935

MAY 30 2014



**RE: SHPO 01-14-14-04  
New Storage Hangar and Administrative Support Facility  
United States Customs and Border Protection  
Office of Air and Marine, Aguadilla, Puerto Rico**

Dear Ms. López-Sotomayor:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800, we are providing information for your review and concurrence regarding the above-referenced project.

The proposed project comprises the construction of a new Storage Hangar with an approximate floor area of 20,000 square feet (1,858 square meters), an Administrative Hangar Support Building with an approximate floor area of 10,000 square feet (929 square meters), an open hangar area with fifteen (15) parking spaces, extension of existing infrastructure, and associated site and access modifications. The Storage Hangar will be designed to accommodate the largest four (4) aircraft at one time. The number of law enforcement officers that the building size is capable of supporting is 40. The entire project (referred to as the New Hangar Facility) will occupy an area of approximately 136,000 square feet (12,600 square meters), in an area adjacent to the existing runway. In addition to the information previously submitted for this project, attached are drawings, illustrations and photographs showing the proposed facilities, and their relation to existing buildings on the site, together with a description of the proposed project.

Based on our research of the project site, we have defined the Area of Potential Effect (APE) as the boundary of the area affected by the proposed project, which is indicated in the attached drawings. We have made a Finding of "No Historic Properties Affected" pursuant to 36 CFR 800.4(d) (1) based on the following:

- 1- Government records show no cultural, prehistoric or historic resource registered in the area to be affected by the proposed project.
- 2- None of the archaeological studies that has been carried out in the vicinity has detected any significant cultural material in the area to be affected by the proposed project.



- 3- The area where the proposed project will be built is part of the paved area surrounding the airport runway, which has been altered during the construction of Borinquen Airfield. Had there been any cultural resource in the project area, it would have been destroyed.
- 4- There are no structures in the area where the proposed project will be built.

We understand that the attached documentation satisfies the requirements set forth at §800.11(d).

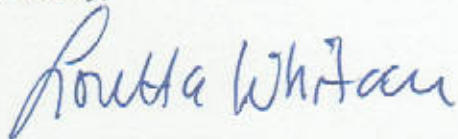
In accordance with §800.4(d)(1)(i), your office has thirty days to object to this finding. Please respond within this timeframe, otherwise we will assume that you concur with our finding. If you concur, please sign on the line below, and return a copy of this letter by email or otherwise. Likewise, if you have questions or comments regarding this finding, please let us know.

Communications should be directed to:

Mr. Dennis Lew  
U.S. Customs and Border Protection  
1331 Pennsylvania Avenue NW; Mail Stop 1226  
Washington, DC 20229  
Email: dennis.lew @ cbp.dhs.gov  
Phone (202) 344-1715

Thank you for your attention to this matter.

Sincerely,



Loretta Whitacre  
Acting Director  
Environmental and Energy Division

Attachments

Concurrence:



State Historic Preservation Officer

Date

**CONSTRUCTION OF STORAGE HANGAR AND ADMINISTRATIVE BUILDING  
RAFAEL HERNANDEZ INTERNATIONAL AIRPORT  
AGUADILLA, PUERTO RICO**

**MEMOIR**

The proposed project comprises the construction of a new Hangar with approximate floor area of 22,000 square feet (2,044 square meters), and Administrative Hangar Support Building with approximate floor area of 10,000 square feet (929 square meters), and associated site and access modifications. The Hangar will be designed to accommodate the largest four (4) aircraft at one time, and will be used solely for storage and protection. No maintenance activities or washing will occur at the new hangar, since these will continue to be conducted at the existing hangar on the site.

The Support Building will provide office space for 40 law enforcement officers and will adjoin the new hangar and existing CBP building. A plan showing the proposed building accompanies this consultation. The officers that will use the facility are presently working on site, using trailers as office space.

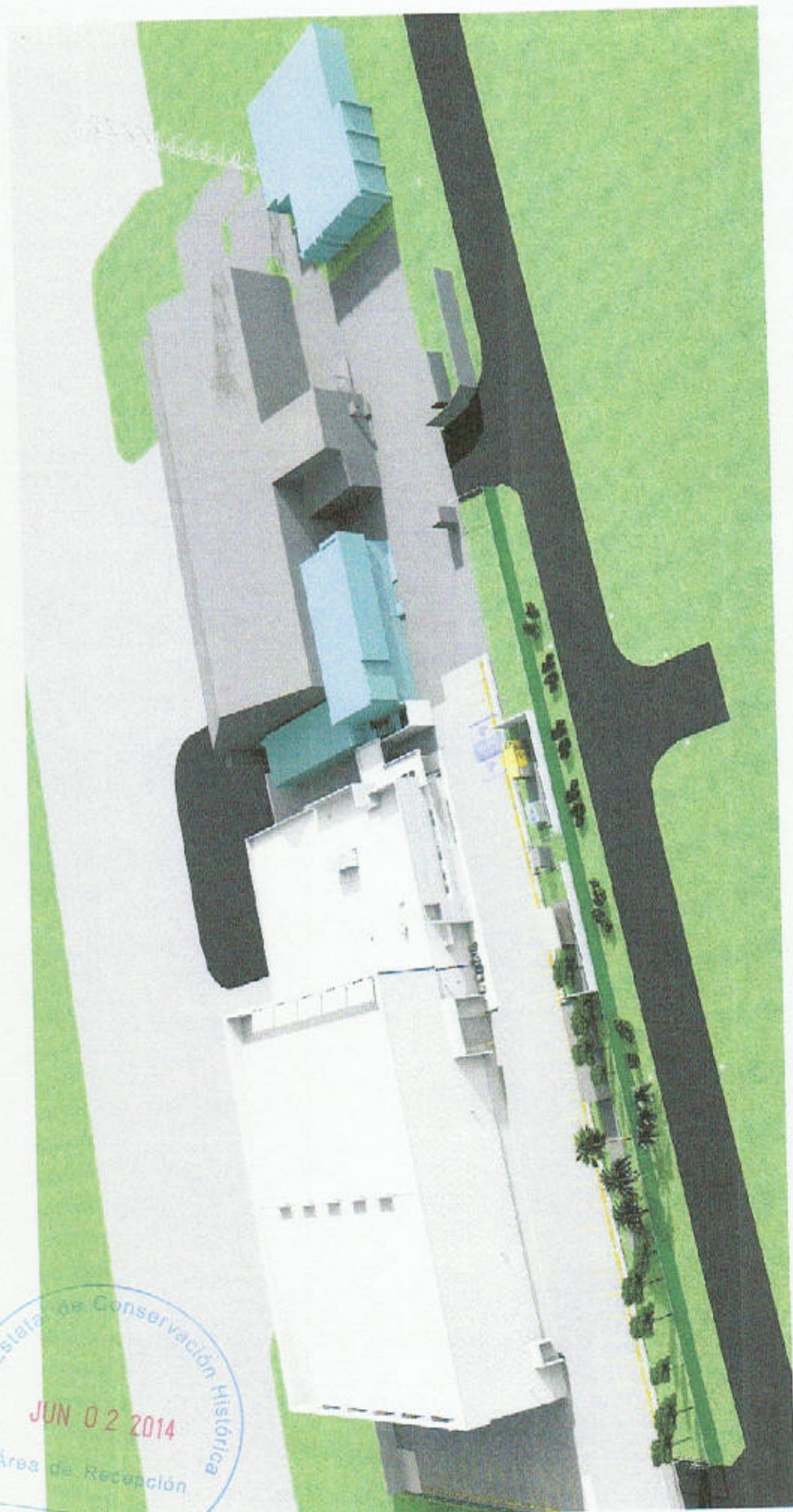
The proposed new facilities are shown in the attached drawings and illustrations.











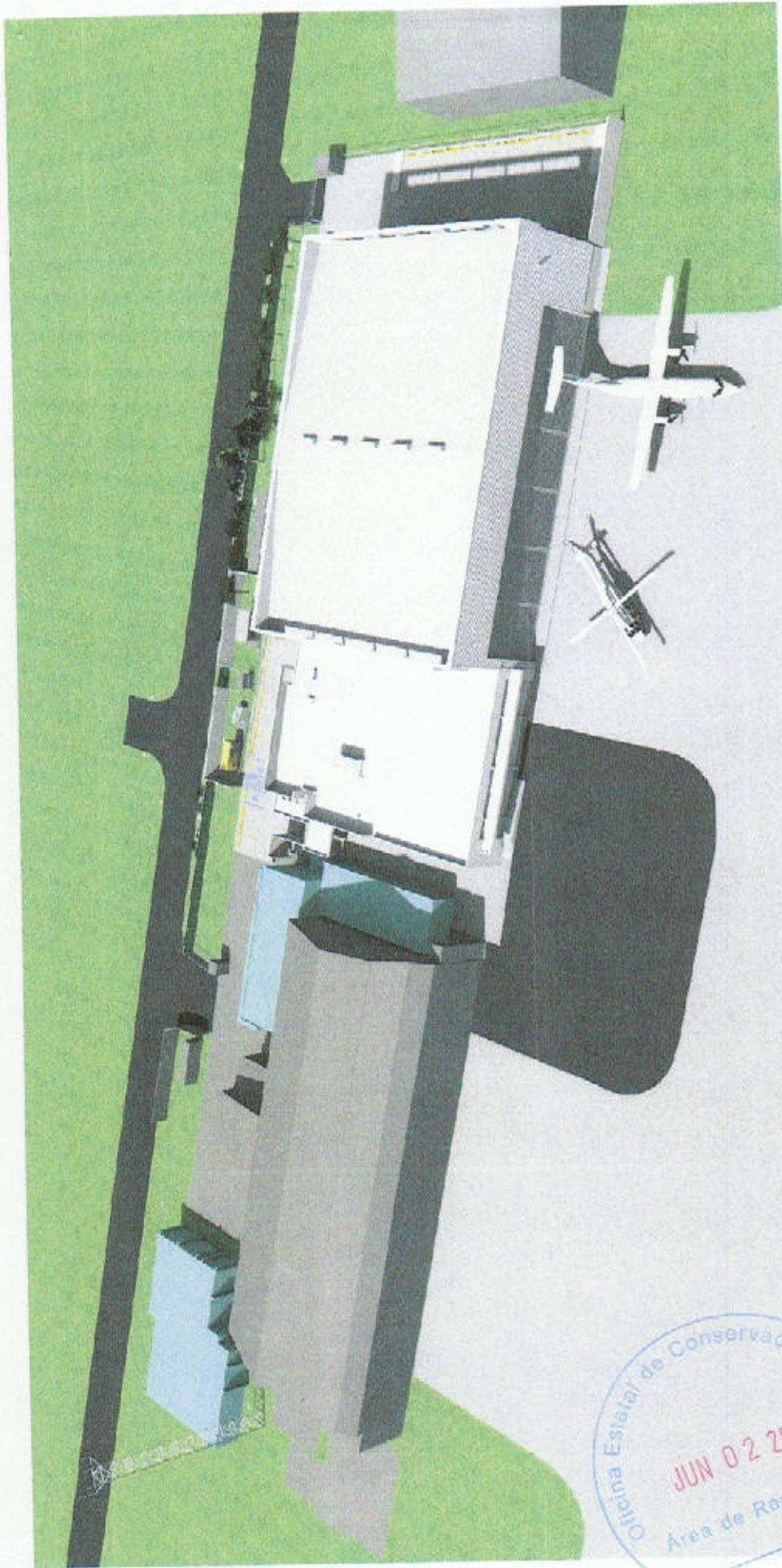
**AERIAL VIEW 1**  
NOT TO SCALE



# NEW STORAGE HANGAR AND ADMINISTRATIVE SUPPORT BUILDING

AGUADILLA, PUERTO RICO





**AERIAL VIEW 2**  
NOT TO SCALE



# NEW STORAGE HANGAR AND ADMINISTRATIVE SUPPORT BUILDING

AGUADILLA, PUERTO RICO





PHOTO 1- EXISTING CBP FACILITIES

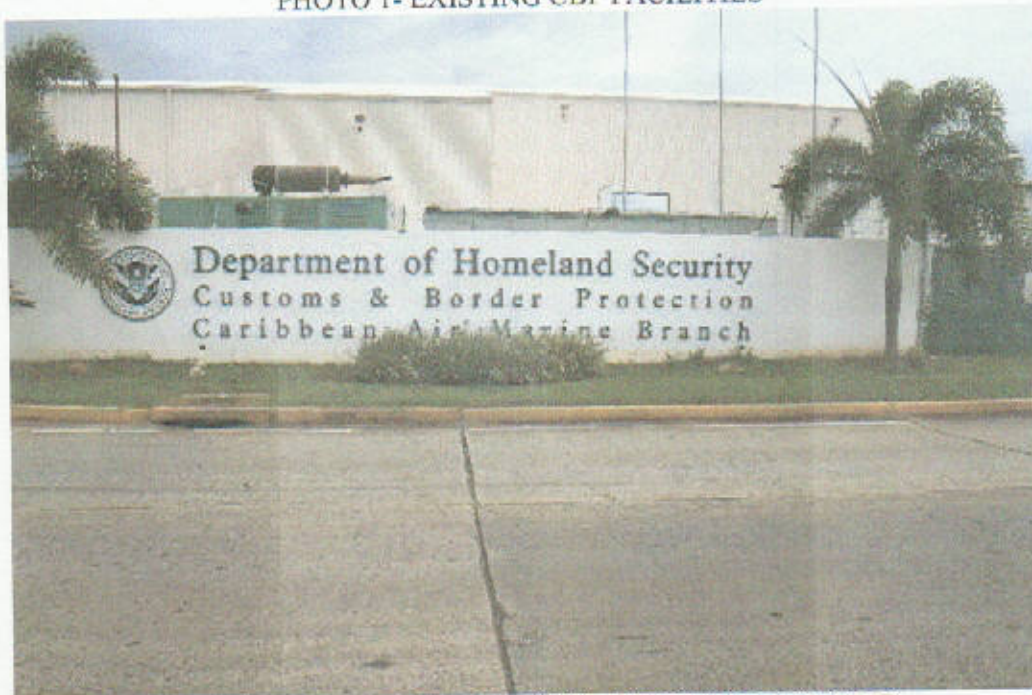


PHOTO 2- CBP COMPOUND SIGN AND PLANTING STRIP





PHOTO 3- ENTRANCE TO COMPOUND AND LOCATION OF PROPOSED PROJECT



PHOTO 4- FRONT VIEW OF SITE FOR PROPOSED PROJECT







PHOTO 5- PROJECT SITE, EAST TO WEST VIEW. NOTE ALL OF THE AREA IS PAVED IN CONCRETE. NO TRACES OF ORIGINAL SYSTEMS REMAIN.





**FINAL SHPO CONCURRENCE LETTER**



ESTADO LIBRE ASOCIADO DE  
**PUERTO RICO**

Oficina Estatal de Conservación Histórica  
State Historic Preservation Office

June 30, 2014

Loretta Whitacre, Acting Director  
Environmental and Energy Division  
U.S. Customs and Border Protection  
1300 Pennsylvania Avenue NW  
Washington, DC 20229

**SHPO #01-14-14-04 CONSTRUCTION OF A NEW HANGAR FACILITY AND  
ADMINISTRATION BUILDING AT RAFAEL HERNANDEZ  
INTERNATIONAL AIRPORT, AGUADILLA, PUERTO RICO**

Dear Ms. Whitacre:

Our Office has received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act*, as amended, 36 CFR Part 800: *Protection of Historic Properties*. The State Historic Preservation Officer (SHPO) is to advise and assist federal agencies when identifying historic properties, assessing effects upon them, and considering alternatives to avoid or reduce the project's effects on them.

After a careful review of the submitted documentation, the SHPO concurs with your finding of **no historic properties affected** for the proposed undertaking.

Please note that should the Agency discover historic properties at any point during project implementation, you should notify the SHPO immediately. If you have any questions regarding this matter, please contact Santiago Gala Aguilera, M. Arch. at (787) 721-3737 or [sgala@prshpo.gobierno.pr](mailto:sgala@prshpo.gobierno.pr).

Sincerely,

Diana López Sotomayor, Archaeologist  
State Historic Preservation Officer

c. José A. Martí, Consulting Engineer, Technical Consulting Group

DLS/NP/JLS/SG

