



**PROPOSED MODERNIZATION
BRIDGE OF THE AMERICAS (BOTA) LAND PORT OF ENTRY (LPOE)
EL PASO, TEXAS**



**PUBLIC SCOPING
MEETING**

**WEDNESDAY
DECEMBER 13, 2023,
5-7PM (MTN)**

**Presented by:
Karla R. Carmichael**

**U.S. General Services
Administration**

**Public Building Service
Region 7**



**PROPOSED MODERNIZATION
BRIDGE OF THE AMERICAS (BOTA) LAND PORT OF ENTRY (LPOE)
EL PASO, TEXAS**

MEETING FORMAT

- Overview of the project including current alternatives developed to implement the project.
- Overall anticipated project timing (start of construction, finish, etc.)
- Overview of the Environmental Impact Statement (EIS) process.
- Come-and-go breakout stations staffed for additional questions.



**PROPOSED MODERNIZATION
BRIDGE OF THE AMERICAS (BOTA) LAND PORT OF ENTRY (LPOE)
EL PASO, TEXAS**

PUBLIC COMMENTS AND INPUT

- Comment sheets provided. Leave them here tonight or mail them.
- Comments and input can also be submitted via mail or email:

Email: BOTA.NEPAcomments@gsa.gov

Mail: Karla R. Carmichael
NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
Greater Southwest Region 7
819 Taylor St, Room 12-B, FW, TX 76102

For assistance with translating, reading, writing or any questions please reach out to one of the GSA staff.

PROJECT OVERVIEW

The purpose and need for the proposed action is multi-dimensional; to provide new/updated Port infrastructure and facilities to correct deficiencies and bring facilities up to standards and current codes - specifically GSA P100 (*Facilities Standards for the Public Buildings Service*) and the CBP Land Port of Entry Design Standard.

In order to bring the BOTA LPOE in line with CBP's design standards and operational requirements, action is necessary to satisfy the following overriding needs:

- Improve the capacity and functionality of the LPOE to meet future public demand, while maintaining the capability to meet border security initiatives.
- Ensure the safety and security for the employees and the travelling public.

CURRENT ALTERNATIVES DEVELOPED TO IMPLEMENT THE PROJECT

As part of initial project planning, the GSA has developed five (5) viable alternatives as potential means of implementing the project.

All five alternatives include the phased removal of all existing buildings/structures and infrastructure within the existing LPOE boundaries and construction of new buildings/structures and supporting infrastructure.

All five also include minimal land acquisition in areas immediately adjacent to the port, with some requiring varying degrees of additional land acquisition to the east.

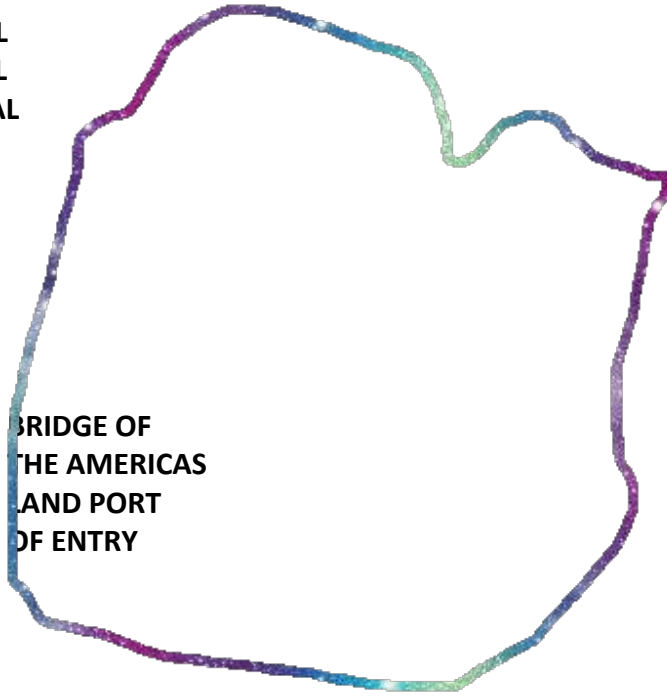
The GSA NEPA process always includes the **NO ACTION ALTERNATIVE** which brings the total number within the EIS document to six.

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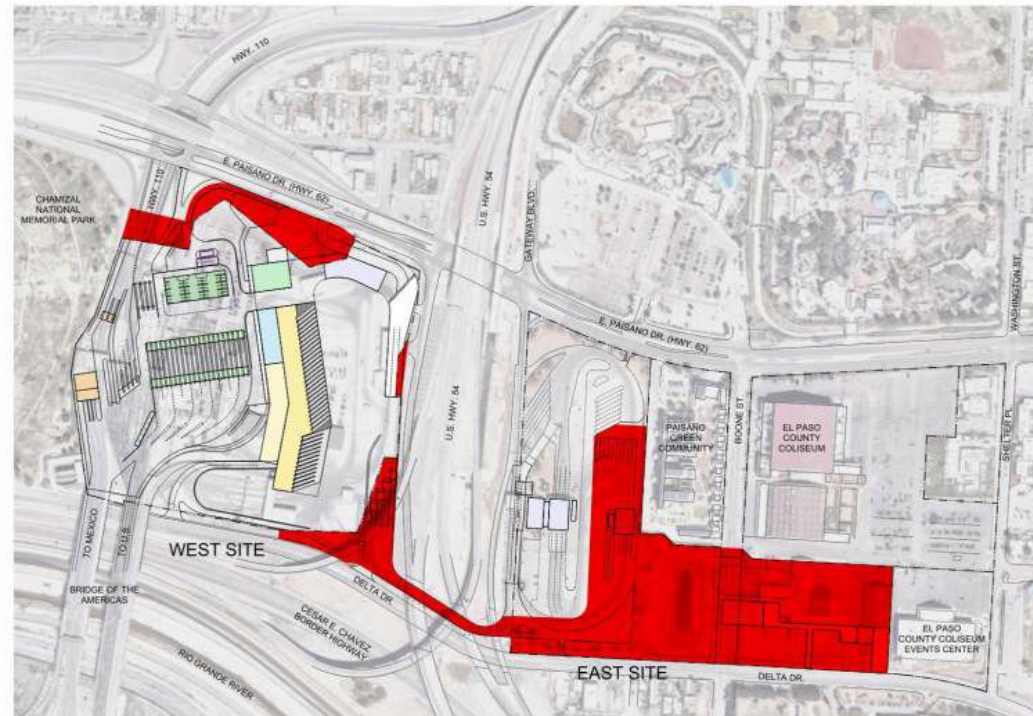
EL PASO COUNTY
COLISEUM AND
EVENTS CENTER



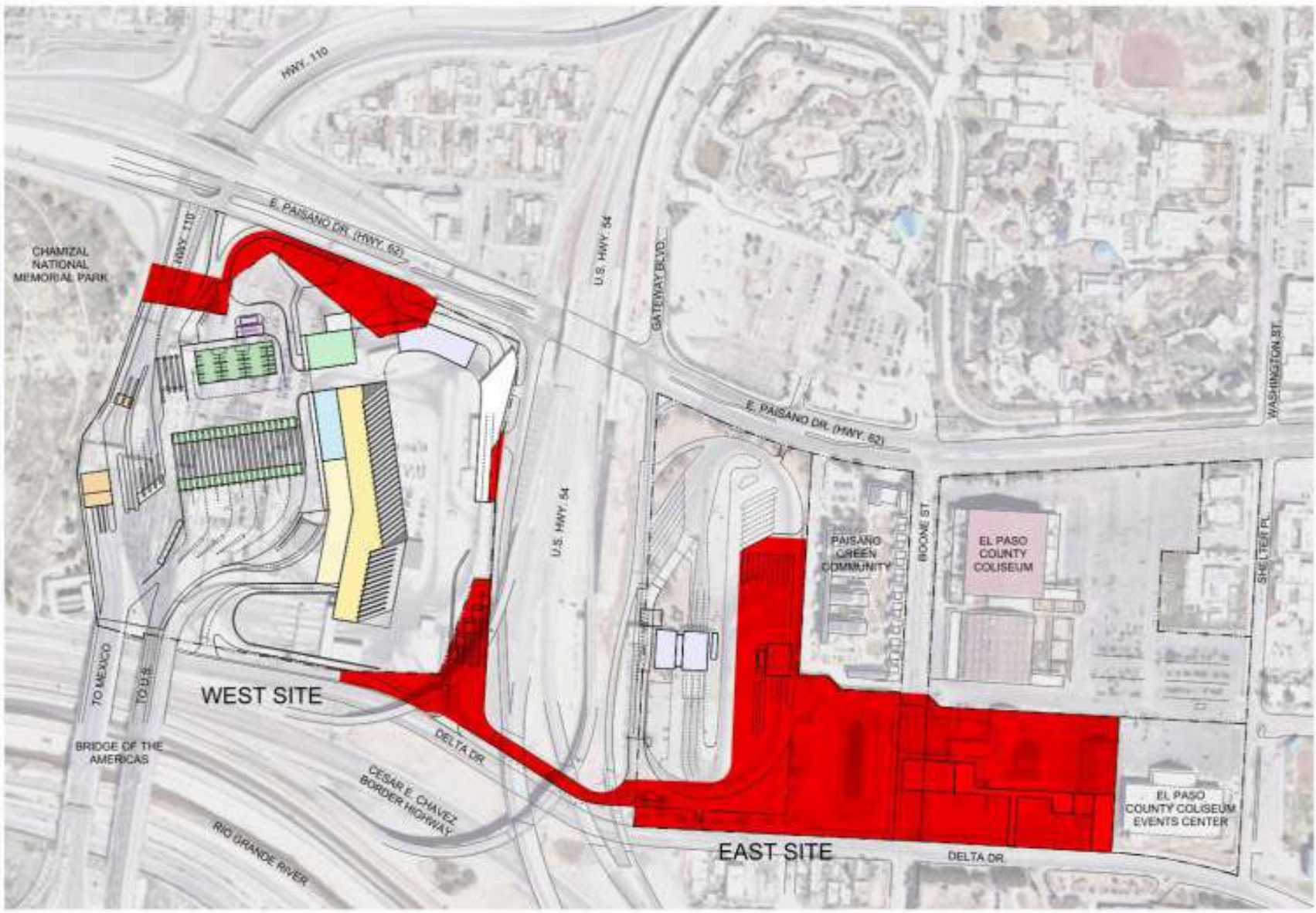
ACTION ALTERNATIVE 1 –

Multi-level scheme, with the majority of Port operations located on the existing site, with Federal Motor Carrier Safety Administration (FMCSA) inspections co-located with Texas Department of Transportation (TxDOT) to the east.

Dense land use including a small amount of land acquisition at the perimeter of the existing site, primarily within the TxDOT right-of-way. Then acquisition of the southern most area to the East.



**ALTERNATIVE
1
ACQUISITION**



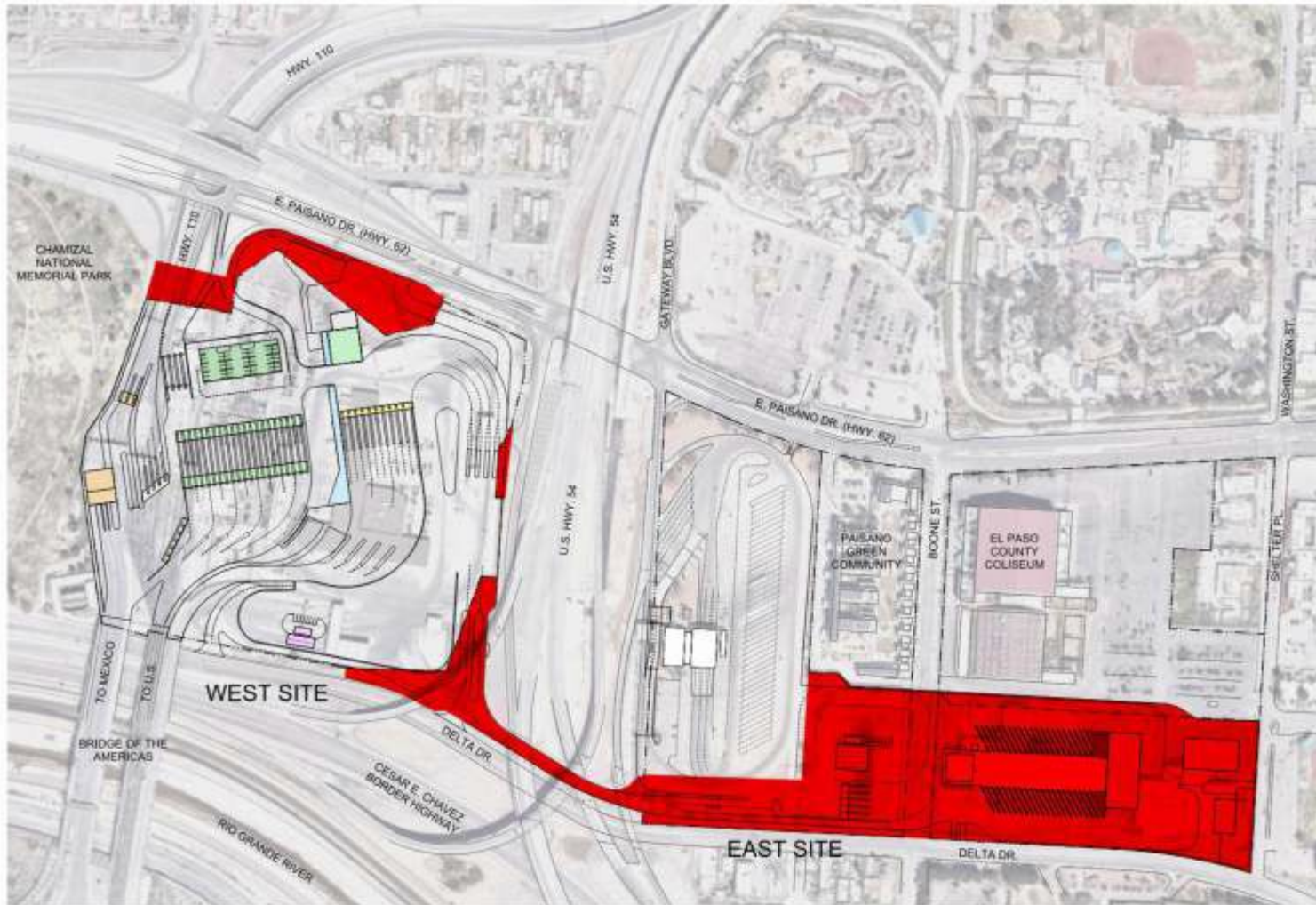
ACTION ALTERNATIVE 2 –

Non-commercial vehicle, pedestrian, bus and commercial primary located at the existing site.

Commercial secondary and FMCSA truck inspections located at a new site to the east.

Includes acquisition of some new land currently owned by the County.





**ALTERNATIVE
2
ACQUISITION**



ACTION ALTERNATIVE 3 – ALL COMMERCIAL TO THE EAST

Non-commercial vehicle, pedestrian and bus inspections at the existing site.

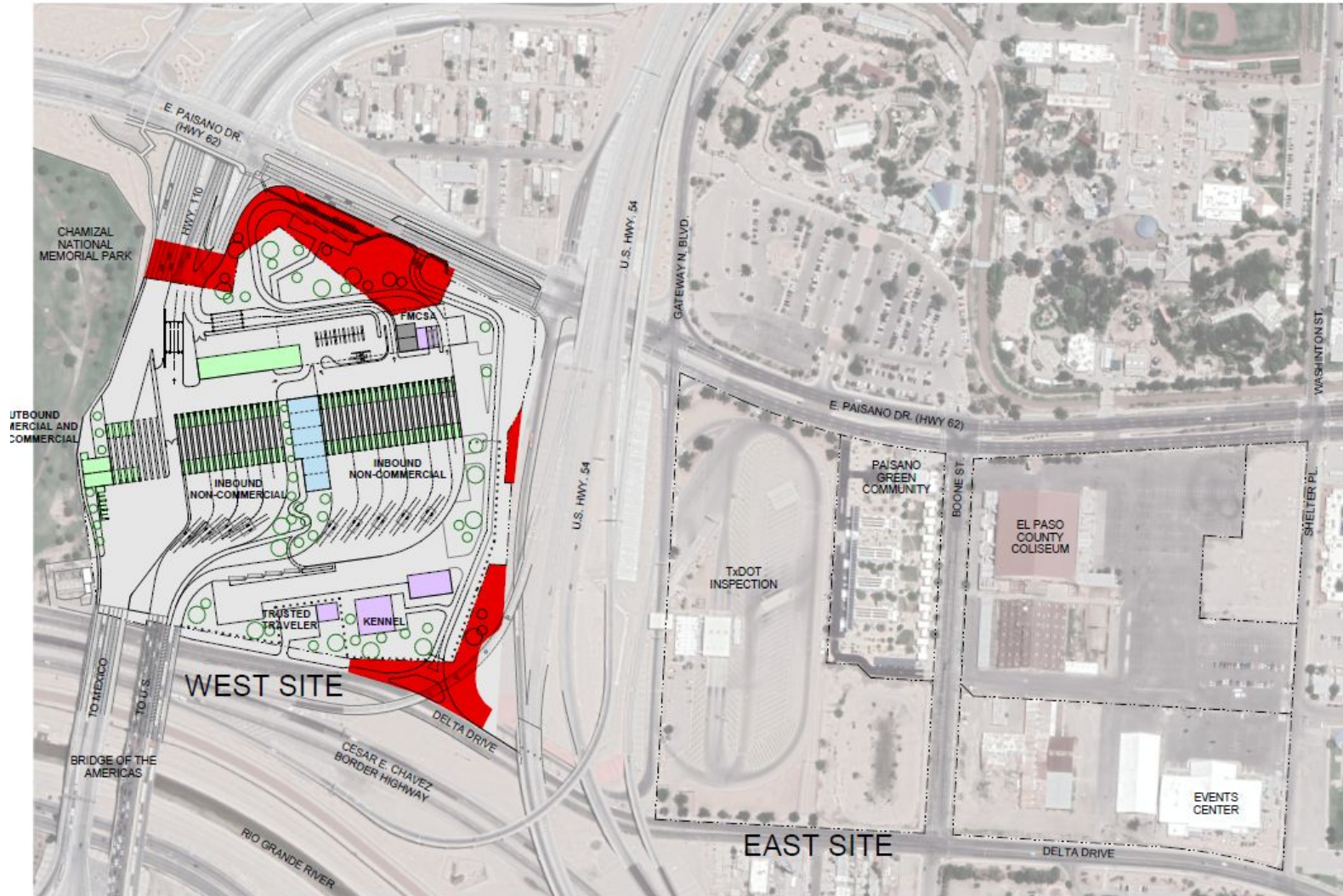
All commercial cargo operations and FMCSA at new site to the east.

Includes a significant amount of land acquisition to the east, including land currently owned by the County.



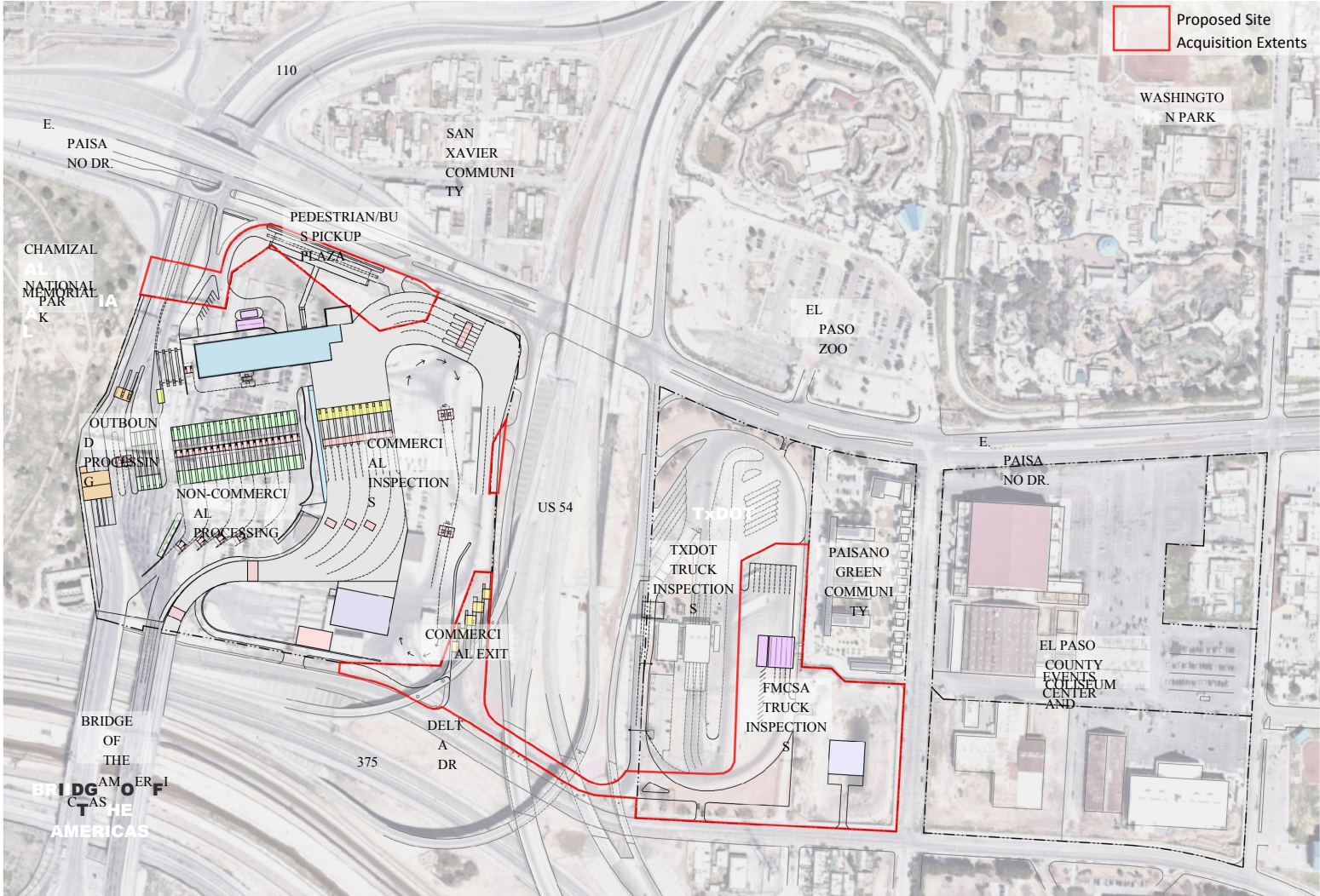
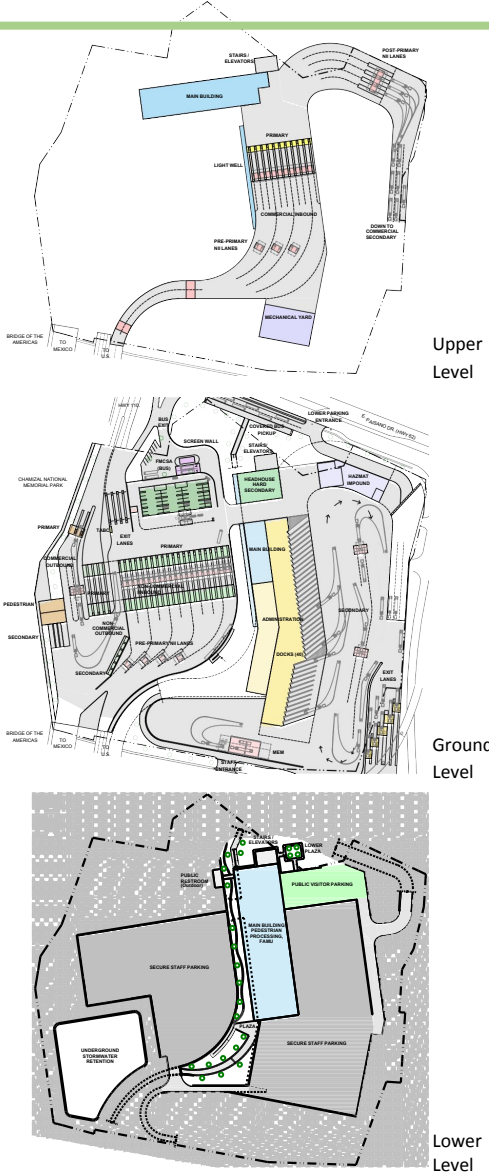
ACTION ALTERNATIVE 4 – NO COMMERCIAL TRAFFIC

**VIABLE
ALTERNATIVE 4**
LAND ACQUISITION



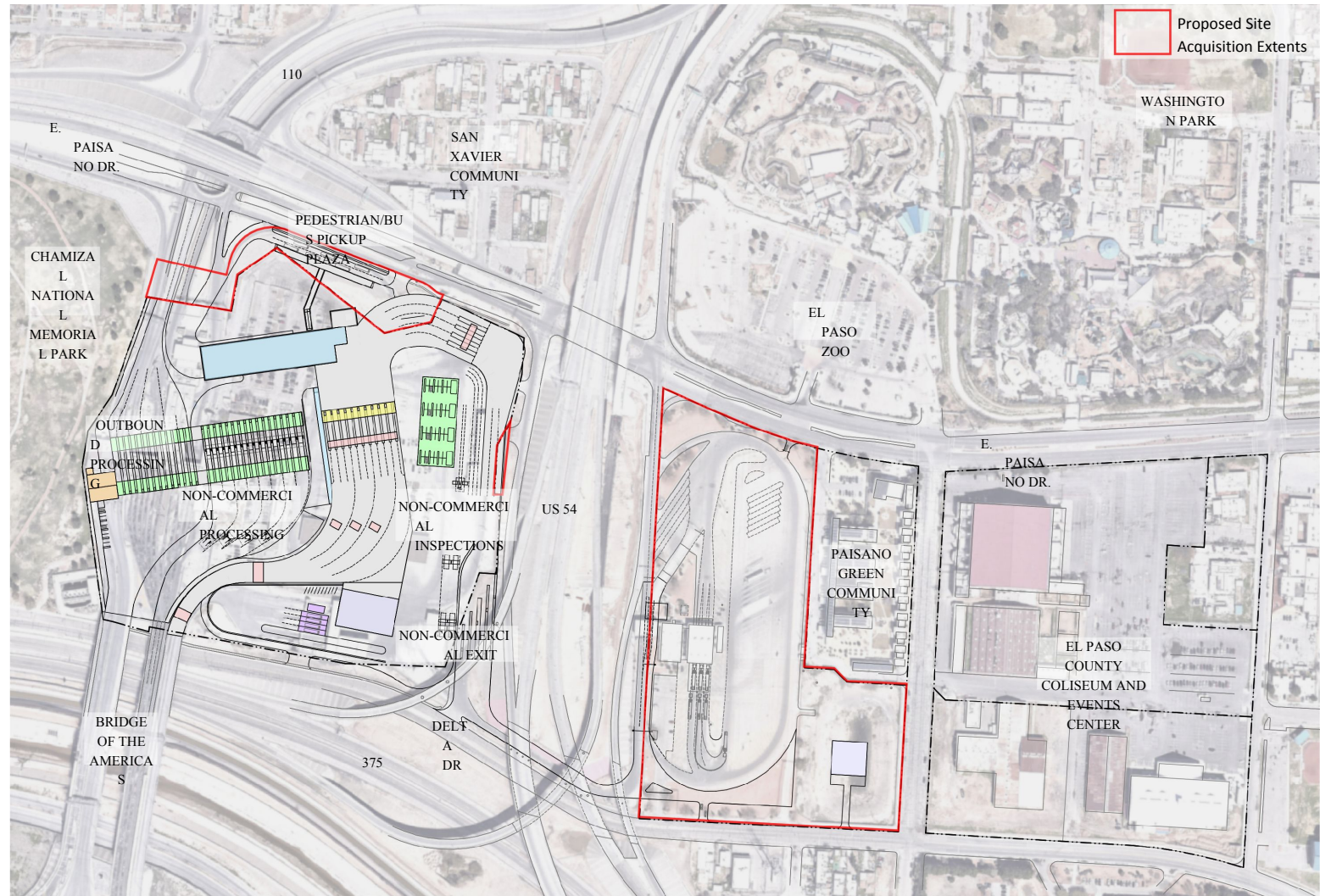
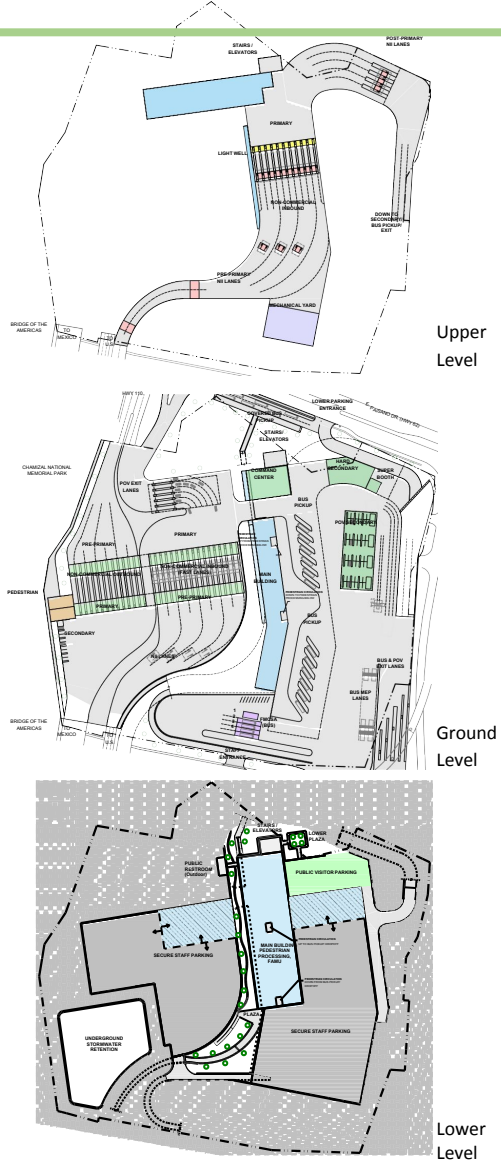
**PROPOSED LAND
ACQUISITION**

ACTION ALTERNATIVE 1A: FLEXIBLE WITH HIGH – LOW BOOTHS



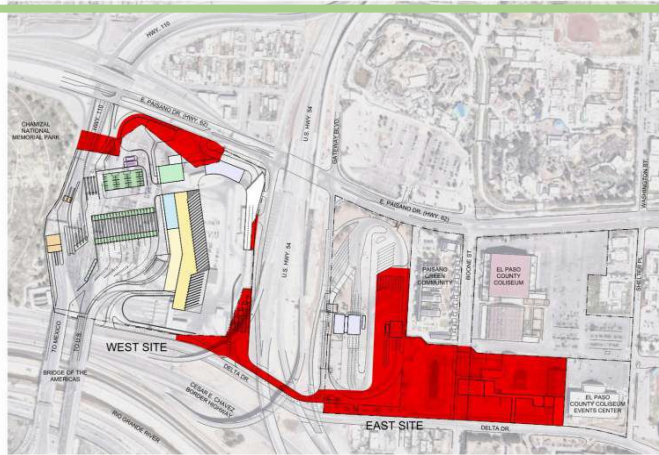
Site Plan

ACTION ALTERNATIVE 1A: FUTURE NO COMMERCIAL



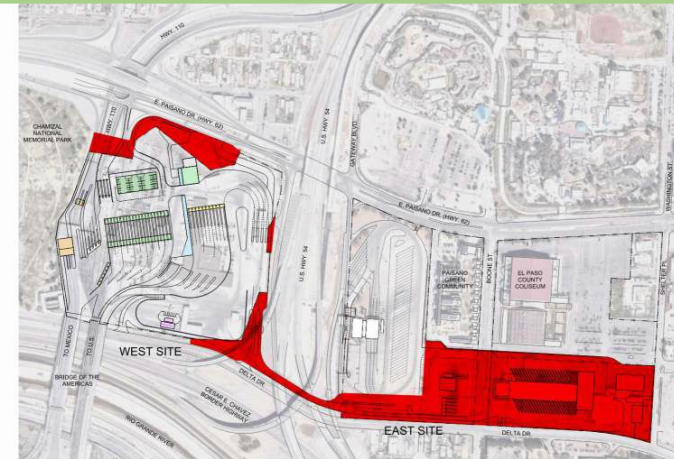
Site Plan

ACTION ALTERNATIVES TO BE INCLUDED



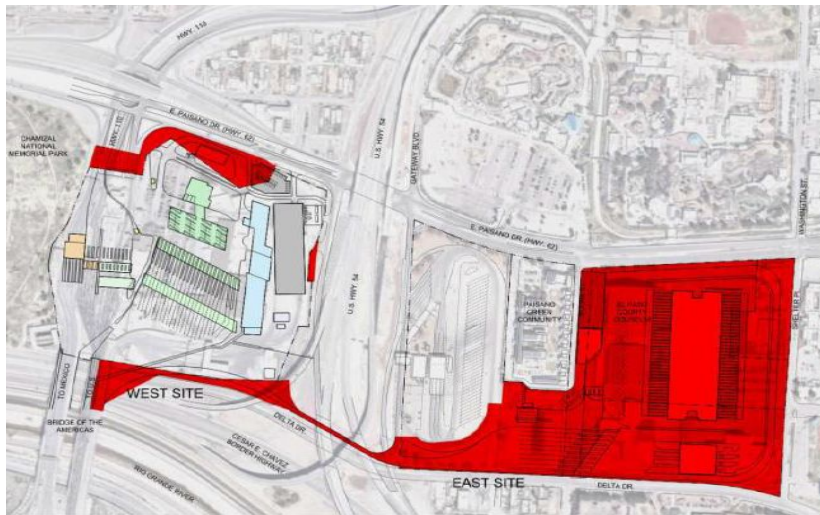
ALTERNATIVE 1
ACQUISITION

Action Alternative #1



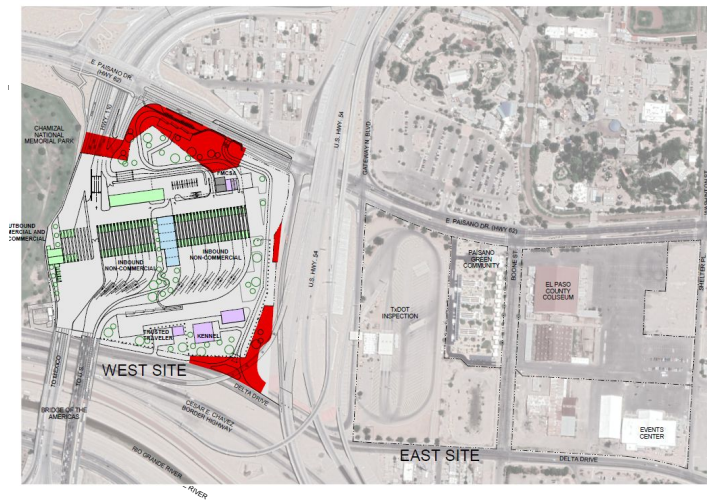
ALTERNATIVE 2
ACQUISITION

Action Alternative #2



ACQUISITION

Action Alternative #3

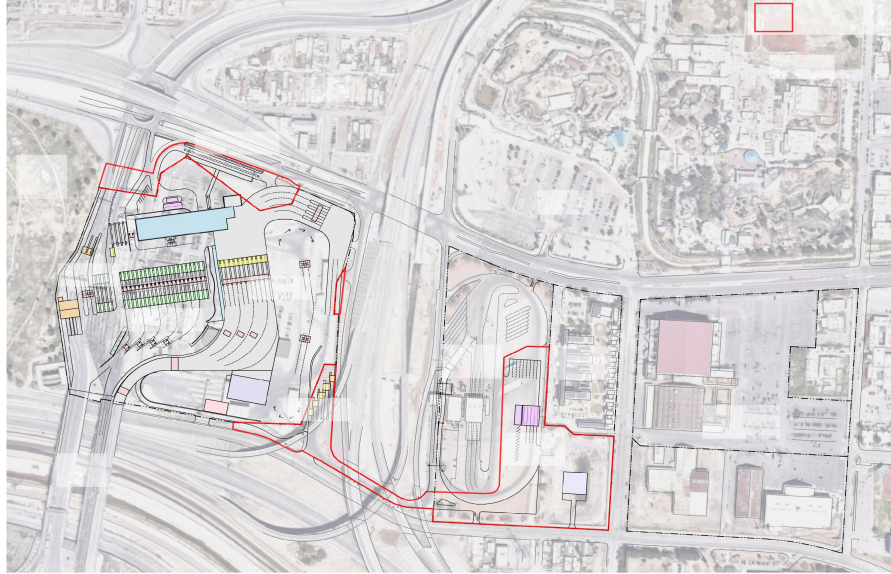


VIABLE ALTERNATIVE 4
LAND ACQUISITION

PROPOSED LAND ACQUISITION

Action Alternative #4

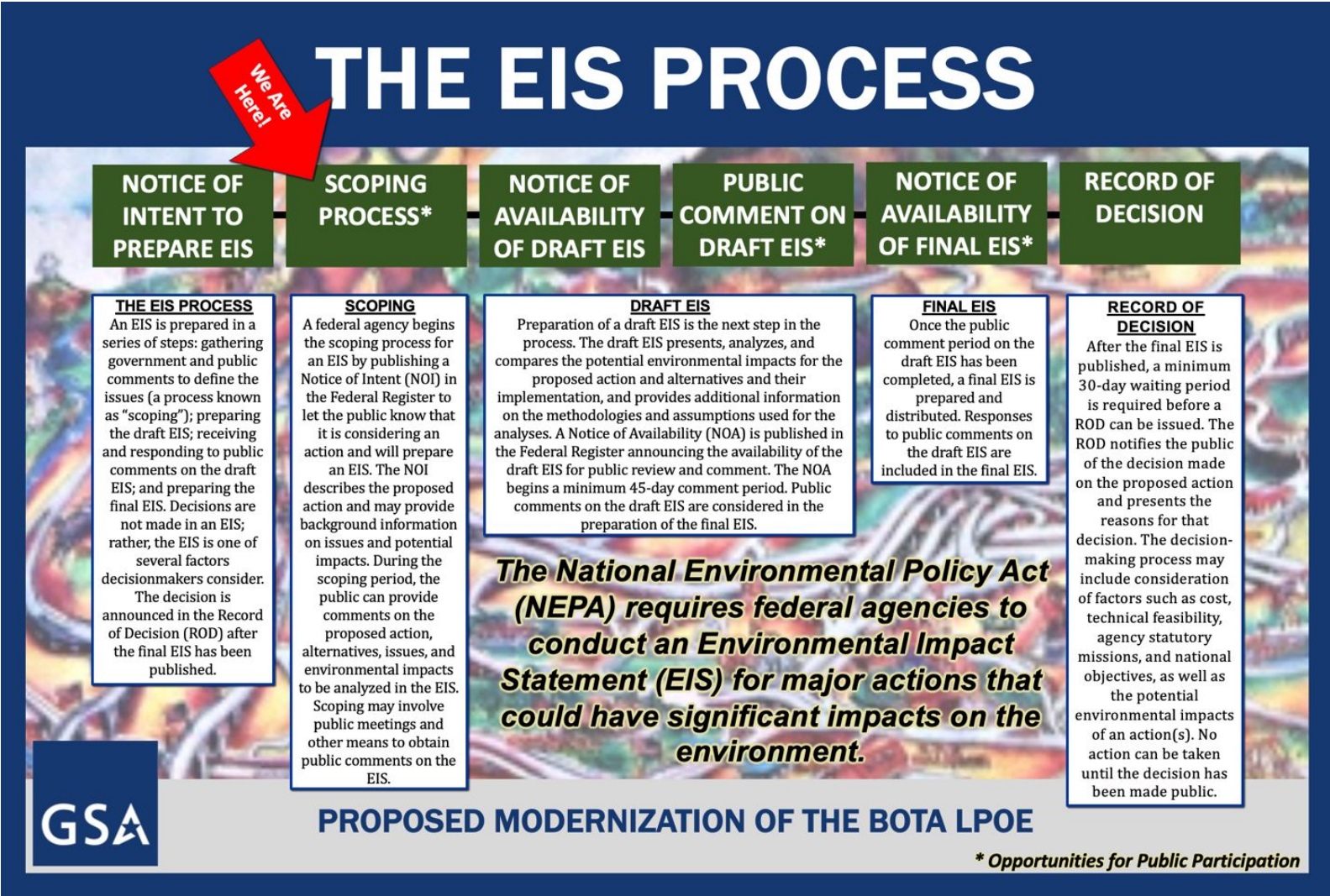
ACTION ALTERNATIVES TO BE INCLUDED



Action Alternative #1A

No Action Alternative #6

THE ENVIRONMENTAL IMPACT STATEMENT PROCESS



The EIS is prepared, and the process conducted in accordance with prevailing GSA National Environmental Policy Act (NEPA) guidance and implementation regulations.

THE ENVIRONMENTAL IMPACT STATEMENT PROCESS

An EIS is prepared in a series of steps:

- gathering government and public comments to define the issues (a process known as “scoping”);
- preparing the draft EIS;
- receiving and responding to public comments on the draft EIS; and
- preparing the final EIS.

Decisions are not made in an EIS; rather, the EIS is one of several factors decisionmakers consider.

The decision is announced in the Record of Decision (ROD) after the final EIS has been published.

NOTICE OF INTENT TO PREPARE EIS AND SCOPING PROCESS (STEPS 1 & 2)

GSA begins the scoping process for an EIS by publishing a Notice of Intent (NOI) in the Federal Register to let the public know that it is considering an action and will prepare an EIS.

The NOI describes the proposed action and provides background information on issues and potential impacts.

During the scoping period, the public can provide comments on the proposed action, alternatives, issues, and environmental impacts to be analyzed in the EIS.

The NOI for this project was published in the Federal Register on Monday, November 13, 2023.

NOTICE OF AVAILABILITY OF THE FINAL EIS (STEP 5)

Once the public comment period on the draft EIS has been completed, a final EIS is prepared and distributed.

Responses to public comments on the draft EIS are included in the final EIS.

RECORD OF DECISION (STEP 6)

After the final EIS is published, a minimum 30-day waiting period is required before a ROD can be issued.

The ROD notifies the public of the decision made on the proposed action and presents the reasons for that decision.

The decision-making process may include consideration of factors such as cost, technical feasibility, agency statutory missions, and national objectives, as well as the potential environmental impacts of an action(s).

No action can be taken until the decision has been made public

WHAT IS INCLUDED IN THE EIS?

The EIS will identify, describe, and analyze the potential effects of the action alternatives developed to implement the proposed action and the no action alternative. This will include direct, indirect, and cumulative effects. At present, GSA has identified the following resources/issues for analysis of both beneficial and adverse potential impacts:

- Hazardous Materials, Waste, and/or Site Contamination
- Socioeconomics (including Environmental Justice)
- Public Services, Infrastructure, and Utilities
- Surface Waters, Drainage, and Floodplains
- Land Use and Zoning (including Visual and Aesthetics)
- Traffic (Vehicular and Pedestrian), Transportation, and Parking
- Air Quality (including Greenhouse Gas Emissions)
- Noise and Vibration
- Cultural and Historic Resources

The EIS will document measures that could potentially avoid, minimize, or mitigate any identified adverse impacts. GSA welcomes public input on these potential impacts and other resources that could be considered.

PROJECTED PROJECT TIMING

Key anticipated milestones which are subjected to change:

- End of Initial NEPA Scoping Period Comments: Tuesday January 16, 2024
- Publication of the Draft EIS: Summer 2024. Comment period to follow
- Final EIS: September 2024
- Completion of EIS late 2024

- Site Acquisition – late-2024
- Design Build Procurement – early-2025
- Design Completion– early-2027
- Construction – early- to mid-2026
- Completion – mid- to late-2029

COME-AND-GO BREAKOUT STATIONS

Your participation and input is vital in ensuring the development of a modernized Port that serves the needs of the Government, the Travelling Public, and the Community.

Again, comment sheets have been provided.

Comments and input can also be submitted via mail or email:

Email: BOTA.NEPAcomments@gsa.gov

Mail: Karla R. Carmichael
NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
Greater Southwest Region 7
819 Taylor St, Room 12-B, FW, TX 76102

The substantive contents of an EIS are specified by the CEQ regulations at 40 CFR 1502.10, based on the requirements of NEPA at 102(2)(C). Thus, the EIS must include discussion of the following topics, in the order listed, unless you can show a "compelling reason to do otherwise": 1. Purpose of and Need for Action; 2. Alternatives, Including the Proposed Action; 3. Affected Environment; 4. Environmental Consequences; 5. List of Preparers; and 6. List of Agencies, Organizations, and persons to whom copies of the EIS are sent.

PURPOSE AND NEED

The statement shall briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action. 40 CFR 1502.13

ALTERNATIVES; INCLUDING THE PROPOSED ACTION

In this section agencies should present the environmental impacts of the proposal and the alternatives in comparative form and this section shall:

- (a) Rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated. (
- b) Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits.
- (c) Include reasonable alternatives not within the jurisdiction of the lead agency.
- (d) Include the alternative of no action.
- (e) Identify the agency's preferred alternative or alternatives, if one or more exists, in the draft statement and identify such alternative in the final statement unless another law prohibits the expression of such a preference.
- (f) Include appropriate mitigation measures not already included in the proposed action or alternative. 40 CFR 1502.14

AFFECTED ENVIRONMENT

This chapter will focus on the topics that are actually important to understanding the effects of the action, and that will therefore be treated in detail in the following chapter of the EIS, Environmental Consequences

ENVIRONMENTAL CONSEQUENCES

It describes the environmental impacts of the proposed action and alternatives, on which the summary in the Alternatives chapter is based.

It shall include discussions of: (a) Direct effects and their significance....

(b) Indirect effects and their significance....

(c) Possible conflicts between the proposed action and the objectives of Federal, regional, State, and local (and in the case of a reservation, Indian tribe) land use plans, policies and controls for the area concerned....

(d) The environmental effects of alternatives including the proposed action. The comparisons under (§1502.14 [the alternatives section] will be based on this discussion.

(e) Energy requirements and conservation potential of various alternatives and mitigation measures.

(f) Natural or depletable resource requirements and conservation potential of various alternatives and mitigation measures.

(g) Urban quality, historic and cultural resources, and the design of the built environment, including the reuse and conservation potential of various alternatives and mitigation measures.

(h) Means to mitigate adverse environmental impacts (if not fully covered under (§1502.14(f)) [the alternatives section].

GSA has prepared this Environmental Impact Statement (EIS) for the purpose of analyzing the potential environmental impacts of the Proposed Action, in accordance with the National Environmental Policy Act (NEPA) of 1969 (42 United States Code 4321 et seq.), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] 1500-1508), GSA Order ADM 1095.1F (Environmental Consideration in Decision Making), the GSA Public Building Service's NEPA Desk Guide, and other relevant federal and state laws and regulations.

protection of children's health and safety; and utilities and infrastructure.

3.1 METHODOLOGIES

3.1.1 Affected Environment Methodology

The affected environment summarizes the current physical, biological, social, and economic environments of the area within and surrounding the CHFB 92-acre property and provides a regional description of resources, as applicable, to provide a baseline for potential off-site effects from tenant relocations within the region. As such, the discussion of each resource area within this chapter includes justification for the area for analysis (discussion of site-specific versus regional baseline conditions) that could be impacted by the Hybrid Lease/Construction Alternative and Lease Relocation Alternative.

3.1.2 Environmental Consequences Methodology

The impacts analysis considers effects to a resource for each alternative and describes the types of impacts that would occur (see Section 3.1.2.1) and assigns a significance criteria (see Section 3.1.2.2).

3.1.2.1 Types of Impacts

The terms "impacts" and "effects" are used interchangeably in this chapter. According to the CEQ NEPA Regulations at 40 CFR 1500-1508, direct and indirect effects are defined as:

- Direct effects: Effects that are caused by the action and occur at the same time and place (1508.8(a)).

Indirect effects: Effects that are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects also include "induced changes" in the human and natural environments (1508.8(b)). Indirect impacts may also be caused by another action or actions that have an established relationship or connection to the project (connected actions). These actions are those that would not or could not occur unless the Proposed Action were implemented. These actions are often referred to as "but for" actions and generally occur at a later time or at some distance removed from the original action (FHWA, Caltrans, and USEPA 2006). For example, the Proposed Action does not involve any renovation or demolition of the existing CHFB or additional construction on the site beyond construction of a new USCIS building. Under the Proposed Action, some or all of the CHFB site would be reported as excess in accordance with federal policy and disposed, and no details on future development of the parcel exist. However, it is "reasonably foreseeable" that some form of office use, commercial, or mixed-used development could remain on site, and that potential renovation or demolition, construction, and operation of a new development could occur on the parcel, pending the outcome of the Section 106 consultation process. Therefore, impacts from demolition, construction, and operation of future redevelopment are analyzed as indirect impacts of the Proposed Action Alternatives.

CHET HOLIFIELD
FEDERAL BUILDING FINAL EIS CHAPTER 3. AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES 3-2

