

COMMENT FORM – PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas October 17, 2024

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO

A Adams

ORGANIZATION/ ORGANIZACIÓN

Hilos De Plata Center

ADDRESS/DIRECCIÓN

TELEPHONE/TELÉFONO

EMAIL/ CORREO ELECTRÓNICO

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to November 04, 2024. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

BOTA.NEPACOMMENTS@gsa.gov

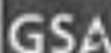
Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 04 de noviembre de 2024 o enviar por correo a la siguiente dirección.

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GSA/PBS, Facilities Management and Services Programs Division
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COMMENTS/COMENTARIOS:

We ARE NOT in agreement that the commercial Trucks come over the Bridge of the Americas Land Port of entry.



COMMENT FORM - BOTA LPOE Draft EIS
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas

FORMULARIO DE COMENTARIOS - BOTA LPOE Draft EIS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas

DATE/FECHA

10-24-24

NAME/ APELLIDO

Alicia Villa

ORGANIZATION/ ORGANIZACIÓN

Washington / Delta WA

ADDRESS/DIRECCIÓN

139 Tobin Pl.

TELEPHONE/TELÉFONO

(915) 534-7760

EMAIL/ CORREO ELECTRÓNICO

avillafox1963@gmail.com

COMMENTS/COMENTARIOS:

Would like to see the modernization of the Bridge of Americas but we do not want any commercial trucks crossing at this bridge. It contaminates our air my neighborhood is only 3 blocks from the BOTA. Also our senior center is located 2 blocks from BOTA on Delta.



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Modernización del Puerto de Entrada Terrestre del Puente de las Américas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO Bernarda Arizmendi
ORGANIZATION/ ORGANIZACIÓN Hilos de plata
ADDRESS/DIRECCIÓN 5911 Simpia Dr El Paso TX 79905
TELEPHONE/TELÉFONO (915) 260 10 84
EMAIL/ CORREO ELECTRÓNICO

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BOTA.NEPACOMMENTS@gsa.gov

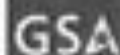
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GSA/PBS, Facilities Management and Services Programs Division
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COMMENTS/COMENTARIOS:

NO TIPOCAS COMERCIALES EN EL PUENTE



COMMENT FORM - BOTA LPOE Draft EIS
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El Paso County, El Paso, Texas

FORMULARIO DE COMENTARIOS - BOTA LPOE Draft EIS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas

DATE/FECHA

NAME/ APELLIDO

Brian L

ORGANIZATION/ ORGANIZACIÓN

Washington Delta Neighborhood Association

ADDRESS/DIRECCIÓN

TELEPHONE/TELÉFONO

(915) 996-3778

EMAIL/ CORREO ELECTRÓNICO

lapz.brian.040@gmail.com

COMMENTS/COMENTARIOS:

I like the proposal that the semi trucks are not going to cross the bridge anymore. This will improve not only carbon footprint, but traffic flow. I do have some concerns over adding a lot of lane lines for cars to cross over. This will increase traffic and carbon footprint.



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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas

DATE/FECHA

10-17-2011

NAME/ APELLIDO

Carmen Borrego

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

4020 Trowbridge

TELEPHONE/TELÉFONO

915-526-1735

EMAIL/ CORREO ELECTRÓNICO

Le#62@yahoo.com

COMMENTS/COMENTARIOS:

Support GSA Alternative 4



COMMENT FORM - BOTA LPOE Draft EIS
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas

FORMULARIO DE COMENTARIOS - BOTA LPOE Draft EIS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas

DATE/FECHA

10-17-21

NAME/ APELLIDO

Carmen Borrego

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

4020 Trowbridge

TELEPHONE/TELÉFONO

915-526-1735

EMAIL/ CORREO ELECTRÓNICO

Le#62@yahoo.com

COMMENTS/COMENTARIOS:

Support GSA Alternative 4



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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO

Dolores Alvarez

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

7051 Ramos Ct

TELEPHONE/TELÉFONO

915-304-7924

EMAIL/ CORREO ELECTRÓNICO

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GSA/PBS, Facilities Management and Services Programs Division
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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

No Commercial
Truck-on. Free bridge



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Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO CARMEN NAJERA
ORGANIZATION/ ORGANIZACIÓN HILOS DE PLATA
ADDRESS/DIRECCIÓN 5230 TROWBRIDGE
TELEPHONE/TELÉFONO (915) 726-6704
EMAIL/ CORREO ELECTRÓNICO

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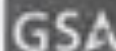
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GSA/PBS, Facilities Management and Services Programs Division
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COMMENTS/COMENTARIOS:

NO TROCAS EN LOS PUENTES



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Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO Chavarría Eva

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN 4528 Blanco #121

TELEPHONE/TELÉFONO (915) 974-6814

EMAIL/ CORREO ELECTRÓNICO

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GSA/PBS, Facilities Management and Services Programs Division
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COMMENTS/COMENTARIOS:

NO TROCAS Comerciales en el puente libre



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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO

Cristina Jimenez

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

Calles de plata

TELEPHONE/TELÉFONO

445 Carter

EMAIL/ CORREO ELECTRÓNICO

915-873-3414

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COMMENTS/COMENTARIOS:

No trocas en las puentes libre



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Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO

Esteban Jimenez

ORGANIZATION/ ORGANIZACIÓN

Hilos de Plata

ADDRESS/DIRECCIÓN

445 Cortez Dr. 79905

TELEPHONE/TELÉFONO

(915) 873 3414

EMAIL/ CORREO ELECTRÓNICO

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GSA/PBS, Facilities Management and Services Programs Division
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BOTA.NEPACOMMENTS@gsa.gov

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GSA/PBS, Facilities Management and Services Programs Division
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COMMENTS/COMENTARIOS:

No queremos trocas comerciales
en el puente Libre



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El Paso County, El Paso, Texas

FORMULARIO DE COMENTARIOS - BOTA LPOE Draft EIS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas

DATE/FECHA

10-24-24

NAME/ APELLIDO

Elizabeth C. Ramirez

ORGANIZATION/ ORGANIZACIÓN

Washington Park Association

ADDRESS/DIRECCIÓN

516 De Vargas Dr.

TELEPHONE/TELÉFONO

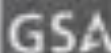
915-479-1122

EMAIL/ CORREO ELECTRÓNICO

ramirez.elizabethc@yahoo.com

COMMENTS/COMENTARIOS:

I believe that the trucks coming from Juarez to El Paso through the Cordova Bridge should be diverted to other bridges. The maquilas make a lot of money they can pay to come across from Juarez to El Paso through Tornillo or Santa Teresa. Enough pollution has been emitted to the neighborhoods that are near the Cordova Bridge.



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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO FLOREDO VIRGINIA BARRERA

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN 319 MARY JENNA

TELEPHONE/TELÉFONO 915 313 2358

EMAIL/ CORREO ELECTRÓNICO

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Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102

BOA.NEPACOMMENTS@gsa.gov

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Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102

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COMMENTS/COMENTARIOS:

NO RECA PUENTE LIBRE
NO TIENE PUENTE LIBRE



COMMENT FORM - BOTA LPOE Draft EIS
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FORMULARIO DE COMENTARIOS - BOTA LPOE Draft EIS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas

DATE/FECHA

Oct 02, 2024

NAME/ APELLIDO

Fred Borrego

ORGANIZATION/ ORGANIZACIÓN

San Juan Association

ADDRESS/DIRECCIÓN

6805 Alameda

TELEPHONE/TELÉFONO

915-526-1725

EMAIL/ CORREO ELECTRÓNICO

Alcoep@sbcglobal.net

COMMENTS/COMENTARIOS:

In support of GSA - Alt 4

"NO Commercial Traffic"



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Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/APELLIDO GENOVEVA J JIMENEZ
ORGANIZATION/ ORGANIZACIÓN HILOS DE PLATA
ADDRESS/DIRECCIÓN 516-S. RAYNOR - 99905
TELEPHONE/TELÉFONO 915-219-72-60
EMAIL/ CORREO ELECTRÓNICO

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COMMENTS/COMENTARIOS:

NO TRAILES Y TROCAS COMERCIALES EN EL PUENTE



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 Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO Grace B. Minn
 ORGANIZATION/ ORGANIZACIÓN Hijos de Plata
 ADDRESS/DIRECCIÓN 302 CARGILL ST. 79905
 TELEPHONE/TELÉFONO 915-772-7920
 EMAIL/ CORREO ELECTRÓNICO _____

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COMMENTS/COMENTARIOS:

No Commercial trucks on the Free Bridge



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Condado de El Paso, El Paso, Texas

DATE/FECHA 12-1-2024

NAME/APELLIDO Gilbert Ortega

ORGANIZATION/ ORGANIZACIÓN Washington Delta Neighborhood Association

ADDRESS/DIRECCIÓN 140 Tobin

TELEPHONE/TELÉFONO 915-269-2041

EMAIL/ CORREO ELECTRÓNICO ortega.gilbert16@gmail.com

COMMENTS/COMENTARIOS:

I am for the proposed alternative by GSA that removes commercial traffic, north and south, from BOTA.

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NAME/ APELLIDO GLORIA TORRES
 ORGANIZATION/ ORGANIZACIÓN HILOS DE PLATA
 ADDRESS/DIRECCIÓN 104 S. HILLS
 TELEPHONE/TELÉFONO 915) 234 4049
 EMAIL/ CORREO ELECTRÓNICO

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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

NO XROCAS COMERCIALES
PUENTE LIBRE



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
 El Paso County, El Paso, Texas October 17, 2024

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO TRUJILLO GLORIA

ORGANIZATION/ ORGANIZACIÓN _____

ADDRESS/DIRECCIÓN 1221 E SAN ANTONIO

TELEPHONE/TELÉFONO 915-8200487

EMAIL/ CORREO ELECTRÓNICO HILos de PIATAS

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COMMENTS/COMENTARIOS:

HO QUE FEMAS TRUCAS

W



COMMENT FORM - BOTA LPOE Draft EIS
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas

FORMULARIO DE COMENTARIOS - BOTA LPOE Draft EIS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas

DATE/FECHA

Oct. 17, 2024

NAME/APELLIDO

Hector V. Bernal

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

7316 Cielo Vista Dr

TELEPHONE/TELÉFONO

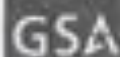
915-497-8811

EMAIL/ CORREO ELECTRÓNICO

hbernal375@gmail.com

COMMENTS/COMENTARIOS:

Alternative #4
No Trucks



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas | October 17, 2024

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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
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NAME/ APELLIDO David D. Valenzuela
ORGANIZATION/ ORGANIZACIÓN _____
ADDRESS/DIRECCIÓN 7051 Ramos Ct
TELEPHONE/TELÉFONO 415-304-7924
EMAIL/ CORREO ELECTRÓNICO _____

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COMMENTS/COMENTARIOS: No Commercial Trucks
on the Free Bridge



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FORMULARIO DE COMENTARIOS - BOTA LPOE Draft EIS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas

DATE/FECHA

10-18-24

NAME/ APELLIDO

IGNACIO MOLINA

ORGANIZATION/ ORGANIZACIÓN

SAN JUAN ASS.

ADDRESS/DIRECCIÓN

6026 CLEVELAND

TELEPHONE/TELÉFONO

915 335 2209

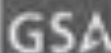
EMAIL/ CORREO ELECTRÓNICO

IGNACIO.MOLINA@231993@GMAIL.COM

COMMENTS/COMENTARIOS:

Alternative #4

Please Remove All Commercial Traffic.



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El Paso County, El Paso, Texas October 17, 2024

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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
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NAME/ APELLIDO	José Antonio Aguilar
ORGANIZATION/ ORGANIZACIÓN	Hilos de Plata
ADDRESS/DIRECCIÓN	219 N. Maryland
TELEPHONE/TELÉFONO	(951) 250-4519
EMAIL/ CORREO ELECTRÓNICO	N/A

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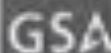
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COMMENTS/COMENTARIOS:

NO CONSENTAL TRACKS
ON THE BRIDGE



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El Paso County, El Paso, Texas | October 17, 2024

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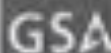
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COMMENTS/COMENTARIOS:

No Consual tracks
on the bridge



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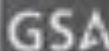
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ORGANIZATION/ ORGANIZACIÓN Hilos de Plata
ADDRESS/DIRECCIÓN 411 S Ochoa
TELEPHONE/TELÉFONO 915 543 8134
EMAIL/ CORREO ELECTRÓNICO A

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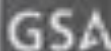
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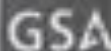
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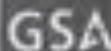
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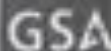
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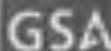
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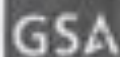
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NO Trailers on el Puente Libre



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas October 17, 2024

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO Jose A. Aldaco
ORGANIZATION/ ORGANIZACIÓN Hilos de Plata
ADDRESS/DIRECCIÓN 411 S Ochoa
TELEPHONE/TELÉFONO 915 543 8134
EMAIL/ CORREO ELECTRÓNICO A

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

BOTA.NEPACOMMENTS@gsa.gov

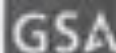
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GSA/PBS, Facilities Management and Services Programs Division
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COMMENTS/COMENTARIOS:

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El Paso County, El Paso, Texas October 17, 2024

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Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

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NAME/ APELLIDO José A. Aldaco
 ORGANIZATION/ ORGANIZACIÓN Hilos de Plata
 ADDRESS/DIRECCIÓN 411 S Ochoa
 TELEPHONE/TELÉFONO 915 543 8134
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 819 Taylor St, Room 12-B, FW, TX 76102

BOTA.NEPACOMMENTS@gsa.gov

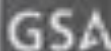
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El Paso County, El Paso, Texas October 17, 2024

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ORGANIZATION/ ORGANIZACIÓN Hilos de Plata
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TELEPHONE/TELÉFONO 915 543 8134
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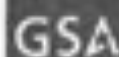
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El Paso County, El Paso, Texas – October 17, 2024

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO JOSE I NAJERA
ORGANIZATION/ ORGANIZACIÓN Hilos de plata
ADDRESS/DIRECCIÓN 5230 TROWBAIDGE
TELEPHONE/TELÉFONO (95) 226-6700
EMAIL/ CORREO ELECTRÓNICO —

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Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-8, FW, TX 76102

BOTA.NEPACOMMENTS@gsa.gov

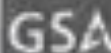
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COMMENTS/COMENTARIOS:

NO TROCAS Comerciales en el Puente



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPDE)
El Paso County, El Paso, Texas October 17, 2024

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO

Josefina S. Hernandez

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

7840 Knights Knights apt. 113

TELEPHONE/TELÉFONO

915-799-1998

EMAIL/ CORREO ELECTRÓNICO

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GSA/PBS, Facilities Management and Services Programs Division
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BOTA.NEPACOMMENTS@gsa.gov

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GSA/PBS, Facilities Management and Services Programs Division
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COMMENTS/COMENTARIOS:

notricas Comerciales en el puente libre



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El Paso County, El Paso, Texas October 17, 2024

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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO

Luis Mata

ORGANIZATION/ ORGANIZACIÓN

Hilos de Plata / Delta Washington

ADDRESS/DIRECCIÓN

11731 Trey Burton Dr. 79936

TELEPHONE/TELÉFONO

915 433 2377

EMAIL/ CORREO ELECTRÓNICO

l.mata@sbglobal.net

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COMMENTS/COMENTARIOS:

NO more Commercial trucks crossing
the free bridge!



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 El Paso County, El Paso, Texas October 17, 2024

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO Laurencia Soto

ORGANIZATION/ ORGANIZACIÓN _____

ADDRESS/DIRECCIÓN 6412 Edgemere

TELEPHONE/TELÉFONO (915) 301-2094

EMAIL/ CORREO ELECTRÓNICO _____

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 GSA/PBS, Facilities Management and Services Programs Division
 819 Taylor St, Room 12-B, FW, TX 76102*

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COMMENTS/COMENTARIOS:

Es muy saludable el cambio No trocas conversaciones

[Signature]



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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO

Martina Estrada

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

207 HARDESTY PL.

TELEPHONE/TELÉFONO

(915) 252 5695

EMAIL/ CORREO ELECTRÓNICO

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COMMENTS/COMENTARIOS:

NO quiero que pasen trailers
por mi casa ni cerca porque vivo
cerca del puente.
NO hacer puente libre



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Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas October 17, 2024

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NAME/ APELLIDO

Martina Estrada

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

207 HARDESTY PL.

TELEPHONE/TELÉFONO

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EMAIL/ CORREO ELECTRÓNICO

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COMMENTS/COMENTARIOS:

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cerca del puente.
NO hacer puente libre



COMMENT FORM - BOTA LPOE Draft EIS
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas

FORMULARIO DE COMENTARIOS - BOTA LPOE Draft EIS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas

DATE/FECHA

10-18-24

NAME/ APELLIDO

Martha Aida Muñoz

ORGANIZATION/ ORGANIZACIÓN

San Juan Association Neighborhood

ADDRESS/DIRECCIÓN

5935 Tejas Dr.

TELEPHONE/TELÉFONO

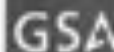
(915) 790-8363

EMAIL/ CORREO ELECTRÓNICO

mamunoz1960@gmail.com

COMMENTS/COMENTARIOS:

Alternative #4
Please remove all commercial traffic



COMMENT FORM – PUBLIC INFORMATIONAL MEETING

Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas October 17, 2024

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS

Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

Maria Ala Peña

NAME/ APELLIDO

ORGANIZATION/ ORGANIZACIÓN

Hilas de Plata

ADDRESS/DIRECCIÓN

4451 Delta El Paso Tx 79905

TELEPHONE/TELÉFONO

EMAIL/ CORREO ELECTRÓNICO

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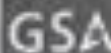
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GSA/PBS, Facilities Management and Services Programs Division
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COMMENTS/COMENTARIOS:

*No trocas comerciales en el puente
Gracias*



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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO

Margarita Vallalobas

ORGANIZATION/ ORGANIZACIÓN

Hilas de Plata

ADDRESS/DIRECCIÓN

344 Val Verde St.

TELEPHONE/TELÉFONO

915-3737328

EMAIL/ CORREO ELECTRÓNICO

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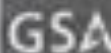
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COMMENTS/COMENTARIOS:

No more commercial trucks
at the bridge



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El Paso County, El Paso, Texas October 17, 2024

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Modernización del Puerto de Entrada Terrestre del Puente de las Américas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO

BGA Galinda

ORGANIZATION/ ORGANIZACIÓN

Hilos de Plata

ADDRESS/DIRECCIÓN

5429 Joisi Cir 79914

TELEPHONE/TELÉFONO

915 250 4191

EMAIL/ CORREO ELECTRÓNICO

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Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102

BOTA.NEPACOMMENTS@gsa.gov

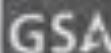
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COMMENTS/COMENTARIOS:

*No trabas comerciales
En el puente libre*



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas October 17, 2024

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Américas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO PAZ ESTRADA

ORGANIZATION/ ORGANIZACIÓN Hilos de Plata

ADDRESS/DIRECCIÓN 411 S. Ochoa

TELEPHONE/TELÉFONO 915-543-8134

EMAIL/ CORREO ELECTRÓNICO

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NO fracas comerciales en el
puente libre



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Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO Pedro MAYOR y A Gilardo
ORGANIZATION/ ORGANIZACIÓN Hilos de PLATA
ADDRESS/DIRECCIÓN 201 Alicia DR APT D
TELEPHONE/TELÉFONO 915 710-1448
EMAIL/ CORREO ELECTRÓNICO

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BOA.NEPACOMMENTS@gsa.gov

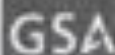
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COMMENTS/COMENTARIOS:

No tracks. Comerciales - en el centro



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El Paso County, El Paso, Texas October 17, 2024

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO QUIRINO VILLA
ORGANIZATION/ ORGANIZACIÓN Hilos de Plata Delta Washington PK NHA
ADDRESS/DIRECCIÓN 405 Kyle st 79905
TELEPHONE/TELÉFONO 915 926 6709
EMAIL/ CORREO ELECTRÓNICO

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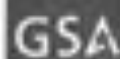
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GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102

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COMMENTS/COMENTARIOS:

No Commercial trucks on
the free bridge



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El Paso County, El Paso, Texas October 17, 2024

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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO

Rebecca Guerra

ORGANIZATION/ ORGANIZACIÓN

Hilos De Plata

ADDRESS/DIRECCIÓN

8433 Villanova Dr.

TELEPHONE/TELÉFONO

EMAIL/ CORREO ELECTRÓNICO

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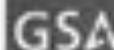
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GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102.

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COMMENTS/COMENTARIOS:

No commercial Trucks free Bridge



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El Paso County, El Paso, Texas - October 17, 2024

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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO

Rosa D. Rivera

ORGANIZATION/ ORGANIZACIÓN

Hilos de Plata

ADDRESS/DIRECCIÓN

348 Compadre St. El Paso, Tx.

TELEPHONE/TELÉFONO

915-803-5676

EMAIL/ CORREO ELECTRÓNICO

N/A

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GSA/PBS, Facilities Management and Services Programs Division
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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

No Commercial Trucks - Please



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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO

Roberto Trevizo

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

213 Harperly

TELEPHONE/TELÉFONO

915 274 4910

EMAIL/ CORREO ELECTRÓNICO

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COMMENTS/COMENTARIOS:

NO TROKAS Comerciales P. Libre



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NAME/APELLIDO VIRGINIA BARRAZA
ORGANIZATION/ ORGANIZACIÓN Villas de Plata
ADDRESS/DIRECCIÓN 4457 DOSTA EL PASO TX 79905
TELEPHONE/TELÉFONO
EMAIL/ CORREO ELECTRÓNICO

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819 Taylor St, Room 12-B, FW, TX 76102

BOTA.NEPACOMMENTS@gsa.gov

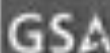
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GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102

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COMMENTS/COMENTARIOS:

no transacciones comerciales en el puente
YACINGS



COMMENT FORM - BOTA LPOE Draft EIS
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas

FORMULARIO DE COMENTARIOS - BOTA LPOE Draft EIS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas

DATE/FECHA

10/24/24

NAME/ APELLIDO

Vivian Cordova Flores

ORGANIZATION/ ORGANIZACIÓN

Washington Park Association

ADDRESS/DIRECCIÓN

516 De Vargas

TELEPHONE/TELÉFONO

(915) 401-4007

EMAIL/ CORREO ELECTRÓNICO

viv92762@gmail.com

COMMENTS/COMENTARIOS:

~~I am hoping that the BOTA will continue to only be~~
~~a~~

I'm hoping that the BOTA will change from commercial bridge to a passenger/walk over type bridge. Changing the bridge from a passenger/walk over bridge would greatly elevate the pollution levels. These pollutions have caused several problems to humans and even perhaps the zoo animals. We must remember that this bridge is within a neighbor like I said before have caused health problems. Also within this neighbor we have 3 schools that are directly by the flow of the commercial trucks.

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 El Paso County, El Paso, Texas October 17, 2024

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 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO VIRGINIA GUERRA
 ORGANIZATION/ ORGANIZACIÓN HILOS DE PLATA
 ADDRESS/DIRECCIÓN 175 Red Robin
 TELEPHONE/TELÉFONO (915) 217-5520
 EMAIL/ CORREO ELECTRÓNICO virginia guerra 5520@gmail.com

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 819 Taylor St, Room 12-B, FW, TX 76102

BOTA.NEPACOMMENTS@gsa.gov

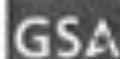
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 GSA/PBS, Facilities Management and Services Programs Division
 819 Taylor St, Room 12-B, FW, TX 76102

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COMMENTS/COMENTARIOS:

No Commercial trucks on
 free bridge!



COMMENT FORM - BOTA LPOE Draft EIS
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El Paso County, El Paso, Texas

FORMULARIO DE COMENTARIOS - BOTA LPOE Draft EIS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas

DATE/FECHA 10-24-24

NAME/APELLIDO Cynthia Renteria

ORGANIZATION/ORGANIZACIÓN Washington-Delta N.A.

ADDRESS/DIRECCIÓN 354 Francis St.

TELEPHONE/TELÉFONO 915-637-3026

EMAIL/CORREO ELECTRÓNICO renteria.cynthia@gmail.com

COMMENTS/COMENTARIOS:

I support the preferred alternative selected
by IIS.A that remove commercial traffic
north and south from BOTA

I support alternative 4



Transportation Policy Board

Oscar Leeser, Chair

Mayor, City of El Paso

César Blanco Vice-Chair

Texas State Senator

Chris Canales

City of El Paso Representative

Ramon Cano

Mayor, Town of Clint

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Rudy Cruz Jr.

City of Socorro Representative

Aaron Chavarria, P.E.

District Engineer, NMDOT

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Director Sun Metro, City of El Paso

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City of El Paso Representative

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City Engineer, City of El Paso

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Texas State Representative

Vacant

Doña Ana County

Diana Murillo

Mayor, City of Anthony, NM

Tony Nevarez

Director of Aviation,
El Paso International Airport

Claudia Ordaz

Texas State Representative

Lina Ortega

Texas State Representative

Norma Palacios

Public Works Assistant Director,

Javier Perea

Mayor, City of Sunland Park, NM

Rachel Quintana

Mayor, Village of Vinton

Isabel Salcido

City of El Paso Representative

Ricardo Samaniego

County Judge, El Paso County

Tomas Trevino, P.E.

District Engineer, TxDOT

Anthony Turner

Mayor, Town of Anthony

Eduardo Calvo, AICP

Executive Director

November 27, 2024

U.S. General Services Administration
819 Taylor St. Room 12-B
Fort Worth, TX 76102

Attention: Karla Carmichael, NEPA Program Manager

Dear Ms. Carmichael,

On behalf of the Transportation Policy Board (“TPB”) of the El Paso Metropolitan Planning Organization (“El Paso MPO”), I submit this letter as a follow up to our letter dated October 25, 2024:

At its meeting on November 15, 2024, the El Paso MPO TPB continued its discussion and review of the GSA’s Draft EIS. The TPB considered the data and analysis available to date, as well as public comments from community stakeholders, all of which led to the TPB’s recommendation that the GSA select Alternative 1A as the GSA’s final alternative. The TPB’s support for Alternative 1A reflects the governing body’s understanding that decisions, including the present recommendation, must be made from a truly regional perspective, and not just from the viewpoint of each governmental body that comprises the El Paso MPO. This is especially true when making official recommendations on generational projects such as this one. The TPB recognizes that rather than serving as a solution or mitigation of the congestion and air quality impacts of truck traffic in the region, Alternative 4 simply shifts the problem from one border crossing to another within the region. In short, Alternative 4 does not serve as a solution to the adverse effects of truck traffic congestion and air quality issues arising as part of the congestion. The TPB’s support for Alternative 1A, in part, arises from the consensus that, based on the information currently available, Alternative 1A is a sensible compromise; it does not currently exclude commercial traffic from the BOTA but allows for that reality in the future, if it is later conclusively determined that doing so is beneficial to the region. Delaying such a drastic change while allowing more time for the needed studies and dialogue of all interested parties, including the El Paso MPO, and stakeholders from both sides of the border, is an important factor in the TPB’s recommendation in support of Alternative 1A. The region’s stakeholders need additional time to prepare for and address the negative impacts to other border crossings that will result from Alternative 4 while also ensuring the efficient cross-border movement of people, vehicles, and goods.

This letter, as well as the ongoing collaboration between the El Paso MPO and the GSA, are intended to contribute to GSA’s understanding of the issues and enable the selection of the alternative that best meets the region’s needs. We thank you again for the opportunity to submit this letter during the extended public comment period for the Draft EIS. If you have any questions, please contact me at ecalvo@elpasompo.org or at (915) 212-0258.

Respectfully submitted,

Eduardo Calvo, AICP
Executive Director

cc: Oscar Leeser, Mayor City of El Paso, Chair Transportation Policy Board



October 2024

Asociación de Maquiladoras, A.C.

Av. Paseo de la Victoria No. 3545

Cd. Juárez, Chih., México. C.P. 32460

Tel. (656) 629-2001

Consequences of the Closure of Commercial Traffic at the Córdoba-Américas Port

The closure of the Córdoba-Américas Port would deal a severe blow to the economic competitiveness of the border region, both on the Mexican and U.S. sides. This port is a strategic point in the trade relationship between Mexico and the United States, and its closure would bring about serious consequences for binational trade, the local economy, and the well-being of citizens in both countries.

Declining Binational Competitiveness: Currently, the Córdoba-Américas port is among the top five border crossings in the United States in terms of trade with Mexico. In 2022, over \$75 billion in goods crossed through this border into the U.S., according to Customs and Border Protection (CBP). Closing this port would significantly reduce logistical efficiency and disadvantage Ciudad Juárez compared to other border crossings like Laredo and El Paso.

In comparison, ports like Laredo handle around \$248 billion in trade each year and are aggressively investing in new infrastructure to accommodate greater volumes of cargo, giving them a competitive edge if Córdoba-Américas reduces or ceases its operational capacity.

Impact on the Flow of Goods and the U.S. Supply Chain: The Córdoba-Américas port is crucial for the supply of goods to the U.S. Approximately 500 trucks per day transport goods, including food and industrial products, to key U.S. cities such as El Paso, Dallas, and Denver. Around 12% of agricultural cargo entering the U.S. from Mexico crosses through this port, meaning that its closure would significantly disrupt the flow of essential agricultural products, such as fruits and vegetables, that supply thousands of U.S. supermarkets.

According to data from the U.S. Department of Transportation (DOT), crossing times could increase by up to 40% if traffic from Córdoba-Américas is redistributed to less prepared ports, causing delays in product deliveries and potential disruptions to the U.S. supply chain.

Negative Environmental Impact in the U.S. Southwest: A study by the Environmental Protection Agency (EPA) revealed that border crossing delays increase greenhouse gas emissions. If traffic is diverted to ports like Santa Teresa or Tornillo, additional delays would increase diesel emissions by 25%, particularly in urban areas near the crossings like El Paso and Las Cruces. This would affect air quality, worsening public health issues such as asthma and other respiratory diseases.

Economic Consequences for the U.S. Southwest: The closure of the port would not only impact Ciudad Juárez but also the economy of nearby U.S. communities. El Paso County heavily relies on cross-border trade with Mexico, with over \$80 billion in annual imports passing through its ports. According to a study by the Migration Policy Institute, more than 15% of jobs in El Paso are directly or indirectly related to



Asociación de Maquiladoras, A.C.

Av. Paseo de la Victoria No. 3545

Cd. Juárez, Chih., México. C.P. 32460

Tel. (656) 629-2001

U.S.-Mexico trade. Closing the Córdoba-Américas port would have a devastating impact on these jobs, particularly in sectors such as transportation, logistics, and manufacturing.

Additionally, the National Retail Federation has warned that supply chain disruptions, especially at key border crossings, could increase logistics costs in the U.S. by up to 20%, directly affecting consumer prices.

Lack of Adequate Infrastructure in Tornillo and Other Ports: While alternatives such as Tornillo have been proposed, this port lacks the necessary infrastructure to handle a significant increase in commercial traffic. According to data from the Texas Department of Transportation, Tornillo currently handles less than 5% of the trade that passes through Córdoba-Américas, and its infrastructure, such as rail connections and warehouses, is not equipped to handle a much larger volume of cargo. Additionally, the lack of road safety guarantees connecting Tornillo to other cities makes its massive use unfeasible in the short term.

Santa Teresa has also been mentioned as an alternative, but according to the Border Trade Alliance, although it has growth potential, it currently handles only 7% of the total volume passing through Ciudad Juárez. In the long term, it could be an option, but in the short term, its capacity to handle additional traffic is limited.

Importance of the Flow of Food and Essential Goods: Of the approximately 500 trucks crossing through Córdoba-Américas daily, a large portion transports food and agricultural products to U.S. markets. According to the United States Department of Agriculture (USDA), more than 30% of the fruits and vegetables arriving in Texas and surrounding states like New Mexico and Arizona come from Mexico, and many of these products cross through Córdoba-Américas. Closing the port could lead to shortages in supermarkets and increases in the prices of staple foods, affecting American families in the region.

Conclusion: Closing the Córdoba-Américas port is not just a local issue; it affects both sides of the border. From a U.S. perspective, the closure would have profound economic, environmental, and social consequences. The U.S. supply chain would be severely impacted, and trade between Mexico and the U.S. would slow, negatively affecting both businesses and consumers. It is crucial to keep this port operational to protect the economic competitiveness and commercial stability of the border region and to avoid a negative impact on the communities that depend on this commercial flow.

Your sincerely

Maquiladoras Association – Index Cd. Juarez



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

2 messages

GARCIA, ARMANDO B <ARMANDO.B.GARCIA@cbp.dhs.gov>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Tue, Sep 24, 2024 at 11:08 AM

NO on the closure of the BOTA cargo facility.



CBPO Armando B. Garcia

U. S. Customs & Border Protection

El Paso Field Office

3600 E. Paisano St.

El Paso, TX 79901

(915) 730-7066

armando.b.garcia@cbp.dhs.gov

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: robert.f.villarreal@cbp.dhs.gov

Mon, Oct 21, 2024 at 8:54 AM

[Quoted text hidden]



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Martinez, Ana <amartinez@tnexpress.net>

Tue, Oct 22, 2024 at 12:18 PM

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Best regards.

Ana Laura Martinez

Transportes Enlace Internacional

amartinez@tnexpress.net

Cel: 915-241-0082

 **carta puente americas cracar.pdf**
142K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

"BOTA LPOE Draft EIS"

3 messages

DELACRUZ, ARTHUR <ARTHUR.DELACRUZ@cbp.dhs.gov>
To: "BOTA.NEPACOMMENTS@GSA.GOV" <BOTA.NEPACOMMENTS@gsa.gov>
Cc: "DELACRUZ, ARTHUR" <ARTHUR.DELACRUZ@cbp.dhs.gov>

Fri, Sep 27, 2024 at 7:35 PM

NO!

*Arthur De La Cruz**U.S. Customs and Border Protection**Port of El Paso**El Paso Texas 79925*Arthur.delacruz@cbp.dhs.gov

-



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BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: "DELACRUZ, ARTHUR" <ARTHUR.DELACRUZ@cbp.dhs.gov>
Cc: "DELACRUZ, ARTHUR" <ARTHUR.DELACRUZ@cbp.dhs.gov>

Mon, Oct 7, 2024 at 10:30 AM

No to what? No commercial trucks at BOTA or Do not stop commercial trucks at BOTA?
[Quoted text hidden]

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: robert.f.villarreal@cbp.dhs.gov

Mon, Oct 21, 2024 at 8:51 AM

[Quoted text hidden]



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

TRANSPORTES RAMOS <transportesramos@sbtrmx.com>
To: BOTA.nepacomments@gsa.gov

Tue, Oct 22, 2024 at 1:20 PM

Good afternoon

My name is Arturo Ramos, I appreciate your attention to the attached letter.

Best regards

--



LIC. ARTURO RAMOS CASTAÑEDA
Gerente General

O 6567532811 **M** 6563350973 **M** 9157269833
E transportesramos@sbtrmx.com **W** www.sbtrmx.com
arturo@sbtrmx.com

D Calle. Santos Dumont No. 6907
Col. Zacate Blanco, Cd, Juarez Chih. C.P. 32695
SERVICIO BINACIONAL DE TRANSPORTE RAMOS S.A. DE C.V.

📍 Calle Santos Dumont No 6907 | Col. Zacate Blanco, Cd. Juarez Chih. | C.P. 32695



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BOTA L SBTR.pdf
106K



November 25, 2024

U.S. General Services Administration
Attention: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Re: GSA's Bridge of the Americas Land Port of Entry Draft Environmental Impact Statement

To Whom it May Concern:

The American Trucking Associations, Inc. (ATA), on behalf of its more than 35,000 member companies and organizations, is writing to formally express our concerns with the General Services Administration's (GSA) recommendation to remove commercial truck traffic from the Bridge of the Americas (BOTA) in El Paso, Texas as part of the proposed modernization project. As the largest national trade association representing the interests of the trucking industry, ATA is dedicated to advocating for the safety and security of our members, the trucking industry at large, and all our nation's critical infrastructure sectors, including those at land ports of entry. As such, we believe that eliminating commercial traffic at BOTA would create significant adverse impacts on trade and commerce in the region.

Increased Congestion at Other Ports of Entry

The removal of commercial truck traffic from BOTA would force the current traffic to the other international bridges. Diversion of freight would likely create additional congestion and delays at these alternative ports. It is our understanding that these other bridges and ports were not originally designed for the level of freight volume they would likely get as a result of the BOTA closing to trucks.

Supply Chain Disruptions

BOTA is important in the cross-border supply chain. As a result, stopping commercial truck traffic at this port would disrupt well-established trade routes and schedules. This would also add unnecessary stress and economic burden on the motor carriers currently operating in the region.

Impact on Freight Costs

Eliminating commercial truck traffic from BOTA would drive freight onto tolled international bridges. The trucking industry operates on very thin profit margins, which is especially true over the last two years because of difficult economic times for the industry as freight levels have fallen. Pushing trucks to alternative tolled bridges will increase costs. Operating costs have already been rising significantly over the last few years. In fact, according to the American Transportation Research Institute, they are up over 25% since 2020. BOTA's toll-free access offers a crucial cost advantage for cross-border commerce, upon

which many businesses in the region rely. The removal of this option could disproportionately burden small to medium-sized enterprises, which is a massive segment of the industry given that over 90% of all fleets in the United States operate 6 or fewer trucks.

Lack of Local Stakeholder Engagement

We have heard from members in Texas that many El Paso and Ciudad Juarez business entities are frustrated over a lack of constituent communication from GSA officials throughout this process. A comprehensive and transparent process should include consultations with those directly affected, particularly business owners, motor carriers, and others in the logistics industry.

Coordinating with Mexican Authorities

The proposed changes also require close coordination with Mexican authorities, whose cooperation is critical to smooth and efficient binational trade operations. ATA has been made aware that our transportation partners in the Mexican government are not in agreement with GSA's decision, nor are they in a position to become prepared for its timeline of implementation.

Conclusion

With these significant concerns in mind, ATA urges GSA to reconsider its preferred alternative, Alternative 4, and to re-evaluate the impacts that the elimination of commercial truck traffic at BOTA would have on the regional economy, supply chains, and local stakeholders. We encourage GSA to select an alternative that maintains commercial truck access at BOTA and incorporates a more inclusive, stakeholder-driven planning process.

Thank you for your attention to these concerns. Should you have any questions or need more information regarding these comments please call me at 703-838-1799 or email me at bcostello@trucking.org.

Respectfully,



Bob Costello
Senior Vice President, International Trade & Security Policy



November 4, 2024

United States General Services Administration
1800 F Street NW
Washington, D.C. 20405
Delivered electronically to BOTA.NEPAcomments@gsa.gov

To Whom It May Concern:

We, the undersigned, want to express our deep concern with the General Services Administration's (GSA) premature and ill-advised recommendation to remove commercial traffic from the Bridge of the Americas (BOTA). This concern is compounded by the fact that many El Paso and Ciudad Juarez business stakeholders have indicated a lack of constituent communication from GSA officials throughout this process, which will have an enormous impact on cross-border commerce between Texas and Mexico – our state and nation's largest trading partner. Furthermore, our partners in the Mexican government are not in agreement with your decision, nor are they in a position to become prepared for its timeline of implementation.

These factors make it evident that the GSA has rushed to a conclusion without having gathered all the necessary facts, data, or analyses from the communities that will be most impacted. By your own admission during your recent public meeting, GSA is still in the data collection phase and soliciting stakeholder input, yet you have already decided to recommend an option that the business community strongly opposes, which will harm vital economies on both sides of the border. In addition, stakeholders are concerned about the lack of clarity as to what traffic projection studies your team has used in their process to determine your preferred alternative, as well as the dubious accuracy of those studies. This includes a complete lack of information regarding southbound traffic and only a recent attempt to capture this data with a small sample size at one port of entry. The regional port system will be unable to adjust to the abrupt changes outlined in your recommendation until there is a comprehensive understanding of the regional traffic system, including southbound data at the affected ports of entry.

The lack of an economic impact study or comprehensive traffic analysis in arriving at this conclusion is both irresponsible and short-sighted. It appears that the GSA is rushing to a foregone conclusion without having properly engaged all



stakeholders in the El Paso-Juarez community and without having the proper level of information necessary to justify such an impactful decision. This raises serious concerns about the integrity and thoroughness of the decision-making process. The El Paso community, and the region at large, deserves better than a recommendation built on incomplete information and skewed priorities in a rushed process.

We strongly urge you to retract this recommendation, ensuring that all relevant facts, particularly those relating to economic and traffic impacts, are taken into full account. Any decision made without this essential data will be a complete disservice to the El Paso-Juarez community and their integrated local economies and is nothing short of an affront to the many stakeholders who rely on the efficient functioning of this vital commercial artery.

Sincerely,

A handwritten signature in black ink, appearing to read "Glenn Hamer".

Glenn Hamer
President & CEO
Texas Association of Business

A handwritten signature in black ink, appearing to read "John Esparza".

John Esparza
President & CEO
Texas Trucking Association

A handwritten signature in black ink, appearing to read "Alejandro Malagón".

Alejandro Malagón
President
Confederación de Cámaras Industriales
de los Estados Unidos Mexicanos

A handwritten signature in blue ink, appearing to read "Miguel Ángel Martínez".

Miguel Ángel Martínez
President
Cámara Nacional de Autotransporte
de Carga



November 5, 2024

U.S. General Service Administration

BOTA.nepacomments@gsa.gov

Attn: Karla Carmichael, NEPA Program Manager

Subject: BOTA LPOE Draft EIS

Flo Networks and its board members, executives and shareholders have long been advocates of strong and healthy Bi-National commercial operations across our border. We believe that the well-being of our economy and community is inseparable from the trade and transport that takes place in our region on a daily basis, and we see the long-term opportunities and prosperity which are available to us if we can properly foster and grow our ability to execute trade and transportation on the border. That being said, we have also come to appreciate the difficulties and challenges in logistics which stem from operating on the border. While the operations and systems which enable our commerce to function are monumental, they are also very delicate. Small changes can have dramatic impacts and, for that reason, actions which have the potential to stifle regional commerce require strategic and intentional plans of action.

For these reasons, we urge the GSA to take a strategic approach to any proposed changes to the commercial traffic capabilities of the Bridge of the Americas (BOTA). We believe this approach should be in line with alternative 1A which was previously published by the GSA on September 20 of this year, and which would provide for flexibility in connection with northbound and southbound commercial traffic on the BOTA. We have discussed this matter with other businesses which we believe to be particularly well versed in the subject and strongly endorse a solution which includes (i) phased implementation to avoid material and adverse effects on our regional trade and transportation, (ii) the implementation of an “Empties-Only Corridor” which we believe will provide a sophisticated solution for complex problems being faced on the BOTA today, (iii) a Hazmat Management solution that would benefit local populations as well as regional commerce and (iv) an emphasis on placing value in the ability to access Contingent Relief which the BOTA provides our region.

We understand that solutions have been proposed by the Tecma Group which address our concerns and we endorse the implementation of said solutions as well as

the involvement of Tecma Group in coming up with a strategic plan for this complex challenge. As parties with a vested interest in the long-term wellbeing of our Bi-National economy, we would like to offer our availability to discuss any issues in connection with the foregoing and thank you for your attention on this matter.

Best regards,

A handwritten signature in black ink, appearing to read 'M. Fernandez', with a long horizontal flourish extending to the right.

Miguel Fernandez

CEO

mfs@flo.net



Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Consejo Regional del Autotransporte de Carga AC, I would like to express my strong support for Alternative 1A.

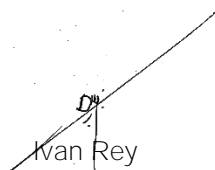
I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most **comprehensive solution to ensure the port's continued functionality and economic** contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,



Ivan Rey

President

Consejo Regional del Autotransporte de Carga AC.

CRACAR

6248 Edgemere Blvd. suite 106

El Paso, Tx. 79925



U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte **región** and Consejo Regional del Autotransporte de Carga AC, I would like to express my strong support for Alternative 1A.

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Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,



Ivan Rey

President

Consejo Regional del Autotransporte de Carga AC.

CRACAR

6248 Edgemere Blvd. suite 106

El Paso, Tx. 79925



United States General Services Administration
1800 F Street NW
Washington, D.C. 20405
Delivered electronically to BOTA.NEPAcomments@gsa.gov

To Whom It May Concern:

On behalf of the Texas business community, I write to express our gratitude for your efforts to modernize the Bridge of Americas (BOTA) port of entry in El Paso. We believe modernization of this major trade gateway is sorely needed and look forward to participating in a process that will surely yield fruitful results that support economic growth throughout our entire binational region. However, we strongly urge you to avoid removing commercial traffic from your final strategy to modernize BOTA.

We trust that all required due diligence will be performed prior to any final decisions being made regarding this complex and impactful public project. Of special interest to us will be the thoughtful consideration of the results of the operational, administrative, environmental, and economic impact studies fiducially required to ensure informed decision-making based on objective factors.

One area of particular interest for us is in addressing the root causes of the congestion at the BOTA. We must take a hard look at improving operational efficiencies at BOTA and consider other important factors inconspicuously impacting traffic flow. For instance, high toll charges disproportionately affect individuals and families who are already financially strained, compelling them to go out of their way to use the free BOTA to avoid excessive toll fees at a bridge near them.

Congestion at BOTA can be attributed to the significant influx of individual and family vehicles seeking toll relief at peak times. This being said, waiving tolls for noncommercial vehicles at all toll bridges during key hours is a simple solution that will certainly help alleviate the current pressure on BOTA by dispersing traffic across multiple crossings. With the region's growth and the economic challenges faced by many residents, it is no longer feasible for families to be expected to pay tolls during peak times. This is just one suggestion for relief, and we welcome the opportunity to analyze this and other potential solutions with you.

TAB strongly supports the need to prioritize the 'Port of the Future' program in the BOTA modernization initiative. It is crucial that this program becomes a key element of the modernization strategy, as its promulgation of high-quality standards is directly relevant to enhancing efficient cross-border trade to support our state's business community. The program's approach to consistently solving common challenges, particularly in the realm of emerging technologies, is essential for the long-term success of this endeavor.

Furthermore, the appropriate agencies responsible for the efficient and effective movement of traffic across BOTA must be given the required directives and funding to invest in impactful



technology that will help enhance security while maximizing operational efficiency. Additionally, it is important to ensure that the existing BOTA infrastructure is utilized at **full capacity at all times**. Consistent operational efficiency is achievable by diminishing unnecessary bureaucratic impediments while taking advantage of leading-edge technology and common-sense solutions.

It is essential to understand that the economic vitality of our region heavily depends on the efficiency and sustainability of our binational transportation infrastructure, particularly for commercial activities. Any modernization plan needs to consider the full impact on all stakeholders, including the logistics and manufacturing industries, before it is implemented so that the communities that rely on robust and efficient cross-border commercial activity will not be adversely impacted.

In summary, we urge the GSA and El Paso City officials to:

1. Commission a comprehensive array of professional studies to determine the operational, administrative, environmental, and economic impact of the BOTA modernization mission;
2. Establish optimal operational efficiency as the primary mission objective for the BOTA modernization effort;
3. Consider and address the full spectrum of potential root causes for the traffic congestion at BOTA and not just the symptoms;
4. Use appropriated funding to reform the toll policies at all land ports of entry to alleviate congestion at BOTA during peak times; and
5. Fully consider the broader social and economic implications of all options, especially any effort to reroute commercial traffic.

Texas' binational economy deserves a solution that is equitable, economically sound, and sustainable for **all** stakeholders on both sides of the border. Maintaining an efficient and reliable flow of trade through our region will encourage investment and produce prosperity for all. Thank you for your coordination.

Sincerely,

A handwritten signature in black ink, appearing to read "Glenn Hamer".

Glenn Hamer
President & CEO
Texas Association of Business

A handwritten signature in black ink, appearing to read "John Esparza".

John Esparza
President & CEO
Texas Trucking Association

Cc: Sito Negron, Senior Policy Advisor, El Paso Precinct 2, L.Negron@epcounty.com



Cd. Juarez, Chih October 22, 2024
U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Servicio Binacional de Transporte Ramos S.A. de C.V., I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

A handwritten signature in blue ink, appearing to read "Arturo Ramos", is positioned above the typed name.

Arturo Ramos
General Director
SERVICIO BINACIONAL DE TRANSPORTE RAMOS S.A. DE C.V.
2121 E Yandell Dr
El Paso TX 79903

SERVICIO BINACIONAL DE TRANSPORTE
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Calle Santos Dumont No. 6907
Col. Zacate Blanco, Cd. Juarez Chih.
C.P. 32695

E. transporteramos@sbtrmx.com
T. (656) 753 2811 – (656) 753 2812
www.sbtrmx.com



U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor st, Room 12-8
Fort Worth, TX 76102

SUBJECT: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and ASOCIACION DE TRANSPORTISTAS DE CIUDAD JUAREZ, I would like to express my strong support for Alternative 1A.

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Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely ,

Carlos Alberto Loera Mojica

Finance Manager
SERVICIO INTERNACIONAL DE ENLACE TERRESTRE, S.A. DE C.V.

E-mail: carlos.loera@t-siete.com

ccp. Armando Sotelo Suárez



October 23, 2024

U.S. General Services Administration
Attn: Karla Carmichael, NEPA
Program Manager 819 Taylor St,
Room 12-B
Fort Worth, TX 76102

Public Comment in Support of Alternative 1A BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas as a member of the Paso Del Norte region and ASOCIACION DE TRANSPORTISTAS DE CIUDAD JUAREZ, I would like to express my strong support for Alternative 1A.

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Thank you for the opportunity to provide feedback, I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

A handwritten signature in blue ink, appearing to be "Enrique Andujo Dávila". The signature is stylized with a large, sweeping loop at the end.

Enrique Andujo Dávila

Border Express de México S.A. de C.V.
Carr. Juárez Porvenir #880-8A Col. Zaragoza Cd. Juárez, Chih. C.P. 32701
MX (656) 411-3255 | US (915) 875-1103 | bex.mx

EMPRESA CERTIFICADA EN C-TPAT

TRANSPORTES LYRMA DE CD. JUAREZ, S.A DE C.V

U.S. General Services Administration

Attn: Karla Carmichael, NEPA Program Manager

819 Taylor St, Room 12-B

Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Consejo Regional del Autotransporte de Carga AC (CRACAR), I would like to express my strong support for Alternative 1A.

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Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,



MR. SALVADOR LOPEZ PORTILLO

GENERAL MANGER / CEO

TRANSPORTES LYRMA DE CD JUAREZ SA DE CV

November 1, 2024

U.S. General Services Administration
Attention: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Subject: BOTA LPOE Draft EIS

Dear Ms. Carmichael:

I am writing to express significant concerns regarding the preferred plan outlined in the Draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) modernization project, specifically the proposal to eliminate commercial cargo operations at this vital port of entry.

As CEO of The Borderplex Alliance, representing numerous business interests in the region, I must emphasize that the current proposal requires substantial revision to address several critical issues:

- Lack of comprehensive binational coordination with Mexican authorities
- Absence of detailed capacity analysis for alternative ports of entry
- Insufficient strategic planning for traffic redistribution
- Incomplete assessment of economic impacts on regional commerce

The elimination of commercial traffic at BOTA without addressing these fundamental concerns would severely impact our region's economic vitality. Our border economy relies heavily on efficient commercial operations, and any modifications must be implemented with careful consideration of all stakeholders' interests.

We strongly urge the appropriate agencies to:

- Develop a comprehensive binational implementation plan
- Conduct thorough capacity studies at alternative crossing points
- Create detailed traffic management strategies
- Perform in-depth economic impact analyses
- Engage in additional consultation with regional stakeholders

While we remain open to exploring various solutions for modernizing our ports of entry, we must note that of the current options presented, Alternative 1a, though not perfect, represents a superior approach to the current recommended option. We encourage the GSA to continue working with stakeholders to develop a more balanced approach that maintains the vital commercial operations that sustain our region's economy.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Barela". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jon Barela
CEO
The Borderplex Alliance



November 26, 2024

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael:

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. I strongly support Alternative 1A for this project, as further outlined in the paragraphs below.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

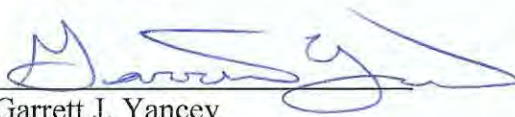
Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency, but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Very truly yours,

Jobe Materials, L.P.

By: 
Garrett J. Yancey
Assistant General Counsel
(915) 298-9614 [Office]
(915) 333-9572 [Cell]
garrett@jobeco.com

JOBE MATERIALS, L.P.
1150 SOUTHVIEW DR., EL PASO, TX 79928
PHONE (915) 298-9900 – FAX (915) 298-9990



November 26, 2024

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael:

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Thank you for the opportunity to provide feedback and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Very truly yours,

Jobe Materials, L.P.

By: 

Ralph Wm. Richards
Vice President and General Counsel
(915) 298-9903 [Office]
(915) 478-7484 [Cell]
ralph@jobeco.com

JOBE MATERIALS, L.P.

1150 SOUTHVIEW DR., EL PASO, TX 79928
PHONE (915) 298-9900 – FAX (915) 298-9990



November 4, 2024

U.S. General Services Administration
Attention: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Delivered via electronic mail

Re: BOTA LPOE Draft EIS

To Whom it May Concern:

On behalf of the public and private sector members of the Border Trade Alliance, we are writing to formally express our concerns with the General Services Administration's recommendation to remove commercial truck traffic from the Bridge of the Americas (BOTA) in El Paso, Texas as part of the proposed modernization project. While BTA appreciates the effort to comply with the National Environmental Policy Act and to address social, economic, and environmental impacts through the Environmental Impact Statement (EIS), we believe that eliminating commercial traffic at BOTA would create significant, adverse impacts on trade and commerce in the region.

Impact on freight costs

Eliminating commercial truck traffic from BOTA would drive freight onto tolled international bridges, creating upward pressure on shipping costs for firms on both sides of the border. BOTA's toll-free access offers a crucial cost advantage for cross-border commerce that many businesses in the region rely on. The removal of this option could disproportionately burden small to medium-sized enterprises, threatening economic stability and the competitiveness of U.S.-Mexico trade in this region.

Increased congestion at other ports of entry

BTA is concerned that removing commercial cargo traffic from BOTA would result in a diversion of freight to other international bridges, creating additional congestion and delays at these locations. The redirection of trucks to alternative ports not originally designed for increased freight volume could negatively impact both commercial efficiency and the region's air quality by increasing emissions due to slower traffic and idling times.

Supply chain disruptions

BOTA is a critical link in the cross-border supply chain, and the elimination of commercial traffic at this port would disrupt well-established trade routes and schedules. The resulting delays and logistical challenges would add considerable uncertainty to supply chains, which could have a cascading negative economic impact on industries across the region.

Lack of engagement with local stakeholders

The BTA is particularly concerned about the apparent lack of a robust stakeholder engagement process involving the local business community. A comprehensive decision-making process should include meaningful consultation with those directly affected, particularly business owners, freight operators, and logistics professionals. Including these stakeholders ensures that the proposed alternatives serve the region's long-term economic interests.

continued

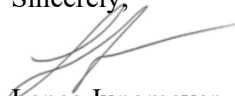
Coordination with Mexican authorities

Additionally, the proposed changes require close coordination with Mexican authorities, whose cooperation is critical to smooth and efficient binational trade operations. The absence of a transparent, coordinated effort risks implementing changes that could create operational inconsistencies and potentially compromise cross-border efficiencies.

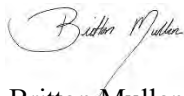
With these significant concerns in mind, BTA urges GSA to reconsider its preferred alternative, Alternative 4, and to re-evaluate the impacts that the elimination of commercial truck traffic at BOTA would have on the regional economy, supply chains, and local stakeholders. We encourage GSA to select an alternative that maintains commercial truck access at BOTA and incorporates a more inclusive, stakeholder-driven planning process.

Thank you for your attention to these concerns. We look forward to a continued dialogue with GSA on this matter and would welcome the opportunity to discuss further the consequences of eliminating commercial traffic at BOTA.

Sincerely,



Lance Jungmeyer
Chairman
Border Trade Alliance



Britton Mullen
President
Border Trade Alliance



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA

1 message

Carlos Loera <carlos.loera@t-siete.com>

Wed, Oct 23, 2024 at 3:06 PM

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Cc: "rarooc@yahoo.com.mx" <rarooc@yahoo.com.mx>, ARMANDO SOTELO <armando_sotelo@sbcglobal.net>

Please find the attached letter.

Regards.

Nuestro dominio de correo ha cambiado a @t-siete.com

Favor de considerarlo en sus comunicaciones.



Carlos Loera

Gerente de Administración y Finanzas

O: (656) 682-2946 x1104

C: (656) 440-1241

 **BOTA Letter SIETE 102324.pdf**
369K



Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

1 message

Carlos Noé #1EXPEDITE <carlosn@number1expedite.com>
To: BOTA.nepacomments@gsa.gov

Tue, Oct 22, 2024 at 1:30 PM

U.S. General Services Administration

Attn: Karla Carmichael, NEPA Program Manager

[819 Taylor St, Room 12-B](#)

Fort Worth, TX 76102

Please accept our cordial greetings. We are writing to express our deep concern regarding the Draft Environmental Impact Statement issued by the U.S. General Services Administration (GSA) regarding the Cordova-De las Americas Bridge (BOTA) modernization project. The preferred alternative selected

in said draft contemplates the permanent elimination of the goods crossing, which would have a devastating impact on our region.

The Cordova-De las Americas International Bridge (BOTA) is a crucial link for Cross-Border trade, as it is the only toll-free bridge along the entire border between Mexico and the United States. Its strategic location provides access to Highway 54, connecting Interstate 1 O and Inner Loop 375, making it a vital hub for the manufacturing industry.

In 2019, the Cross-Border trade at BOTA amounted to \$76,649 million, which represented 14.78% of the total exchanges. By 2023, this value had exceeded \$21,559 million annually. Presently, the bridge accommodates 20,000 light noncommercial vehicles and 500 Northbound as well as 2,000

Southbound commercial cargo trucks every day, with waiting times ranging from 30 minutes to 2 hours during peak hours.

The commercial closure of this crossing would have serious consequences for the regional economy and trade relations between Chihuahua and Texas. Some of the most worrying implications are:

1. **Economic Impact:** Juarez City is home to 318 companies affiliated with the IMMEX program, 117 of which are American owned. These companies would suffer significant losses due to the additional cost of redirecting shipments, estimated to be between \$120 and \$180 per vehicle.
2. **Infrastructure and Logistics:** The rerouting of commercial traffic to the Zaragoza-Ysleta crossing may cause a major bottleneck, as this crossing is already operating at almost full capacity. The alternative crossings, San Jeronimo-Santa Teresa and Guadalupe-Tornilo, have limitations in terms of

infrastructure, personnel, and schedules, which would lead to delays and increased logistics expenses.

3. **Collaboration and Impact on the USMCA:** The interruption of the flow of goods contravenes the spirit of cooperation and free trade established in the Agreement between Mexico, the United States, and Canada (USMCA), affecting the competitiveness of Mexican and American companies.

4. **Competitiveness and Future Trends:** The region is continuously expanding, with forecasts of increased trade and industry. Closing this crossing would be counterproductive, considering the growing demand for efficient crossings in the future.

5. **Nearshoring and Strategic Growth:** Nearshoring in Ciudad Jurez is strengthening due to its proximity to the US, which allows for reduced costs and shipping times. Improvements in infrastructure and trade agreements are crucial to favor this

strategic growth.

6. **Sustainability and Environmental Impact:** Rerouting trucks to other congested crossings would increase the number of pollutants, significantly impacting air quality and the health of nearby residential communities.

Due to the strategic significance of the Cordova Bridge of the Americas (BOTA) for our region and for bilateral relations between Mexico and the United States, we kindly request your intervention to prevent the temporary or permanent closure of commercial traffic at this crossing.

We propose that the modernization of the United States Customs Office to Mexico consider three key areas:

A. **Comprehensive Infrastructure Expansion and Improvement:** It is necessary to expand the bridge and the north-south access facilities, implementing a phased strategy that considers commercial traffic during public works.

B. **Optimization of Operation and Personnel:** Optimization by extending operating hours and Strengthening checkpoints personnel and modernizing technological systems to optimize traffic and cargo processing.

C. **Sustainability and Long-Term Accessibility:** Design a strategy to ensure the continued operation of the crossing and the maintenance of the toll-free bridge, while optimizing crossing times to reduce environmental impact.

We appreciate your attention to this matter and are available to provide any additional information you

Sources: *(Data: INDEX, Trust, AAA, Transport), ONU HABITAT

Lic. Carlos A. Noé

 Carlosn@number1expedite.com

General Manager

 www.Number1expedite.com

 Office 915 400 2045 Extension 115

 Cel. 1 915 603 1372 52 656 215 2201



***** NOTA IMPORTANTE *****

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U.S. General Services Administration

Attn: Karla Carmichael, NEPA Program Manager

819 Taylor St, Room 12-B

Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Transportes Enlace Internacional I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

Jose Manuel Gomez Alvarez

Director

Transportes Enlace Internacional

4832 Vista del Monte
EL Paso, Tx 9922

4832 Vista del Monte
EL Paso, Tx 9922



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA Letter

1 message

Cassandra Diaz <cdi@flo.net>

Wed, Nov 6, 2024 at 5:25 PM

To: BOTA.nepacomments@gsa.gov, mariajose.calixtro@mail.house.gov

Cc: Miguel Fernandez <mfs@flo.net>

Good afternoon,

Please receive the attached letter on behalf of Miguel Fernandez Stevenson from Flo Networks.

Respectfully,
Cassandra Diaz

 **BOTA - F16.pdf**
58K

U.S General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Dear Karla Carmichael:

In a global context where regional integration is key to strengthening supply chains and the economic competitiveness of North America, Ciudad Juárez and the region encompassing the states of Chihuahua, Texas, and New Mexico play a fundamental role as one of the main manufacturing centers on the continent. In Ciudad Juárez alone, there are 321 export manufacturing establishments, of which 36% are U.S.-owned, representing an average annual investment of over \$45 million usd in the past three years. Additionally, about 41% of the goods crossing this border are destined to the norther states of the US, highlighting the national economic impact generated by this region.

One of the main factors contributing to this relevance is the Córdova de las Américas bridge, through which goods worth \$21.5 billion transit annually. It is noteworthy that 60% of the cost to expand the commercial area of this bridge, carried out in 1997, was covered by local transporters. Moreover, this expansion was completed without interrupting international transit and in coordination with contractors from Mexico and the United States, projecting a useful life of 60 years. From this coordination, a trust fund was established that still exists today and has been fundamental for financing the maintenance of the border crossing.

The Córdova de las Américas bridge efficiently connects the most important road infrastructure in the region giving direct access to federal and interstate highways on both sides of the border, without the need to pass through residential areas, allowing an annual flow of more than 480,000 cargo trucks moving north to south and over 110,000 moving south to north.

In this sense, we express our opposition to the press release issued by the U.S. General Services Administration (GSA), which presents Alternative 4 as the preferred option, proposing the elimination of commercial cargo traffic, which would have serious implications for the development and competitiveness of the region.

We believe this option will generate negative consequences such as:

1. **High impact to residential communities in Ciudad Juárez:** Diverting trucks to other border crossings will increase truck traffic on streets and neighborhoods in Ciudad Juárez, causing deterioration and affecting the quality of life of its residents.
2. **Environmental impact in densely populated areas:** Redirecting traffic to the Zaragoza-Ysleta bridge would transfer pollutant emissions from a less populated area to one with a high population density, worsening air quality and public health issues.



SECRETARÍA
DE INNOVACIÓN
Y DESARROLLO ECONÓMICO

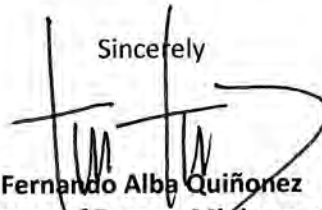
Av. Don Quijote de la Mancha No. 1, Complejo Industrial, C.P. 31136, Chihuahua, Chih.
Teléfono (614) 442-33-00
www.chihuahua.com.mx

3. **Need for additional investments at other crossings:** Alternatives such as San Jerónimo–Santa Teresa and Guadalupe–Marcelino Serna (Tornillo) lack the necessary infrastructure to absorb the additional cargo traffic that would be diverted. Expanding and modernizing these crossings would require significant investment, which is already being pursued by the governments of both countries; however, it does not provide an immediate solution.
4. **New Investments:** Due to the attraction of new investments in the state, a demand increase of up to 1,000 trailers daily is expected in the medium term, necessitating an expansion of the crossings rather than a reduction.
5. **Loss of previous investments:** The Mexican National Customs Agency (ANAM) has made significant investments in equipment and technological systems at the Córdova de las Américas crossing. Closing commercial traffic at this port would mean a direct loss of those resources, as well as underutilization of the existing infrastructure.
6. **Increased costs and prices for industry and transporters:** Diverting commercial traffic would increase operational costs for industry and transporters by between \$120 and \$180 usd per truck, directly affecting the region's competitiveness.

In this context, implementing Alternative 1A not only strengthens the binational cooperation but better aligns to the current and future needs of commercial transit in the región.

We thank you in advance for your attention to this request and trust that your intervention will be decisive in ensuring a favorable decision for the development and integration of our region.

Sincerely



Fernando Alba Quiñonez
Undersecretary of Energy, Mining and Industry
Secretariat of Innovation and Economic Development
Chihuahua State Government



Chihuahua, Chihuahua, October 22, 2024

U.S. General Services Administration

Attn: Karla Carmichael, NEPA Program Manager

819 Taylor St, Room 12-B

Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Logística San Ignacio SA de CV, I would like to express my strong support for Alternative 1A.

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Sincerely,

A handwritten signature in black ink, appearing to read "Homero Soto Sepúlveda", is written over a horizontal line. The signature is fluid and cursive.

Homero Soto Sepúlveda
Owner

LOGÍSTICA SAN IGANCIO, S.A. de C.V.

US DOT # 3361525

2220 Basset Ave, PMB182
El Paso, TX 79901

Octubre 09, 2024

Puente Libre Córdoba

U.S. General Services Administration BOTANepacomments@gsa.gov
Asunto: "BOTA LPOE Draft EIS"

En mi carácter de Representante del Presidente Municipal del Gobierno de Ciudad Juárez y en referencia a la consulta ciudadana, donde se analizarán los impactos sociales, económicos y ambientales de las alternativas para la Modernización de la Aduana en la Ciudad de El Paso del Puerto de entrada del puente libre Córdoba o de las Américas me permito externar lo siguiente:

La Alternativa 1A: Modernización de varios niveles que permita el tránsito peatonal, de vehículos no comerciales y de carga comercial y donde esta alternativa incluye la flexibilidad para eliminar el tráfico de carga comercial en dirección norte y sur en el futuro, puede ser la alternativa más viable en estos momentos ya que podemos tener la certeza de que desde el Gobierno Municipal, Estatal y Federal, encontraríamos en conjunto con los usuarios del tráfico comercial, alternativas de desarrollar la infraestructura necesaria, de acuerdo al propio crecimiento de las necesidades de la Industria Manufacturera local y al mismo tiempo desarrollar los otros polos de desarrollo disponibles entre Ciudad Juárez y los Estados de Texas y Nuevo México.

La opción de la alternativa 4 donde se busca el cierre definitivo de la opción para carga, consideramos que va totalmente en contra del espíritu de cooperación y de integración económica que alienta el regreso de las empresas de manufactura y de la propia necesidad del mejoramiento de infraestructura binacional que permita con la tecnología disponible una movilidad rápida y expedita, que resolviera los problemas que hoy enfrentamos en los puertos de entrada (POE) a nuestros mercados compartidos. Y me refiero al texto que explícitamente cancela el tráfico de carga comercial y nos haría retroceder en competitividad y entregaría la economía que resulta de la logística relacionada transfiriendo esta al Estado de Nuevo México.

La Alternativa 4: Modernización de varios niveles que permita el tránsito peatonal y de vehículos no comerciales con la eliminación del tráfico de carga comercial en dirección norte y sur.)

Externo la preocupación de mi gobierno y de los usuarios del puente libre Córdova ya que esta infraestructura es fundamental para el comercio y la economía de nuestra región fronteriza.

Nuestra región fronteriza es un ejemplo único de cooperación y aunque desde el inicio de los estudios de referencia para la modernización de la Aduana Americana acompañamos y celebramos que se invierta en la modernización, pero el costo e impacto al comercio y tráfico de carga sería devastador para El Paso y para la Industria Manufacturera y de Logística entre ambos países. El Puente Córdova de las Américas (BOTA) es una arteria vital para esta actividad.

Las implicaciones más preocupantes son:

1. Económicas: La industria maquiladora y las empresas de capital americano que dependen de este cruce enfrentarían pérdidas significativas debido al desvío de embarques y los costos adicionales que esto implicaría.
2. De Infraestructura y Logística: La interrupción de esta vía vital no solo afectaría a las empresas regionales, sino que también podría exacerbar los problemas de congestión y tiempos de espera de las otras alternativas de cruce restantes.
3. De colaboración, Impacto en el TMEC: La interrupción del flujo de mercancías contraviene en el espíritu de cooperación y libre comercio establecido en los acuerdos del TMEC afectando las operaciones y la competitividad de las empresas mexicanas y americanas
4. De competitividad, Tendencias Futuras: La región está en constante crecimiento, con proyecciones de aumento en el comercio y la industria.
5. De Sostenibilidad, Impacto Ambiental: El redireccionamiento de camiones a otros cruces saturados incrementara las emisiones de CO2, producto de los tiempos de espera más largas del lado americano y rutas más largas en el lado mexicano y menos directas. Además, al desviar el tráfico hacia zonas más pobladas, el impacto en la calidad del aire se intensifica, afectando de manera significativa a comunidades residenciales cercanas y aumentando la exposición de la población a contaminantes nocivos. Esto contrapone los esfuerzos por reducir la huella de carbono en el transporte.

Por todo esto y acompañando la voz y preocupación de las empresas y las organizaciones relacionadas al sector manufacturero, solicito que esta carta se admita con la exposición de motivos aquí planteados.

Atentamente:

Juan Acereto Cervera
Asuntos Internacionales
Gobierno de Ciudad Juarez
915 316 6201

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

3 messages

cosme rappa <cosmerappa@hotmail.com>

Sun, Sep 29, 2024 at 7:49 PM

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Cc: "gus.sanchez@nteu143.org" <gus.sanchez@nteu143.org>, "joshua.monsanto@nteu143.org"

<joshua.monsanto@nteu143.org>, Alex Armendariz <alejandrosarmendariz@nteu143.org>

I Do not agree with closing commercial operations of BOTA port of Entry. this option will send traffic to smaller POE s that do Not have proper staffing/infrastructure. Trucks will pollute no matter where they are crossing, there must be other "Green" Alternatives like the Cargo Rail with intermodal terminals on both sides (MEX/USA)GSA must also take the CBP Employees opinion into account. One option that comes to min, is to involve CBP employees by holding a Meeting with our Union NTEU chapter 143 and its members. Other similar meetings have been held with affected parties. Our union elected chapter president e-mail addresses is Gus.Sanchez@nteu143.org, I believe at this point our union is being neutral at the matter and can assist with providing non bias information to all sides. The overwhelming of trucks crossing from Juarez are Empty and buy goods in El Paso to export back to México. If those businesses close in El Paso, will the property Taxes in El Paso increase ?

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Mon, Oct 7, 2024 at 10:25 AM

To: cosme rappa <cosmerappa@hotmail.com>

Cc: "gus.sanchez@nteu143.org" <gus.sanchez@nteu143.org>, "joshua.monsanto@nteu143.org"

<joshua.monsanto@nteu143.org>, Alex Armendariz <alejandrosarmendariz@nteu143.org>

Please come to the public meeting we have scheduled for October 17, 5:30 to 7:00 MT at the Hilos De Plata Senior Center, 4451 Delta Dr.. El Paso 79905. You will all be able to hear a presentation about the project and where we are currently and everyone can write out their comments and submit to us. This is how changes can happen, through public input.

[Quoted text hidden]

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Mon, Oct 7, 2024 at 10:28 AM

To: Daniel Partida - 7PCA <daniel.partida@gsa.gov>

Danny, Have yall sat down with the union? I am starting to see comments from CBP individuals who say it could affect their career because they will not have the experience in commercial inspections to be able to bid on positions at other facilities.

[Quoted text hidden]

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte región and Consejo Regional del Autotransporte de Carga AC, I would like to express my strong support for Alternative 1A.


I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,



Ivan Rey
President

Consejo Regional del Autotransporte de Carga AC.

CRACAR

6248 Edgemere Blvd. suite 106

El Paso, Tx. 79925



Karla Carmichael
NEPA Program Manager
U.S. General Services Administration

Dear Ms. Carmichael,

I am writing on behalf of Desarrollo Económico de Ciudad Juárez, A.C. to highlight the vital role of the commercial and familial relationship between our nations, which brings significant benefits to our cities. The trade connections fostered through the Bridge of the Americas are essential for strengthening ties and creating opportunities for elpasoans and juarenses. As we pursue modernization, it is critical to ensure the bridge remains open, and we support Alternative 1A to preserve this vital link.

With more than USD \$800 billion crossing the Mexico-U.S. border each year—one-fifth of which passes through our region—maintaining the capacity for commercial vehicle traffic is essential for our economic future. Such a figure will only grow, as the US DoT reports that, up to August, the northbound cargo traffic through the ports of El Paso has been 14% larger than all of 2023. According to El Paso Mobility Coalition, around 450,000 cargo vehicles will have used BOTA facilities by the end of this year. Those trucks transport the lifeblood of our economies, delivering essential goods that fuel the engine of binational commerce. Not to mention that, as the only toll-free crossing, BOTA hosts more than 20 million crossings each year, people commuting to gather with friends and family or for economic reasons.

We fully acknowledge the locals' health and environmental concerns. However, closing the bridge would only transfer the problem to another crossing. Zaragoza-Ysleta, which currently processes more than 7 times the quantity of containers than BOTA, seems to be the feasible option due to the limited capacity of the other installations. Saturation in that bridge will cause more emissions that will affect more than 23,000 children aged 0 to 19 living in the area on both sides of the border. A number that exceeds 21,000 of the BOTA zone. Moreover, emissions from freight vehicles within cities might increase as they will make longer causing traffic congestion.

The Bridge of the Americas represents stands as a testament to the commitment of our countries to nurturing local economies while improving the quality of life. We urge you to consider these critical factors and advocate Alternative 1A, which supports sustainable trade practices while prioritizing the health and safety of our communities.

Thank you for your attention to this important matter. We look forward to continuing our partnership in fostering development that benefits both Ciudad Juárez and El Paso.

Sincerely,

Cristina Touché Lozano
President of the Board
Desarrollo Económico de Ciudad Juárez, A.C.



U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS
Dear Ms. Carmichael:

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and [menciona tu organización o afiliación], I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development. Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pablo E. Armendariz Garcia", is written over a horizontal line.

Lic. Pablo E. Armendariz Garcia
Representante Legal
Dynamo Fletes y Servicios SA de CV

1519 Wyoming Ave, El Paso, TX 79902, Estados Unidos



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Eduardo Beltran <eduardo.beltran@elomx.com>

Wed, Oct 23, 2024 at 4:51 PM

To: BOTA.nepacomments@gsa.gov

Cc: "Cristy Gutierrez (ELO)" <cristy.gutierrez@elomx.com>, alfredo.sierra@elomx.com

Regards!

Eduardo Beltran
Representante de Dirección
Certificaciones
656.419.0631
Ramón Rayón #504 Int. 2 Col. Zaragoza
Ciudad Juárez, Chihuahua
elomx

ELO Especialistas en Logística

CANACAR CRACAR CTPAT oea

hoja membretada ELO.pdf
99K



November 1, 2024

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and A. O. Smith Corporation, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

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Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

Eduardo González
Director of Operations
A. O. Smith Corporation
Ph. +1 915 629 1405





November 26, 2024

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael:

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. I strongly support Alternative 1A for this project, as further outlined in the paragraphs below.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

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Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Very truly yours,

Jobe Materials, L.P.

By: 

Ralph Wm. Richards
Vice President and General Counsel
(915) 298-9903 [Office]
(915) 478-7484 [Cell]
ralph@jobeco.com

JOBE MATERIALS, L.P.

1150 SOUTHVIEW DR., EL PASO, TX 79928
PHONE (915) 298-9900 – FAX (915) 298-9990



November 26, 2024

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael:

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. I strongly support Alternative 1A for this project, as further outlined in the paragraphs below.

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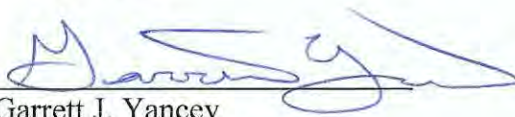
Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency, but also support regional commerce and job creation, helping to bolster the local economy for years to come.

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Thank you for the opportunity to provide feedback and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Very truly yours,

Jobe Materials, L.P.

By: 
Garrett J. Yancey
Assistant General Counsel
(915) 298-9614 [Office]
(915) 333-9572 [Cell]
garrett@jobeco.com

JOBE MATERIALS, L.P.
1150 SOUTHVIEW DR., EL PASO, TX 79928
PHONE (915) 298-9900 – FAX (915) 298-9990

October 25th, 2024

U.S. General Services Administration

Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Subject: **Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS**

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and **CRACAR – Consejo Regional de Autotransporte de Carga**, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

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Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,



Lic. Jaime Herrera Uriarte

Director General

AIBL - American International Border Logistics SA de CV

Jaime.Herrera@aibl.com.mx



U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

SUBJECT: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and ASOCIACION DE TRANSPORTISTAS DE CIUDAD JUAREZ, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

MANUEL SOTELO SUAREZ

PRESIDENT

E-mail: manuel.sotelo@fletessotelo.com.mx



**Asociación Local de Agentes
Aduanales de Cd. Juárez A.C.**

Cd. Juárez, Chihuahua. Octubre 22, 2024

**U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102**

Asunto: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael, I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and [menciona tu organización o afiliación], I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development. Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely

**A.A. Lic. Nora Elena Yu Hernández
Presidenta**

**Asociación Local de Agentes Aduanales de Ciudad Juárez
noraelenayu@gmail.com; presidente@aaajuarez.org.mx
mobile: 656 6269589**



October 18, 2024

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Bermudez International, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

Gerardo A. Benavente
Bermudez International
Blvd. Tomás Fernández 8587 Edificio A, Suite 302
Parque Industrial Antonio J. Bermúdez
Cd. Juárez, Chihuahua, México 32470
Ph. 656.629.23.80. 81 & 79
M. 656.600.78.69



Petition to Maintain the Operational Status of the Bridge of the Americas Trucking Lanes

October 28, 2024

From: Best Express Transportation, LLC
4504 Bay Willow Way
El Paso, TX 79928

To: US General Services Administration
Attention: Karla Carmichael, NEPA Program Manager
819 Taylor St. Room 12-B
Fort Worth, TX 76102

CC: Congresswoman Veronica Escobar Mayor Oscar Lesser and El Paso City Officials
221 N. Kansas Street | Suite 1500 City of El Paso, Texas
El Paso, TX 79901 300 N. Campbell El Paso, Texas 79901

As a transportation company, Best Express Transportation, LLC, we are deeply concerned about the potential closure of commercial traffic lanes on the Bridge of the Americas (BOTA). This closure would have a negative impact on our business, which employs 48 team members and contractors, and would also harm the broader community economically.

The BOTA port is vital to the El Paso area's economy, serving as a primary trade corridor between the U.S. and Mexico. The improvements proposed under Alternative 1A are essential to maintaining this economic link, as they will enhance both security and operational efficiency, supporting local commerce, job creation, and long-term regional economic health.

Statement of Support:

We fully support the adoption of Alternative 1A.

Sincerely,

Salvador A. Munoz
CEO



November 4, 2024

United States General Services Administration
1800 F Street NW
Washington, D.C. 20405
Delivered electronically to BOTA.NEPAcomments@gsa.gov

To Whom It May Concern:

We, the undersigned, want to express our deep concern with the General Services Administration's (GSA) premature and ill-advised recommendation to remove commercial traffic from the Bridge of the Americas (BOTA). This concern is compounded by the fact that many El Paso and Ciudad Juarez business stakeholders have indicated a lack of constituent communication from GSA officials throughout this process, which will have an enormous impact on cross-border commerce between Texas and Mexico – our state and nation's largest trading partner. Furthermore, our partners in the Mexican government are not in agreement with your decision, nor are they in a position to become prepared for its timeline of implementation.

These factors make it evident that the GSA has rushed to a conclusion without having gathered all the necessary facts, data, or analyses from the communities that will be most impacted. By your own admission during your recent public meeting, GSA is still in the data collection phase and soliciting stakeholder input, yet you have already decided to recommend an option that the business community strongly opposes, which will harm vital economies on both sides of the border. In addition, stakeholders are concerned about the lack of clarity as to what traffic projection studies your team has used in their process to determine your preferred alternative, as well as the dubious accuracy of those studies. This includes a complete lack of information regarding southbound traffic and only a recent attempt to capture this data with a small sample size at one port of entry. The regional port system will be unable to adjust to the abrupt changes outlined in your recommendation until there is a comprehensive understanding of the regional traffic system, including southbound data at the affected ports of entry.

The lack of an economic impact study or comprehensive traffic analysis in arriving at this conclusion is both irresponsible and short-sighted. It appears that the GSA is rushing to a foregone conclusion without having properly engaged all



stakeholders in the El Paso-Juarez community and without having the proper level of information necessary to justify such an impactful decision. This raises serious concerns about the integrity and thoroughness of the decision-making process. The El Paso community, and the region at large, deserves better than a recommendation built on incomplete information and skewed priorities in a rushed process.

We strongly urge you to retract this recommendation, ensuring that all relevant facts, particularly those relating to economic and traffic impacts, are taken into full account. Any decision made without this essential data will be a complete disservice to the El Paso-Juarez community and their integrated local economies and is nothing short of an affront to the many stakeholders who rely on the efficient functioning of this vital commercial artery.

Sincerely,

A handwritten signature in black ink, appearing to read "Glenn Hamer".

Glenn Hamer
President & CEO
Texas Association of Business

A handwritten signature in black ink, appearing to read "John Esparza".

John Esparza
President & CEO
Texas Trucking Association

A handwritten signature in black ink, appearing to read "Alejandro Malagón".

Alejandro Malagón
President
Confederación de Cámaras Industriales
de los Estados Unidos Mexicanos

A handwritten signature in blue ink, appearing to read "Miguel Ángel Martínez".

Miguel Ángel Martínez
President
Cámara Nacional de Autotransporte
de Carga



Chihuahua, Chihuahua, México
October 8th, 2024

Dear Ms. Karla Carmichael, NEPA Program Manager

As a member of the Paso Del Norte region and Consejo Mexicano de Comercio Exterior del Estado de Chihuahua (COMCE), I am writing to express my strong support for **Alternative 1A** on the draft **Environmental Impact Statement (EIS)** for the **Bridge of the Americas (BOTA)** Land Port of Entry modernization project in El Paso, Texas.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under this alternative will support regional commerce and job creation, helping to bolster the local economy, also will help address key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A.

A handwritten signature in black ink, appearing to read "Laura Elena Durán Armendáriz".

Laura Elena Durán Armendáriz
Directora COMCE Chihuahua

Cd. Juárez, Chihuahua, October 17, 2024

Subject: Public comment in support of alternative 1A.
In the Cordova de las Américas Bridge (BOTA) Remodeling
Project.

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Dear Karla Carmichael:

Please accept our cordial greetings. We are writing to express our deep concern regarding the Draft Environmental Impact Statement issued by the U.S. General Services Administration (GSA) regarding the Cordova-De las Américas Bridge (BOTA) modernization project. The preferred alternative selected in said draft contemplates the permanent elimination of the goods crossing, which would have a devastating impact on our region.

The Cordova-De las Américas International Bridge (BOTA) is a crucial link for cross-border trade, as it is the only toll-free bridge along the entire border between Mexico and the United States. Its strategic location provides access to Highway 54, connecting Interstate 10 and Inner Loop 375, making it a vital hub for the manufacturing industry.

In 2019, the cross-border trade at BOTA amounted to \$76,649 million, which represented 14.78% of the total exchanges. By 2023, this value had exceeded \$21,559 million annually. Presently, the bridge accommodates 20,000 light noncommercial vehicles and 500 Northbound as well as 2,000 Southbound commercial cargo trucks every day, with waiting times ranging from 30 minutes to 2 hours during peak hours.

The commercial closure of this crossing would have serious consequences for the regional economy and trade relations between Chihuahua and Texas. Some of the most worrying implications are:

1. Economic Impact: Juárez City is home to 318 companies affiliated with the IMMEX program, 117 of which are American-owned. These companies would suffer significant losses due to the additional cost of redirecting shipments, estimated to be between \$120 and \$180 per vehicle.

2. Infrastructure and Logistics: The rerouting of commercial traffic to the Zaragoza-Ysleta crossing may cause a major bottleneck, as this crossing is already operating at almost full capacity. The alternative crossings, San Jerónimo-Santa Teresa and Guadalupe-Tomillo, have limitations in terms of infrastructure, personnel, and schedules, which would lead to delays and increased logistics expenses.

3. Collaboration and Impact on the USMCA: The interruption of the flow of goods contravenes the spirit of cooperation and free trade established in the Agreement between Mexico, the United States, and Canada (USMCA), affecting the competitiveness of Mexican and American companies.

4. Competitiveness and Future Trends: The region is continuously expanding, with forecasts of increased trade and industry. Closing this crossing would be counterproductive, considering the growing demand for efficient crossings in the future.

5. Nearshoring and Strategic Growth: Nearshoring in Ciudad Juárez is strengthening due to its proximity to the US, which allows for reduced costs and shipping times. Improvements in infrastructure and trade agreements are crucial to favor this strategic growth.

6. Sustainability and Environmental Impact: Rerouting trucks to other congested crossings would increase the number of pollutants, significantly impacting air quality and the health of nearby residential communities.

"Due to the strategic significance of the Cordova Bridge of the Americas (BOTA) for our region and for bilateral relations between Mexico and the United States, we kindly request your intervention to prevent the temporary or permanent closure of commercial traffic at this crossing.

We propose that the modernization of the United States Customs Office to Mexico consider three key areas:

A. Comprehensive Infrastructure Expansion and Improvement: It is necessary to expand the bridge and the north-south access facilities, implementing a phased strategy that considers commercial traffic during public works.

B. Optimization of Operation and Personnel: Optimization by extending operating hours and Strengthening checkpoints personnel and modernizing technological systems to optimize traffic and cargo processing.

C. Sustainability and Long-Term Accessibility: Design a strategy to ensure the continued operation of the crossing and the maintenance of the toll-free bridge, while optimizing crossing times to reduce environmental impact.

We appreciate your attention to this matter and are available to provide any additional information you may need.

Sincerely,
The signatories below support the content of this letter.

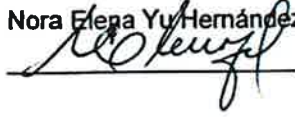


SIGNATURES

Isela Molina - President of CANACINTRA



Nora Elena Yu Hernández - President of the Local Association of Customs Brokers



Manuel Sotelo Suarez - President of the Association of Transporters of Juárez



José Cuautlé Azcatl - President of the Coalition of Transporters of Ciudad Juárez



Lilia García - Director of CRACAR



Óscar Flores - Operations Director, Northern Region, CANACAR



Humberto Álvarez Quevedo - President of the Regional Economic Development Council



U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte región and Consejo Regional del Autotransporte de Carga AC, I would like to express my strong support for Alternative 1A.


I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,



Ivan Rey
President

Consejo Regional del Autotransporte de Carga AC.

CRACAR

6248 Edgemere Blvd. suite 106

El Paso, Tx. 79925



U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS
Dear Ms. Carmichael:

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and [menciona tu organización o afiliación], I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

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Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development. Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pablo E. Armendariz Garcia", is written over a horizontal line.

Lic. Pablo E. Armendariz Garcia
Representante Legal
Dynamo Fletes y Servicios SA de CV

1519 Wyoming Ave, El Paso, TX 79902, Estados Unidos

ECCOTRANS LLC

Petition to Maintain the Operational Status of the Bridge of the Americas Trucking Lanes

October 28, 2024

From: ECCOTRANS LLC

To: US General Services Administration
Attention: Karla Carmichael, NEPA Program Manager
819 Taylor St. Room 12-B
Fort Worth, TX 76102

CC: Congresswoman Veronica Escobar Mayor Oscar Lesser and El Paso City Officials
221 N. Kansas Street | Suite 1500 City of El Paso, Texas
El Paso, TX 79901 300 N. Campbell El Paso, Texas 79901

As a transportation company, (ECCOTRANS LLC we are deeply concerned about the potential closure of commercial traffic lanes on the Bridge of the Americas (BOTA). This closure would have a negative impact on our business, which employs 20 team members and contractors, and would also harm the broader community economically.

The BOTA port is vital to the El Paso area's economy, serving as a primary trade corridor between the U.S. and Mexico. The improvements proposed under Alternative 1A are essential to maintaining this economic link, as they will enhance both security and operational efficiency, supporting local commerce, job creation, and long-term regional economic health.

Statement of Support:
We fully support the adoption of Alternative 1A.

Sincerely,



Jose Luis Acosta
President



U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Expedite Freight Services, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

Javier Carrillo

Javier Ivan Carrillo Chavez
C.O.
EXPIDITE FREIGHT SERVICES



EXPRESS TRES FRONTERAS, S.A. DE C.V.

October 2, 2024

Asunto: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear M^s. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Express Tres Fronteras SA de CV, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

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Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

Omar José Avila García
Express Tres Fronteras SA de CV

oavila@3fronteras.com.mx

656 638 6111

915 373 7358

SERVICIO PUBLICO FEDERAL DE CARGA EN GENERAL

Oficinas Generales

OFICINA CHIHUAHUA:
AV. OCTAVIO PAZ No. 111 COMP. IND. CHIHUAHUA
TEL: (614) 481-0022 FAX: 481-0040
CHIHUAHUA, CHIH. C.P. 31109

OFICINA MATRIZ:
CALLE RIO CANDELARIA No. 1143 COL. ZARAGOZA
TEL: (656) 639 8000
CD. JUAREZ, CHIH. MEXICO C.P. 32550

OFICINA JUAREZ:
BLVD. GOMEZ MORIN No. 588 COL. SALVARCAR
TEL: (656) 592-2527, 592-0736 Y 632-0092
CD. JUAREZ, CHIH. MEXICO C.P. 32570

OFICINA SAN LUIS:
CARRETERA 57 KM. 181
COLONIA POZUELOS TEL: (444) 799-7220
LA PILA SAN LUIS POTOSI C.P. 78422

OFICINA MEXICO:
CALLE ALAMO No. 3, FRACC. TLAHONDA
TELS: (55) 220-75916 Y 220-75978 FAX: 220-75714
TLALNEPANTLA, EDO. DE MEXICO C.P. 54126

OFICINA HERMOSILLO:
CALLE DEL ORO No. 160 P. IND. HERMOSILLO
TELS: (662) 751-0555 Y 251-0565
HERMOSILLO, SON. C.P. 83299 FAX: 254-0951

OFICINA NOGALES:
CARRETERA INTERNACIONAL KM. 35 PARQUE INDUSTRIAL
TELS: (871) 314 1307 Y 08. 314-2539 FAX: 314-1301
NOGALES, SON. C.P. 24094

OFICINA GOMEZ PALACIO:
CARR. CD. JUAREZ KM. 1.5 No. 370 FAX: 715-0435
COL. SOLIDARIDAD TEL: (871) 715 9430 Y 31
GOMEZ PALACIO, DGO. C.P. 35000

OFICINA SILAO:
CARRETERA SILAO LEON KM. 149.4
TELS: (472) 722 2837 Y 722 2756 C.P. 38100
SILAO, GUANAJUATO



CD. Juarez, Chihuahua, October 21, 2024

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager 819 Taylor St, Room 12-B Fort Worth, TX
76102

SUBJECT: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and **FLETES SOTELO, S.A. DE C.V.**, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

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Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

MANUEL SOTELO SUAREZ
PRESIDENT

E-mail: manuel.sotelo@fletessotelo.com.mx

Cd. Juárez, Chihuahua, October 21, 2024

Subject: Position on the Closure of Cargo Transportation
contemplated in the Cordova de las Americas Bridge (BOTA)
Remodeling Project

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Please accept our cordial greetings. We are writing to express our deep concern regarding the Draft Environmental Impact Statement issued by the U.S. General Services Administration (GSA) regarding the Cordova-De las Americas Bridge (BOTA) modernization project. The preferred alternative selected in said draft contemplates the permanent elimination of the goods crossing, which would have a devastating impact on our region.

The Cordova-De las Americas International Bridge (BOTA) is a crucial link for Cross-Border trade, as it is the only toll-free bridge along the entire border between Mexico and the United States. Its strategic location provides access to Highway 54, connecting Interstate 10 and Inner Loop 375, making it a vital hub for the manufacturing industry.

In 2019, the Cross-Border trade at BOTA amounted to \$76,649 million, which represented 14.78% of the total exchanges. By 2023, this value had exceeded \$21,559 million annually. Presently, the bridge accommodates 20,000 light noncommercial vehicles and 500 Northbound as well as 2,000 Southbound commercial cargo trucks every day, with waiting times ranging from 30 minutes to 2 hours during peak hours.

The commercial closure of this crossing would have serious consequences for the regional economy and trade relations between Chihuahua and Texas. Some of the most worrying implications are:

- Economic impact:** Juárez City is home to 318 companies affiliated with the IMMEX program, 117 of which are American owned. These companies would suffer significant losses due to the additional cost of redirecting shipments, estimated to be between \$120 and \$180 per vehicle.
- Infrastructure and Logistics:** The rerouting of commercial traffic to the Zaragoza-Ysleta crossing may cause a major bottleneck, as this crossing is already operating at almost full capacity. The alternative crossings, San Jerónimo-Santa Teresa and Guadalupe-Tornillo, have limitations in terms of infrastructure, personnel, and schedules, which would lead to delays and increased logistics expenses.
- Collaboration and Impact on the US/1CA:** The interruption of the flow of goods contravenes the spirit of cooperation and free trade established in the Agreement between Mexico, the United States, and Canada (USMCA), affecting the competitiveness of Mexican and American companies.
- Competitiveness and Future Trends:** The region is continuously expanding, with forecasts of increased trade and industry. Closing this crossing would be counterproductive, considering the growing demand for efficient crossings in the future.
- Nearshoring and Strategic Growth:** Nearshoring in Ciudad Juárez is strengthening due to its proximity to the US, which allows for reduced costs and shipping times. Improvements in infrastructure and trade agreements are crucial to favor this strategic growth.
- Sustainability and Environmental Impact:** Rerouting trucks to other congested crossings would increase the number of pollutants, significantly impacting air quality and the health of nearby residential communities.

Due to the strategic significance of the Cordova Bridge of the Americas (BOTA) for our region and for bilateral relations between Mexico and the United States, we kindly request your intervention to prevent the temporary

or permanent closure of commercial traffic at this crossing.

We propose that the modernization of the United States Customs Office to Mexico consider three key areas:

A. Comprehensive Infrastructure Expansion and Improvement: It is necessary to expand the bridge and the north-south access facilities, implementing a phased strategy that considers commercial traffic during public works.

B. Optimization of Operation and Personnel: Optimization by extending operating hours and Strengthening checkpoints personnel and modernizing technological systems to optimize traffic and cargo processing.

C. Sustainability and Long-Term Accessibility: Design a strategy to ensure the continued operation of the crossing and the maintenance of the toll-free bridge, while optimizing crossing times to reduce environmental impact.

We appreciate your attention to this matter and are available to provide any additional information you may need.

Sincerely,


Omar Salas
Coordinador de Operaciones
Manufacturera S de RL de CV


FXT/C

Sources: *(Data: INDEX, Trust, AAA, Transport), ONU HABITAT.



Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and FWS Logistics International, LLC., I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,


Carlos Eduardo Salazar
Vice President
FWS Logistics International, LLC.
+1 (915) 892-6209



KORIMA Inc.
(USA)



October 28, 2024

From: KORIMA INC.
1781 Kuna Loop
El Paso Tx., 79936

To: US General Services Administration
Attention: Karla Carmichael, NEPA Program Manager
819 Taylor St. Room 12-B
Fort Worth, TX 76102

CC: Congresswoman Veronica Escobar
221 N. Kansas Street | Suite 1500
El Paso, TX 79901

Mayor Oscar Lesser and El Paso City Officials
City of El Paso, Texas
300 N. Campbell El Paso, Texas 79901


As a transportation company, Korima Inc., we are deeply concerned about the potential closure of commercial traffic lanes on the Bridge of the Americas (BOTA). This closure would have a negative impact on our business, which employs 15 team members and contractors, and would also harm the broader community economically.

The BOTA port is vital to the El Paso area's economy, serving as a primary trade corridor between the U.S. and Mexico. The improvements proposed under Alternative 1A are essential to maintaining this economic link, as they will enhance both security and operational efficiency, supporting local commerce, job creation, and long-term regional economic health.

Statement of Support:

We fully support the adoption of Alternative 1A.

Sincerely,



Manuel Sotelo Suarez
President



Chihuahua, Chihuahua, October 22, 2024

U.S. General Services Administration

Attn: Karla Carmichael, NEPA Program Manager

819 Taylor St, Room 12-B

Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Logística San Ignacio SA de CV, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

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Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

Homero Soto Sepúlveda

Owner

LOGÍSTICA SAN IGANCIO, S.A. de C.V.

US DOT # 3361525

2220 Basset Ave, PMB182
El Paso, TX 79901



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JUÁREZ

Gobierno Municipal 2024-2027

ADMINISTRACIÓN DE SERVICIOS GENERALES DE EE.UU.

KARLA CARMICHAEL, DIRECTORA DEL PROGRAMA NEPA

P R E S E N T E.-

Asunto: "BOTA LPOE Draft EIS"

Enviando un cordial saludo, acudo ante Usted en mi carácter de Presidente Municipal de Juárez, a fin de hacer de su conocimiento algunos comentarios y la profunda preocupación que esta Administración tiene respecto a la consulta ciudadana y el borrador de la Declaración de Impacto Ambiental, que ha sido emitido por la oficina que atinadamente dirige, en el que se analizarán los impactos sociales, económicos y ambientales del proyecto de modernización del Puente Córdova-De las Américas (BOTA); con la representatividad que ostento y escuchando las diversas voces que pudieran verse afectadas, dada la relación directa con los efectos de esta iniciativa, me permito externar lo siguiente:

Respecto a la primera alternativa, que describe la modernización en varios niveles para permitir el tránsito peatonal de vehículos no comerciales y de carga comercial, incluyendo la flexibilidad para eliminar el tráfico de carga comercial en dirección norte a sur en el futuro, se considera que es la opción más viable en estos momentos, toda vez que podemos tener certeza de que, desde el Gobierno Municipal, Estatal y Federal, en coordinación con los usuarios del tráfico comercial encontraremos alternativas para desarrollar la infraestructura necesaria atendiendo planificadamente al crecimiento de las necesidades de la industria manufacturera local y al mismo tiempo desarrollar otros polos de

"2024, Año de Felipe Carrillo Puerto, Benemérito del Proletariado, Revolucionario y Defensor del Mayab"
"2024, Año del Bicentenario de la Fundación del Estado de Chihuahua"



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Gobierno Municipal 2024-2027

desarrollo disponibles entre Ciudad Juárez y los estados de Texas y Nuevo México.

Por otro lado, en relación con la alternativa identificada como cuarta, que propone el cierre definitivo del cruce para carga que actualmente se encuentra habilitado y en total uso, se considera que el realizar este cierre de manera temporal o peor aún de manera permanente, se estaría yendo en contra del espíritu de cooperación e integración económica, que históricamente hemos tenido en esta región fronteriza y que fomenta el regreso de las empresas de manufactura y de la propia necesidad de mejorar la infraestructura binacional. Es por ello que nuestra postura sería que, aprovechando las tecnologías disponibles, podríamos lograr una movilidad rápida y expedita que resuelva los problemas actuales en los puertos de entrada (POE) hacia nuestros mercados compartidos. Así mismo, me refiero específicamente al texto que cancela el tráfico de carga comercial, lo cual en consecuencia nos haría retroceder en competitividad y ocasionaría un detrimento en la economía que depende de la logística relacionada con dicho cruce comercial.

Externamos la preocupación de este gobierno municipal, la cual es compartida por los usuarios del Puente Libre Córdoba, ya que esta infraestructura es fundamental para el comercio y la economía de nuestra región fronteriza, siendo un ejemplo único de cooperación en el País. Desde el inicio de los estudios de referencia para la modernización de la Aduana Americana, nuestra ciudad por medio del gobierno ha acompañado el proceso y jamás se opondría a la inversión en modernización de infraestructura. Sin embargo, el Puente Córdoba-De las Américas (BOTA) es una arteria vital para la industria manufacturera y los

"2024, Año de Felipe Carrillo Puerto, Benemérito del Proletariado, Revolucionario y Defensor del Mayab"
"2024, Año del Bicentenario de la Fundación del Estado de Chihuahua"



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Gobierno Municipal 2024-2027

servicios de logística, por lo que el costo e impacto de un cese al comercio y tráfico de carga sería devastador para las economías de la región fronteriza.

Me permito compartirle las implicaciones negativas que observamos al concretizarse el cierre definitivo del tráfico para los usuarios de carga comercial:

- **Económicas:** La industria maquiladora y las empresas de capital estadounidense que dependen de este cruce enfrentarían pérdidas significativas debido al desvío de embarques y los costos adicionales que esto les generaría.
- **De Infraestructura y Logística:** La interrupción de esta vía vital, no solo afectaría a las empresas regionales, sino que también podría exacerbar los problemas de congestión y los tiempos de espera en las otras alternativas de cruce restantes.
- **Impacto en el T-MEC:** El cese del flujo de mercancías contravendría el espíritu de cooperación y libre comercio establecido en el acuerdo del T-MEC, afectando las operaciones y la competitividad de las empresas mexicanas y estadounidenses.
- **Sostenibilidad:** El redireccionamiento de camiones a otros cruces saturados incrementará las emisiones de CO₂, debido a los tiempos de espera más largos en el lado estadounidense y las rutas más extensas y menos directas en el lado mexicano. Además, al desviar el tráfico hacia zonas más pobladas, el impacto en la calidad del aire se intensificará, afectando de manera significativa a comunidades residenciales cercanas y aumentando la exposición de la población a contaminantes nocivos.



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Gobierno Municipal 2024-2027

Esto va en contra de los esfuerzos por reducir la huella de carbono en el transporte.

De igual modo, acompañando la voz y preocupación de las empresas, confiamos en que, a través del diálogo y la colaboración continua, se puede encontrar una solución que no solo modernice la infraestructura del BOTA, sino que también preserve su papel crucial en la economía de la región. El compromiso de nuestra administración es seguir trabajando con todas las partes interesadas para asegurar un futuro próspero y sostenible para la frontera.

Es por lo anteriormente expuesto que hacemos un llamado respetuoso a reconsiderar las intenciones de cierre al tráfico de carga, en uno de los cruces fronterizos más importantes de ambos países y en su caso se busquen alternativas que fomenten el desarrollo económico sostenible para esta zona fronteriza.

ATENTAMENTE

CIUDAD JUÁREZ, CHIHUAHUA, A 16 DE OCTUBRE DE 2024.

LIC. CRUZ PÉREZ CUÉLLAR
PRESIDENTE MUNICIPAL DE CIUDAD JUÁREZ



"2024, Año de Felipe Carrillo Puerto, Benemérito del Proletariado, Revolucionario y Defensor del Mayab"
"2024, Año del Bicentenario de la Fundación del Estado de Chihuahua"

Cd. Juárez, Chihuahua, a 18 de Octubre de 2024

Asunto: Postura ante el Cierre de Transporte de Carga contemplado en el Proyecto de Remodelación del Puente Córdova de las Américas (BOTA)

**DR. JUAN RAMÓN DE LA FUENTE
SECRETARIO DE RELACIONES EXTERIORES
GOBIERNO DE MÉXICO**

Estimado Secretario de la Fuente:

Reciba un cordial saludo. Nos dirigimos a usted para expresar nuestra profunda preocupación respecto al Borrador de la Declaración de Impacto Ambiental emitido por la Administración de Servicios Generales de EE. UU. (GSA) en relación con el proyecto de modernización del Puente Córdova-De las Américas (BOTA). La alternativa preferida seleccionada en dicho borrador contempla la eliminación permanente del cruce de mercancías, lo cual tendría un impacto devastador en nuestra región.

El Puente Internacional Córdova-De las Américas (BOTA) es una arteria vital para el comercio transfronterizo, siendo el único puente libre de peaje en toda la frontera entre México y Estados Unidos. Su ubicación estratégica, con acceso a la carretera 54, que conecta con la Carretera Interestatal 10 y el Circuito Interior Loop 375, lo convierte en un punto crucial para la Industria de Manufactura.

En 2019, el comercio transfronterizo en BOTA alcanzó un valor de \$76,649 millones de dólares, representando el 14.78% del total de los intercambios. En 2023, este valor superó los \$21,559 millones de dólares anuales. Actualmente, el puente maneja entre 6,000 y 8,000 vehículos ligeros y de 800 a 1,200 camiones de carga diariamente, con tiempos de espera que varían de 30 minutos a 2 horas durante las horas pico.

El cierre comercial de este cruce tendría graves consecuencias para la economía regional y las relaciones comerciales entre Chihuahua y Texas. Algunas de las implicaciones más preocupantes son:

1. **Impacto Económico:** Ciudad Juárez alberga 318 empresas afiliadas al programa IMMEX, de las cuales 117 son de capital estadounidense. Estas empresas enfrentarían pérdidas significativas debido al costo adicional por el desvío de los embarques, estimado entre 120 y 180 dólares por vehículo redirigido a otros cruces.
2. **Infraestructura y Logística:** El desvío del tráfico comercial al cruce Zaragoza-Ysleta podría provocar un colapso significativo, ya que este cruce opera casi a su máxima capacidad. Los cruces alternativos, San Jerónimo-Santa Teresa y Guadalupe-Tornillo, presentan limitaciones en infraestructura, personal y horarios, lo que generaría retrasos y costos logísticos adicionales.
3. **Colaboración e Impacto en el TMEC:** La interrupción del flujo de mercancías contraviene el espíritu de cooperación y libre comercio establecido en el Tratado entre México, Estados Unidos y Canadá (TMEC), afectando la competitividad de las empresas mexicanas y estadounidenses.
4. **Competitividad y Tendencias Futuras:** La región está en constante crecimiento, con proyecciones de aumento en el comercio y la industria. Cerrar este cruce sería contraproducente, dado que la demanda de cruces eficientes aumentará en el futuro.
5. **Nearshoring y Crecimiento Estratégico:** El nearshoring en Ciudad Juárez se está fortaleciendo gracias a su cercanía con EE. UU., lo que permite reducir costos y tiempos de envío. Las mejoras en infraestructura y tratados comerciales son cruciales para favorecer este crecimiento estratégico.
6. **Sostenibilidad e Impacto Ambiental:** El redireccionamiento de camiones a otros cruces saturados incrementaría la carga de contaminantes, afectando significativamente la calidad del aire y la salud de las comunidades residenciales cercanas.

Dada la importancia estratégica del Puente Córdova-De las Américas (BOTA) para nuestra región y para las relaciones bilaterales entre México y Estados Unidos, solicitamos respetuosamente su intervención para evitar el cierre del tráfico comercial en este cruce, tanto de manera temporal como permanente.

Proponemos que la modernización de la Aduana de Estados Unidos a México considere tres áreas clave:

- A. **Ampliación y Mejora Integral de la Infraestructura:** Es necesario ampliar el puente y las instalaciones de acceso norte-sur, implementando una estrategia por fases que contemple el tráfico comercial durante las obras.

- B. **Optimización del Funcionamiento y Personal:** Ampliar los horarios de operación y reforzar el personal en los puntos de control, además de modernizar los sistemas tecnológicos para optimizar el procesamiento del tránsito y la carga.

- C. **Sostenibilidad y Accesibilidad a Largo Plazo:** Diseñar una estrategia que garantice la operatividad continua del cruce y el mantenimiento del puente libre de peaje, eficientizando los tiempos de cruce para reducir el impacto ambiental.

Agradecemos de antemano su atención a este asunto y quedamos a su disposición para cualquier información adicional.

Atentamente,

Fuentes

*(Data: INDEX, Fideicomiso, AAA, Transporte) ONU HABITAT.

FIRMAS



SOFAMASTER LLC
2000 E. PAISANO DR.
EL PASO, TX 79905
PH: +1 (915) 613 0367

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Sofamaster, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.
Sincerely,

Jorge Contreras Hayes
President
Sofamaster LLC
Cel. (915)929-3312
jch@sofamaster.com





Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Solution Tools Mold & Die Inc, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

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Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development. Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Juan Diego Palma'. The signature is fluid and stylized, with a large loop at the end.

Juan Diego Palma
COO



TRANSERVICIOS, S.A. de C.V.

Servicio Especializado en Transporte Para Maquiladoras en México

8745

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Ref: Public Comment in Support of
Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael, I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and TRANSERVICIOS, I would like to express my strong support for Alternative 1A.

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Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

Pablo Salazar
TRANSERVICIOS
Managing Director
psalazar@transervicios.com
Ph. +52 6562574700



Copenhagen 4210 Fracc. Uranga Unzueta
C.P. 32310 Cd. Juárez, Chih.
Tels. 613 - 1542

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St. Room 12-B
Forth Worth, TX 76102

SUBJECT: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and TRANSPORTADORA NORTE DE CHIHUAHUA, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

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Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

Juan Alfonso Buchanan
Transportadora Norte de Chihuahua
alfonso.buchanan@tnch.com.mx





U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Transporte Green Solutions S de RL de CV, afiliacion a CONSEJO REGIONAL DEL AUTOTRASNPORTE DE CARGA, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

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Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

Heriberto Cruz Rivera
Gerente Operativo
Transporte Green Solutions S de RL de CV

12273 Gateway West Blvd. 79936
El Paso, Tx.

OCT 22 2024

Transporte Green Solutions S. de R.L. de C.V.
Ramón Rayón No. 1643, Col. Moreno, C.P. 32550
Cd. Juárez, Chihuahua, México; Tel. (656) 626 7261

TRANSPORTES DELFINES

U.S. General Services Administration

Attn: Karla Carmichael, NEPA Program Manager

819 Taylor St, Room 12-B

Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and [TRANSPORTES DELFINES], I would like to express my strong support for Alternative 1A.

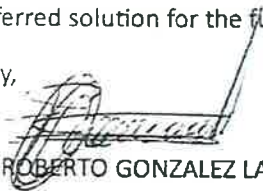
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Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,



SERGIO ROBERTO GONZALEZ LANDA

GENERAL MANAGER

TRANSPORTES DELFINES

11025 Argal Court El Paso Tx 79935



U.S. General Services Administration

Attn: Karla Carmichael, NEPA Program Manager

819 Taylor St, Room 12-B

Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in EL Paso, Texas. As a member of the Paso Del Norte region and Transportes Enlace Internacional I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

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Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

Jose Manuel Gomez Alvarez

Director

Transportes Enlace Internacional

4832 Vista del Monte
EL Paso, Tx 9922



TRANSPORTES INDUSTRIALES VITA, S.A. DE C.V.

**Petition to Maintain the Operational Status of the Bridge of the Americas
Trucking Lanes**

October 28, 2024

From: TRANSPORTES INDUSTRIALES VITA SA DE CV
BARTON 11803, COL. LOS NOGALES
CHIHUAHUA, CHIH., MEXICO 31380

To: US General Services Administration
Attention: Karla Carmichael, NEPA Program Manager
819 Taylor St. Room 12-B
Fort Worth, TX 76102

CC: Congresswoman Veronica Escobar Mayor Oscar Lesser and El Paso
City Officials
221 N. Kansas Street | Suite 1500 City of El Paso, Texas
El Paso, TX 79901 300 N. Campbell El Paso, Texas 79901

As a transportation company, TRANSPORTES INDUSTRIALES VITA SA DE CV, we are deeply concerned about the potential closure of commercial traffic lanes on the Bridge of the Americas (BOTA). This closure would have a negative impact on our business, which employs 262 team members as well as many contractors, and would also harm the broader community economically.

The BOTA port is vital to the El Paso area's economy, serving as a primary trade corridor between the U.S. and Mexico. The improvements proposed under Alternative 1A are essential to maintaining this economic link, as they will enhance both security and operational efficiency, supporting local commerce, job creation, and long-term regional economic health.

Statement of Support:

We fully support the adoption of Alternative 1A.

Sincerely,


Juan Manuel Talamás Rohana
CEO



TRANSPORTES LYRMA DE CD. JUAREZ, S.A DE C.V

U.S. General Services Administration

Attn: Karla Carmichael, NEPA Program Manager

819 Taylor St, Room 12-B

Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Consejo Regional del Autotransporte de Carga AC (CRACAR), I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

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Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,



MR. SALVADOR LOPEZ PORTILLO

GENERAL MANGER / CEO

TRANSPORTES LYRMA DE CD JUAREZ SA DE CV



Ciudad Juárez Chihuahua México, 22 de Octubre de 2024

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS
Dear Ms. Carmichael

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Consejo Regional del Autotransporte de Carga, A.C., I would like to express my strong support for Alternative 1A.

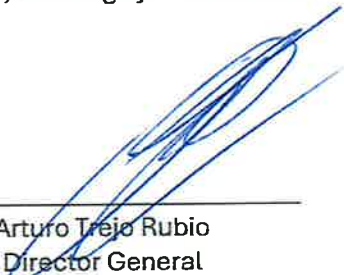
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Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,



Arturo Trejo Rubio
Director General
Transportes Trejo

14911 Loera St, El Paso Texas 79928

 www.transportestrejo.mx

 [Transportes Trejo](#)

 656 682 0951



WE ARE TRANSFORMING THE ENERGY LANDSCAPE

December 2, 2024

U.S. General Services Administration
Attn: Karla 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
Fort Worth, TX 76102

Subject: Bridge of the Americas Land Port of Entry Draft Environmental Impact Statement

Dear Ms. Carmichael:

I am writing to express concerns regarding the preferred plan outlined in the Draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) modernization project, specifically the proposal to eliminate commercial cargo operations at this vital Port of Entry.

Our concerns are summarized as follows:

- The removal of commercial traffic timeline should be reviewed in combination with other regional investments in infrastructure.
- The Draft EIS should consider options that encourage decarbonization technology implementation in partnership with industry that uses the BOTA.
- More analysis is needed beyond the scope of the Draft EIS to truly decide the future of commercial traffic at BOTA and other regional Ports of Entry.

ABOUT EL PASO ELECTRIC

El Paso Electric (EPE) is a vertically-integrated, investor-owned regional electric utility that is engaged in generation, transmission, and distribution service to power approximately 460,000 customers in a 10,000 square mile area of the Rio Grande valley in west Texas and southern New Mexico. Our service territory extends from Hatch, New Mexico to Van Horn, Texas. EPE has established a mission to transform the energy landscape with a focus on bold carbon-free energy goals defined by a commitment to 80% carbon-free energy by 2035 and the pursuit of 100% decarbonization of our generation portfolio by 2045. Our corporate goals and our recent investments demonstrate alignment with a focus on environmental impacts. Our position as a regional utility with a focus on growth for the betterment of our community members and customers grants us a unique perspective with which to respond to this EIS and its resulting impacts.

epelectric.com



CURRENT TRAFFIC AND REGIONAL INFRASTRUCTURE

However, the current suggested strategy of removing truck traffic at BOTA does not match the intended goals. As an example, the current trade data (<https://explore.dot.gov/views/BorderCrossingData/PercentChange>) suggests that truck traffic at BOTA has significantly declined from a peak within the last 10 years of 810,935 truck crossings (2018) to 112,451 as of October 2024. If the monthly average of 2024 continues, the annual total truck crossings would be down 83.4% from peak levels in 2018. In fact, all modes of transportation – buses, trains, and passenger vehicles – are down from their 10-year peaks in 2024. This seems to point to a natural reduction of overall vehicular impact on the surrounding areas of BOTA.

In addition, there are regional concerns that an immediate, rather than gradual or delayed reduction, will increase infrastructure impacts in other areas. For example, while detailed, the current analysis does not consider the impacts of this transition on staffing at other points of entry – on both sides of the U.S.-Mexico border. Without proper agreements in place to handle the increased demands (either in times of operations, personnel assignments, or enhanced investment in infrastructure and technologies to reduce wait times), the isolation of decision on the impacts around BOTA seem void of the impacts on the broader region. Our region needs to ensure that the assessment is balanced to all needs of the region.

Another anecdotal situation could be diverting traffic to the Santa Teresa Port of Entry (STPOE), as was seen during the Texas Department of Public Safety inspections during 2023 and 2024. Additional traffic that is expected to move in this direction will be met by congestion due to improvements in traffic flows that are scheduled to begin and be completed in the next 4 years. These projects include the Texas Department of Transportation's (TXDOT) work at Interstate 10 and Artcraft, which is the access to interstate infrastructure from the STPOE, and the New Mexico Department of Transportation's (NMDOT) border highway connector project, which will funnel commercial traffic to the Sunland Park region. These projects, until completed will be bottlenecks to commercial traffic and will either be negatively impacted by diversion from BOTA or will encourage industry to use the Yselta Port of Entry (YPOE) at a rate higher than currently examined by the EIS.

The Draft EIS also does not consider impacts on increased wait times at other regional Ports of Entry. It does not factor what investments would be required in Mexico at the other Ports of Entry, nor does it highlight that our partners in Mexico at the federal level are considering investments in tandem with this effort.

Delaying the diversion of commercial traffic from BOTA until regional infrastructure improvements are completed around the other Ports of Entry can provide the easiest transition.

epelectric.com



FOCUS ON CARBON-REDUCING TECHNOLOGY INVESTMENTS

The EIS highlights an additional estimated 17,000 annual miles that will be traveled by commercial traffic because of this change. While the regional impacts of reported vehicular-related pollution around the BOTA Port of Entry (POE) may be reduced, the region will likely see increased impacts from the additional mileage created by this decision.

Furthermore, The U.S. Department of Transportation (USDOT) has deployed significant funding targeting environmental improvements around Ports of Entry. As an option to curb environmental concerns, EPE encourages the examination of decarbonization of vehicles over removal of commercial vehicles.

For example, designating BOTA as a location for electric trucks and enacting policies and investments that encourage this type of use can equally achieve the environmental impacts. This approach can also serve to entice new regional private-sector investments while growing new industries and support services in the region.

EPE encourages this decision concerning commercial traffic at BOTA to consider partnership with USDOT efforts and to create enticements for carbon-free transportation technologies to be implemented around BOTA as another solution.

IN CONCLUSION

While the current recommended option (Alternative 4) addresses the scope of the Draft EIS, the impacts that are addressed by this option will be displaced onto other Ports of Entry in the region. The commercial traffic through all our Ports of Entry is vital to the continued growth of our region's economy, and we believe there are solutions that can be implemented that better a broader scope of stakeholders and goals than the current recommended option allows.

We encourage the U.S. GSA to reexamine Alternative 1a as a preference over Alternative 4. We further encourage the U.S. GSA to continue studying how regional impacts can be mitigated and delay this decision until more analysis and regional factors can be included.

Sincerely,



Kelly Tomblin
President & CEO
El Paso Electric

epelectric.com



**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

2 messages

DE LA TORRE, ELISABET <ELISABET.DELATORRE@cbp.dhs.gov>

Mon, Sep 30, 2024 at 10:38 AM

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Good morning,

To whom it may concern,

BOTA Cargo Facility **should not** be shut down; it is an integral part of the trade and commerce here in the El Paso, Texas area. If BOTA is shut down, there will be an increase in wait times for the commercial lanes and business' will be negatively impacted. As an officer I won't ever learn or see what the Cargo unit does or how things are ran if the facility is shut down, I would not be able to bid for the unit and I won't be a well-rounded officer, which in turn may affect my career in the long run when it comes to promotion.

CBPO Elisabet De La Torre
U.S. Customs and Border Protection
Paso Del Norte Port of Entry
1000 S. El Paso St.
El Paso, TX. 79901
elisabet.delatorre@cbp.dhs.gov

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Mon, Oct 21, 2024 at 8:50 AM

To: robert.f.villarreal@cbp.dhs.gov

[Quoted text hidden]



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

1 message

Emily Gomez #1EXPEDITE <emilyg@number1expedite.com>
To: BOTA.nepacomments@gsa.gov

Tue, Oct 22, 2024 at 1:37 PM

U.S. General Services Administration

Attn: Karla Carmichael, NEPA Program Manager

819 Taylor St, Room 12-B

Fort Worth, TX 76102

Please accept our cordial greetings. We are writing to express our deep concern regarding the Draft Environmental Impact Statement issued by the U.S. General Services Administration (GSA) regarding the Cordova-De las Americas Bridge (BOTA) modernization project. The preferred alternative selected

in said draft contemplates the permanent elimination of the goods crossing, which would have a devastating impact on our region.

The Cordova-De las Americas International Bridge (BOTA) is a crucial link for Cross-Border trade, as it is the only toll-free bridge along the entire border between Mexico and the United States. Its strategic location provides access to Highway 54, connecting Interstate 10 and Inner Loop 375, making it a vital hub for the manufacturing industry.

In 2019, the Cross-Border trade at BOTA amounted to \$76,649 million, which represented 14.78% of the total exchanges. By 2023, this value had exceeded \$21,559 million annually. Presently, the bridge accommodates 20,000 light noncommercial vehicles and 500 Northbound as well as 2,000

Southbound commercial cargo trucks every day, with waiting times ranging from 30 minutes to 2 hours during peak hours.

The commercial closure of this crossing would have serious consequences for the regional economy and trade relations between Chihuahua and Texas. Some of the most worrying implications are:

1. **Economic Impact:** Juarez City is home to 318 companies affiliated with the IMMEX program, 117 of which are American owned. These companies would suffer significant losses due to the additional cost of redirecting shipments, estimated to be between \$120 and \$180 per vehicle.
2. **Infrastructure and Logistics:** The rerouting of commercial traffic to the Zaragoza-Ysleta crossing may cause a major bottleneck, as this crossing is already operating at almost full capacity. The alternative crossings, San Jeronimo-Santa Teresa and Guadalupe-Tornilo, have limitations in terms of

infrastructure, personnel, and schedules, which would lead to delays and increased logistics expenses.

3. **Collaboration and Impact on the USMCA:** The interruption of the flow of goods contravenes the spirit of cooperation and free trade established in the Agreement between Mexico, the United States, and Canada (USMCA), affecting the competitiveness of Mexican and American companies.

4. **Competitiveness and Future Trends:** The region is continuously expanding, with forecasts of increased trade and industry. Closing this crossing would be counterproductive, considering the growing demand for efficient crossings in the future.

5. **Nearshoring and Strategic Growth:** Nearshoring in Ciudad Jurez is strengthening due to its proximity to the US, which allows for reduced costs and shipping times. Improvements in infrastructure and trade agreements are crucial to favor this strategic growth.

6. **Sustainability and Environmental Impact:** Rerouting trucks to other congested crossings would increase the number of pollutants, significantly impacting air quality and the health of nearby residential communities.

Due to the strategic significance of the Cordova Bridge of the Americas (BOTA) for our region and for bilateral relations between Mexico and the United States, we kindly request your intervention to prevent the temporary or permanent closure of commercial traffic at this crossing.

We propose that the modernization of the United States Customs Office to Mexico consider three key areas:

A. **Comprehensive Infrastructure Expansion and Improvement:** It is necessary to expand the bridge and the north-south access facilities, implementing a phased strategy that considers commercial traffic during public works.

B. **Optimization of Operation and Personnel:** Optimization by extending operating hours and Strengthening checkpoints personnel and modernizing technological systems to optimize traffic and cargo processing.

C. **Sustainability and Long-Term Accessibility:** Design a strategy to ensure the continued operation of the crossing and the maintenance of the toll-free bridge, while optimizing crossing times to reduce environmental impact.

We appreciate your attention to this matter and are available to provide any additional information you

Sources: *(Data: INDEX, Trust, AAA, Transport), ONU HABITAT

ESTIMADO CLIENTE:

Para facilitar nuestra comunicacion
y contactar a todo el equipo de

TRAFICO FORANEOS

FAVOR DE USAR EL **CORREO DE GRUPO**

foraneosnoe@number1expedite.com

Emily Gomez
Supervisora de Operaciones

- emilyg@number1expedite.com
- www.number1expedite.com
- Oficina: 656.171.3276
- CEL.704.3638



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5 attachments



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1K



SWMA.BOTA.pdf
45K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

In support of Alternative 1A

1 message

Enrique Andujo (BEX) <enrique.andujo@bex.mx>
To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Wed, Oct 23, 2024 at 6:10 PM

U.S. General Services Administration

Attn: Karla Carmichael, NEPA Program Manager

Please accept our cordial greetings. We are writing to express our deep concern regarding the Draft Environmental Impact Statement issued by the U.S. General Services Administration (GSA) regarding the Cordova-De las Americas Bridge (BOTA) modernization project. The preferred alternative selected in said draft contemplates the permanent elimination of the goods crossing, which would have a devastating impact on our region.

The Cordova-De las Americas International Bridge (BOTA) is a crucial link for Cross-Border trade, as it is the only toll-free bridge along the entire border between Mexico and the United States. Its strategic location provides access to Highway 54, connecting Interstate 10 and Inner Loop 375, making it a vital hub for the manufacturing industry.

Thank you in advance for the consideration of this letter.

Best regards

www.bex.mx**Enrique Andujo**

Director General

Border Express de México S.A. de C.V.

Tel. (656) 411 3255 Ext. 116 | Cel. (656) 167 8567

Carr. Juárez Porvenir #880-8A Col. Zaragocita

Cd. Juárez, Chih. C.P. 32701

[▶ Conoce más](#)[✉ enrique.andujo@bex.mx](mailto:enrique.andujo@bex.mx)

 **BOTA LPOE Alternative 1A Border Express de Mexico.pdf**
953K

Cd. Juárez, Chihuahua, October 23, 2024

Subject: Position on the Closure of Cargo Transportation
contemplated in the Cordova de las Americas Bridge (BOTA)
Remodeling Project

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Please accept our cordial greetings. We are writing to express our deep concern regarding the Draft Environmental Impact Statement issued by the U.S. General Services Administration (GSA) regarding the Cordova-De las Americas Bridge (BOTA) modernization project. The preferred alternative selected in said draft contemplates the permanent elimination of the goods crossing, which would have a devastating impact on our region.

The Cordova-De las Americas International Bridge (BOTA) is a crucial link for Cross-Border trade, as it is the only toll-free bridge along the entire border between Mexico and the United States. Its strategic location provides access to Highway 54, connecting Interstate 10 and Inner Loop 375, making it a vital hub for the manufacturing industry.

In 2019, the Cross-Border trade at BOTA amounted to \$76,649 million, which represented 14.78% of the total exchanges. By 2023, this value had exceeded \$21,559 million annually. Presently, the bridge accommodates 20,000 light noncommercial vehicles and 500 Northbound as well as 2,000 Southbound commercial cargo trucks every day, with waiting times ranging from 30 minutes to 2 hours during peak hours.

The commercial closure of this crossing would have serious consequences for the regional economy and trade relations between Chihuahua and Texas. Some of the most worrying implications are:

- 1. Economic Impact:** Juárez City is home to 318 companies affiliated with the IMMEX program, 117 of which are American owned. These companies would suffer significant losses due to the additional cost of redirecting shipments, estimated to be between \$120 and \$180 per vehicle.
- 2. Infrastructure and Logistics:** The rerouting of commercial traffic to the Zaragoza-Ysleta crossing may cause a major bottleneck, as this crossing is already operating at almost full capacity. The alternative crossings, San Jerónimo-Santa Teresa and Guadalupe-Tornillo, have limitations in terms of infrastructure, personnel, and schedules, which would lead to delays and increased logistics expenses.
- 3. Collaboration and Impact on the USMCA:** The interruption of the flow of goods contravenes the spirit of cooperation and free trade established in the Agreement between Mexico, the United States, and Canada (USMCA), affecting the competitiveness of Mexican and American companies.

4. Competitiveness and Future Trends: The region is continuously expanding, with forecasts of increased trade and industry. Closing this crossing would be counterproductive, considering the growing demand for efficient crossings in the future.

5. Nearshoring and Strategic Growth: Nearshoring in Ciudad Juárez is strengthening due to its proximity to the US, which allows for reduced costs and shipping times. Improvements in infrastructure and trade agreements are crucial to favor this strategic growth.

6. Sustainability and Environmental Impact: Rerouting trucks to other congested crossings would increase the number of pollutants, significantly impacting air quality and the health of nearby residential communities.

Due to the strategic significance of the Cordova Bridge of the Americas (BOTA) for our region and for bilateral relations between Mexico and the United States, we kindly request your intervention to prevent the temporary or permanent closure of commercial traffic at this crossing.

We propose that the modernization of the United States Customs Office to Mexico consider three key areas:

A. Comprehensive Infrastructure Expansion and Improvement: It is necessary to expand the bridge and the north-south access facilities, implementing a phased strategy that considers commercial traffic during public works.

B. Optimization of Operation and Personnel: Optimization by extending operating hours and strengthening checkpoints personnel and modernizing technological systems to optimize traffic and cargo processing.

C. Sustainability and Long-Term Accessibility: Design a strategy to ensure the continued operation of the crossing and the maintenance of the toll-free bridge, while optimizing crossing times to reduce environmental impact.

We appreciate your attention to this matter and are available to provide any additional information you may need.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alan Russell", is written over a dashed horizontal line.

Alan Russell
CEO

Sources: *(Data: INDEX, Trust, AAA, Transport), ONU HABITAT.



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

El Paso Wood Products, Inc <francisco@epwoodproducts.com>
To: BOTA.nepacomments@gsa.gov

Wed, Nov 13, 2024 at 12:03 PM

As a business owner in El Paso and a manufacturing facility in Juarez I oppose the closure of commercial traffic at the EL Paso Bridge of the Americas. Closing commercial traffic at this bridge will not reduce overall emissions; it will simply relocate it to the 3 other ports of entry in the area. Furthermore traffic congestion will increase at Zaragoza and Santa Teresa neither port which is equipped to handle more traffic. The bridge closure will negatively impact my business. My office and warehouse are ideally located 3.2 miles from BOTA. Routing traffic to Zaragoza or Santa Teresa will add time, mileage and increase the cost of our operations. These costs will have to be based on to our clients at a time when we are already suffering from decline in sales and increased cost. Please reconsider keeping commercial traffic at BOTA.

Regards,

--

Francisco Fernández
Vice President
El Paso Wood Products, Inc.
tel: +1.915.545.2974
cel: +1.915.892.5248





BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

2 messages

Garrick Taylor <garrick@thebta.org>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Mon, Nov 4, 2024 at 9:12 AM

Below and attached please find the Border Trade Alliance's response to the BOTA LPOE Draft EIS.

November 4, 2024

U.S. General Services Administration
Attention: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Delivered via electronic mail

Re: BOTA LPOE Draft EIS

To Whom it May Concern:

On behalf of the public and private sector members of the Border Trade Alliance, we are writing to formally express our concerns with the General Services Administration's recommendation to remove commercial truck traffic from the Bridge of the Americas (BOTA) in El Paso, Texas as part of the proposed modernization project. While BTA appreciates the effort to comply with the National Environmental Policy Act and to address social, economic, and environmental impacts through the Environmental Impact Statement (EIS), we believe that eliminating commercial traffic at BOTA would create significant, adverse impacts on trade and commerce in the region.

Impact on freight costs

Eliminating commercial truck traffic from BOTA would drive freight onto tolled international bridges, creating upward pressure on shipping costs for firms on both sides of the border. BOTA's toll-free access offers a crucial cost advantage for cross-border commerce that many businesses in the region rely on. The removal of this option could disproportionately burden small to medium-sized enterprises, threatening economic stability and the competitiveness of U.S.-Mexico trade in this region.

Increased congestion at other ports of entry

BTA is concerned that removing commercial cargo traffic from BOTA would result in a diversion of freight to other international bridges, creating additional congestion and delays at these locations. The redirection of trucks to alternative

ports not originally designed for increased freight volume could negatively impact both commercial efficiency and the region's air quality by increasing emissions due to slower traffic and idling times.

Supply chain disruptions

BOTA is a critical link in the cross-border supply chain, and the elimination of commercial traffic at this port would disrupt well-established trade routes and schedules. The resulting delays and logistical challenges would add considerable uncertainty to supply chains, which could have a cascading negative economic impact on industries across the region.

Lack of engagement with local stakeholders

The BTA is particularly concerned about the apparent lack of a robust stakeholder engagement process involving the local business community. A comprehensive decision-making process should include meaningful consultation with those directly affected, particularly business owners, freight operators, and logistics professionals. Including these stakeholders ensures that the proposed alternatives serve the region's long-term economic interests.

Coordination with Mexican authorities

Additionally, the proposed changes require close coordination with Mexican authorities, whose cooperation is critical to smooth and efficient binational trade operations. The absence of a transparent, coordinated effort risks implementing changes that could create operational inconsistencies and potentially compromise cross-border efficiencies.

With these significant concerns in mind, BTA urges GSA to reconsider its preferred alternative, Alternative 4, and to re-evaluate the impacts that the elimination of commercial truck traffic at BOTA would have on the regional economy, supply chains, and local stakeholders. We encourage GSA to select an alternative that maintains commercial truck access at BOTA and incorporates a more inclusive, stakeholder-driven planning process.

Thank you for your attention to these concerns. We look forward to a continued dialogue with GSA on this matter and would welcome the opportunity to discuss further the consequences of eliminating commercial traffic at BOTA.

Sincerely,

Lance Jungmeyer
Chairman
Border Trade Alliance

Britton Mullen
President
Border Trade Alliance

 **BTA letter GSA BOTA November 2024 (1).pdf**
184K

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Garrick Taylor <garrick@thebta.org>

Mon, Nov 4, 2024 at 12:25 PM

At the request of the Hispanic Chamber of Commerce, the El Paso MPO, and others, GSA has decided to extend the public comment period for the draft EIS of the BOTA LPOE Modernization Project from November 4th to December 1st, 2024. We do not anticipate that this will change the overall project schedule but will provide us time to consider additional traffic and air modeling data. Please let your colleagues, community and any interested parties know. Thank you, Karla

[Quoted text hidden]



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

operaciones@transportestrejo.mx <operaciones@transportestrejo.mx>
To: BOTA.nepacomments@gsa.gov
Cc: atrejo@transportestrejo.mx

Tue, Oct 22, 2024 at 1:22 PM

Good afternoon, I share with you writing regarding BOTA, excellent day.

regards



Libre de virus. www.avast.com



MX-B455W_20241022_114840.pdf
311K



To:
U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Public Comments In Support of Alternative 1A – BOTA LPOE Draft EIS

11/04/2024

Dear Ms. Carmichael,

Hope this letter finds you and your team well. In addition, this letter serves as a vessel for the West Texas New Mexico Customs Brokers Association to submit our public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. The West Texas New Mexico Customs Brokers Association (WTNMCBA) is an association of 72 members strong with the majority of our membership performing customs brokerage, freight forwarding and carrier activities. We have been active in the Paso del Norte region since 1965 and pride ourselves in contributing to improve trade in our region. The WTNMCBA would like to express our strong support for Alternative 1A.

We believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

We request keeping commercial cargo in this Port of Entry in order to:

- Keep a competitive setting for business currently coming into the market under the recent nearshoring wave
 - o Other Ports of Entry are expanding operations instead of contracting (example Laredo Port of Entry)
 - o This may impact the decision making of potential companies looking to migrate into border cities and potential jobs may be loss in the region
- Allow time for infrastructure projects to materialize in other Ports of Entry and Mexico to support the increase of trade and day to day operation
 - o Currently other Ports of Entry do not have the required infrastructure to cope with additional volume of trailers. This may impact border crossing time and supply chains
 - o The decision to seize operations may hinder warehousing, customs brokers, bi national transportation and logistical services which are dependent of the flow of cargo – specially in the vicinity of the Bridge of the Americas

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely and with best regards,



David Reyes-Arteaga
President at West Texas New Mexico Customs Broker Association
915-892-0927
wtnmcba@gmail.com



**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Arturo Montes <amontes19@icloud.com>
To: BOTA.nepacomments@gsa.gov

Mon, Sep 23, 2024 at 2:09 PM

So closing cargo traffic, which is open 8 hours is going to reduce pollution, but creating 30 lanes of vehicle traffic for 24 hours 7 days a week is going to eliminate pollution? And allowing easier passage to and from Mexico is only going to reduce the tax base, because more people will avoid living in El Paso and move to Mexico where no taxes are paid. And those law abiding citizens will have to pay more in taxes, not a good idea, closing the cargo lot.



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Binational Business Impact Concerns/Disagreement: BOTA LPOE Draft EIS

1 message

David Zapata <dzapata@txbiz.org>

Mon, Nov 4, 2024 at 1:40 PM

To: BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Cc: Glenn Hamer <ghamer@txbiz.org>, John Esparza <john@texastrucking.com>, "presidencia@canacar.com.mx" <presidencia@canacar.com.mx>, "alejandro.gomez@concamin.org.mx" <alejandro.gomez@concamin.org.mx>

Dear GSA Representative,

On behalf of the Texas Association of Business, the Texas Trucking Association, the Confederation of Industrial Chambers of Mexico, and the Mexican National Chamber of Cargo Transportation, I'm sending you a letter to submit to you to serve as our public comments in regard to the BPTA LPOE Draft EIS.

Our binational group of business leaders strongly disagrees with your stated preferred approach to remove commercial traffic from BOTA as part of your modernization plan for the bridge.

Please find our letter attached for more details and information.

Thank you,

David Zapata

Vice President of International Affairs

& Executive Director, Mexico Trade and Investment Policy Council

Cell: 210.548.7663

www.txbiz.org | Pro-Business • Pro-Texas

316 W. 12th Street, #200 Austin, TX 78701



THE TEXAS STATE CHAMBER

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 **Binational Trade Coalition-GSA Concerns 11.4.2024.pdf**
658K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

NANEZ, TOMAS <TOMAS.NANEZ@cbp.dhs.gov>
To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Thu, Sep 26, 2024 at 11:12 AM

Alcon,

I am in favor of keeping the BOTA Cargo facility open. Closing it will hurt the economy on both the U.S. and Mexico side. Thank you.

V/r

Tomas Nanez
CBP Officer

Port of El Paso

Foreign-Trade Zone

501 George Perry Suite I

El Paso, Texas 79925

Office Main Line: (915) 730-7650

Desk Number: (915) 730-7654

tomas.nanez@cbp.dhs.gov

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BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Chihuahua State Government - BOTA NEPA Comments

2 messages

fernando.alba@chihuahua.com.mx <fernando.alba@chihuahua.com.mx>

Wed, Oct 30, 2024 at 5:29 PM

To: BOTA.nepacomments@gsa.gov, uadelnorte@sre.gob.mx, violeta.padilla@chihuahua.com.mx

Dear All, I hope this message finds you well.

Through this email we share our position in support of alternative 1A for the remodeling of BOTA.

Please let me know if you have any additional comments or questions.

Sincerely Fernando Alba Undersecretary of Energy, Mining and Industry.
State of Chihuahua, Mexico.

2 attachments

Scan_2024_10_30_15_48_57_427.pdf
995K **Scan_2024_10_30_15_49_29_218.pdf**
744K

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Mon, Nov 4, 2024 at 12:23 PM

To: fernando.alba@chihuahua.com.mx

Cc: uadelnorte@sre.gob.mx, violeta.padilla@chihuahua.com.mx

At the request of the Hispanic Chamber of Commerce, the El Paso MPO, and others, GSA has decided to extend the public comment period for the draft EIS of the BOTA LPOE Modernization Project from November 4th to December 1st, 2024. We do not anticipate that this will change the overall project schedule but will provide us time to consider additional traffic and air modeling data. Please let your colleagues, community and any interested parties know. Thank you, Karla

[Quoted text hidden]

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

Commercial traffic

3 messages

Luis Vega <vegalou28@gmail.com>

Sun, Oct 6, 2024 at 9:48 AM

To: BOTA.nepacomments@gsa.gov

Cc: "Rep. Veronica Escobar" <Veronica.Escobar@mail.house.gov>

If one of your options is to divert Commercial traffic from BOTA where do you plan on diverting it too! Not Zaragoza! Pollution and traffic is already bad enough especially with the opening of the three story apartments off Socorro soon within City limits and the clearing of farm land (farm house was demolished) off Caribe and Socorro this lot is being looked to store more 18 Wheel Commercial traffic! Help us out alleviate less traffic less pollution don't hurt us by adding mote!
Luis Vega

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Mon, Oct 7, 2024 at 8:53 AM

To: Luis Vega <vegalou28@gmail.com>

Cc: "Rep. Veronica Escobar" <Veronica.Escobar@mail.house.gov>

Thank you for your email Mr. Vega. Do you have an option that GSA has not looked at and should? How would you deal with the situation?

[Quoted text hidden]

Luis Vega <vegalou28@gmail.com>

Mon, Oct 7, 2024 at 9:02 AM

To: BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Cc: "Rep. Veronica Escobar" <Veronica.Escobar@mail.house.gov>

Long drive either use Santa Teresa and/or open up a Commercial bridge like Laredo, this will also accommodate Customs by having all commercial related agents, specialists and equipment in one area. Thank you

Get [Outlook for iOS](#)

From: karla.carmichael@gsa.gov <karla.carmichael@gsa.gov> on behalf of BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Sent: Monday, October 7, 2024 7:53:50 AM

To: Luis Vega <vegalou28@gmail.com>

Cc: Rep. Veronica Escobar <Veronica.Escobar@mail.house.gov>

Subject: Re: Commercial traffic

[Quoted text hidden]



BOTA NEPA Comments <bota.nepacomments@gsa.gov>


Position on the Closure of Cargo Transportation contemplated in the Cordova de las Americas Bridge (BOTA) Remodeling Project

1 message

Manuel Sotelo <manuel.sotelo@fletessotelo.com.mx>
To: bota.nepacomments@gsa.gov

Thu, Oct 24, 2024 at 9:44 AM

Pon en manos del Señor todas tus obras, y tus proyectos se cumplirán. (Proverbios 16:3 NVI)

 **FILE 8849.pdf**
190K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

1 message

Ivan Rey <irey@rgx.group>

Tue, Oct 15, 2024 at 11:44 AM

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Cc: "ricardo@elpaso.org" <ricardo@elpaso.org>, "manny@elpaso.org" <IMCEAUNDEFINED-manny+40elpaso+2Eorg@namprd03.prod.outlook.com>

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and [menciona tu organización o afiliación], I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

 **Lic. Iván Rey Meraz**
PRESIDENTE

(656)207-7699
irey@rgx.group
Blvd. Tomás Fernández
7940, Cd Juárez, Chih.

www.cracar.com.mx @cracarjuarez   

 **CRACAR-US General Services Administration.pdf**
393K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Public Comments In Support of Alternative 1A – BOTA LPOE Draft EIS

1 message

Reyes-Arteaga, David / Kuehne + Nagel / Elp BM <David.Reyes-arteaga@kuehne-nagel.com>

Mon, Nov 4, 2024 at 9:01 PM

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Cc: "wtmcbba@gmail.com" <wtmcbba@gmail.com>, "hcaballero@caballeroxp.com" <hcaballero@caballeroxp.com>, "Mary Frances Allen (PCHB President)" <mary@pedrazachb.com>, "garias@ariaslogistics.com" <garias@ariaslogistics.com>, Natalie Calzadilla <Natalie.Calzadilla@tecma.com>, "Campos, Ana Lilia" <analilia.campos@dbshenker.com>, Veronica Legarreta <vlegarreta@capin-vyborny.com>, Joshua Avalos <Joshua.Avalos@chrobinson.com>, ANGELICA QUINTANILLA <angelica.quintanilla@fedex.com>

Good evening Ms. Carmichael,

Please see attached our public comments in support to alternative 1A in behalf of the West Texas New Mexico Customs Brokers Association

Best regards,



David Reyes Arteaga

President West Texas New Mexico Customs Brokers Association
915-892-0927
wtmcbba@gmail.com

GSA Letter WTNMCBA.pdf
291K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Remito oficio- solicitud del Presidente Municipal de Juárez

1 message

Lic. Paola Jacobo Piñon <sa.secparticular@juarez.gob.mx>
To: BOTA.nepacomments@gsa.gov

Thu, Oct 17, 2024 at 5:27 PM

Buen día,

Me permito remitirle oficio-solicitud realizada por el Presidente Municipal de Juárez, Lic. Cruz Pérez Cuéllar.

Favor de confirmar de recibido.

Saludos cordiales,

Lic. Paola Jacobo

Personal adscrito a la presidencia.

 **BOTA - CPC.pdf**
2375K

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

MUNOZ, MARIO C. <MARIO.C.MUNOZ@cbp.dhs.gov>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Thu, Sep 26, 2024 at 11:18 AM

Don't close the BOTA Cargo facility, this is a big money maker for our city in this area. We need to understand the cost for the companies as well for the added travel and security for the items they carry, which will be added to us as consumers. So I feel that this Cargo bridge should not be closed.

Thank You,

CBPO Mario C Munoz

Mario C Munoz

Foreign Trade Zone

Port of El Paso, Texas

US Customs Border Protection

[501 George Perry Suite I](#)

[El Paso, TX. 79925](#)

[Office 915-730-7650](#)

Direct 915-730-7661

Fax 915-775-0427

mario.c.munoz@cbp.dhs.gov

Cd. Juárez, Chihuahua a 23 de octubre del 2024

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and [menciona tu organización o afiliación], I would like to express my strong support for Alternative 1A.

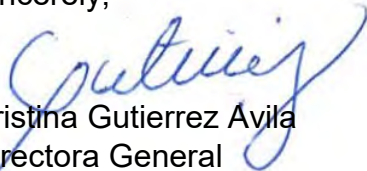
I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,



Cristina Gutierrez Avila
Directora General
Especialistas en Logística S.A. de C.V.

1325 Montana ave. El Paso, TX. 79902, USA



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS - Logistica San Ignacio

1 message

Homero Soto <homero.soto@icloud.com>
To: BOTA.nepacomments@gsa.gov

Tue, Oct 22, 2024 at 2:29 PM

Dear GSA,

Please find attached our comment on behalf of our compañía, Logistica San Ignacio SA de CV.

Sincerely,

Homero Soto
Owner
Logistica San Ignacio

 **Chihuahua, Chihuahua, October 22, 2024.pdf**
493K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

1 message

Iveth Ponce #1EXPEDITE <iveth@number1expedite.com>
To: BOTA.nepacomments@gsa.gov

Tue, Oct 22, 2024 at 1:36 PM

U.S. General Services Administration

Attn: Karla Carmichael, NEPA Program Manager

819 Taylor St, Room 12-B

Fort Worth, TX 76102

Please accept our cordial greetings. We are writing to express our deep concern regarding the Draft Environmental Impact Statement issued by the U.S. General Services Administration (GSA) regarding the Cordova-De las Americas Bridge (BOTA) modernization project. The preferred alternative selected

in said draft contemplates the permanent elimination of the goods crossing, which would have a devastating impact on our region.

The Cordova-De las Americas International Bridge (BOTA) is a crucial link for Cross-Border trade, as it is the only toll-free bridge along the entire border between Mexico and the United States. Its strategic location provides access to Highway 54, connecting Interstate 10 and Inner Loop 375, making it a vital hub for the manufacturing industry.

In 2019, the Cross-Border trade at BOTA amounted to \$76,649 million, which represented 14.78% of the total exchanges. By 2023, this value had exceeded \$21,559 million annually. Presently, the bridge accommodates 20,000 light noncommercial vehicles and 500 Northbound as well as 2,000

Southbound commercial cargo trucks every day, with waiting times ranging from 30 minutes to 2 hours during peak hours.

The commercial closure of this crossing would have serious consequences for the regional economy and trade relations between Chihuahua and Texas. Some of the most worrying implications are:

1. **Economic Impact:** Juarez City is home to 318 companies affiliated with the IMMEX program, 117 of which are American owned. These companies would suffer significant losses due to the additional cost of redirecting shipments, estimated to be between \$120 and \$180 per vehicle.
2. **Infrastructure and Logistics:** The rerouting of commercial traffic to the Zaragoza-Ysleta crossing may cause a major bottleneck, as this crossing is already operating at almost full capacity. The alternative crossings, San Jeronimo-Santa Teresa and Guadalupe-Tornillo, have limitations in terms of

infrastructure, personnel, and schedules, which would lead to delays and increased logistics expenses.

3. **Collaboration and Impact on the USMCA:** The interruption of the flow of goods contravenes the spirit of cooperation and free trade established in the Agreement between Mexico, the United States, and Canada (USMCA), affecting the competitiveness of Mexican and American companies.

4. **Competitiveness and Future Trends:** The region is continuously expanding, with forecasts of increased trade and industry. Closing this crossing would be counterproductive, considering the growing demand for efficient crossings

in the future.

5. **Nearshoring and Strategic Growth:** Nearshoring in Ciudad Jurez is strengthening due to its proximity to the US, which allows for reduced costs and shipping times. Improvements in infrastructure and trade agreements are crucial to favor this strategic growth.

6. **Sustainability and Environmental Impact:** Rerouting trucks to other congested crossings would increase the number of pollutants, significantly impacting air quality and the health of nearby residential communities.

Due to the strategic significance of the Cordova Bridge of the Americas (BOTA) for our region and for bilateral relations between Mexico and the United States, we kindly request your intervention to prevent the temporary or permanent closure of commercial traffic at this crossing.

We propose that the modernization of the United States Customs Office to Mexico consider three key areas:

A. **Comprehensive Infrastructure Expansion and Improvement:** It is necessary to expand the bridge and the north-south access facilities, implementing a phased strategy that considers commercial traffic during public works.

B. **Optimization of Operation and Personnel:** Optimization by extending operating hours and Strengthening checkpoints personnel and modernizing technological systems to optimize traffic and cargo processing.

C. **Sustainability and Long-Term Accessibility:** Design a strategy to ensure the continued operation of the crossing and the maintenance of the toll-free bridge, while optimizing crossing times to reduce environmental impact.

We appreciate your attention to this matter and are available to provide any additional information you

Sources: *(Data: INDEX, Trust, AAA, Transport), ONU HABITAT

Iveth Ponce

Operaciones

- iveth@number1expedite.com
- www.number1expedite.com
- Oficina: 656.171.3276 Ext.204
- Celular: 656.704.3645




5 attachments

 **image001.png**
1K

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 **image003.png**
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 **image004.png**
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 **doc00623820241021104555.pdf**
40K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

US GSA Support of Alternative 1A - BOTA LPOE

1 message

Jaime Herrera <jaime.herrera@aibl.com.mx>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Wed, Oct 30, 2024 at 12:59 PM

Dear Sirs,

Thank you for receiving the attached letter concerning the matter supporting Alternative 1A for the BOTA LPOE.

Sincerely,

Jaime Herrera**American International Border Logistics S.A. de C.V.**

Tel. 656-611-0745 Cellphone 915-203-1998

Email: Jaime.Herrera@aibl.com.mx

Visit us at: <https://www.aibl.com.mx>Direccion: [Blvd. Gomez Morin #880](#), Col. Salvarcar

Ciudad Juárez, México, Chihuahua 32575

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AIBL - US GSA Support of Alternative 1A - BOTA LPOE 241025.pdf
684K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA Cargo Facility Closure

4 messages

HERNANDEZ, JAIME J <JAIME.J.HERNANDEZ@cbp.dhs.gov>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>
Cc: "HERNANDEZ, JAIME J" <JAIME.J.HERNANDEZ@cbp.dhs.gov>

Fri, Sep 27, 2024 at 1:24 PM

Reasons not to close BOTA Cargo lot

1. We are simply transferring our noise and air pollution to Ysleta... this project would in no way eliminate pollution... it simply dumps it on our neighbors
2. Ysleta is already under tremendous stress with current traffic levels. The majority of the CBP officers at Ysleta Cargo are near or at their overtime limit... Sending them an additional 700 trucks a day would create an undue burden
3. Ysleta Cargo already has a 9 hour wait time... sending them another 700 trucks a day is too much (they only report a 45 minute wait time, which is incorrect... they only report the wait time from the Mexican Port to the American POE which is about 45 minutes, but the line behind the Mexican port varies between an additional 6 to 9 hours...)
4. Imagine shutting down BOTA Cargo due to noise and air pollution when the wait time here is only 15 minutes, while the wait time at Ysleta Cargo is anywhere from 6 to 9 hours... how much noise and air pollution do hundreds if not thousands of trucks make while waiting in line for 9 hours..?
5. The only reason BOTA's stats seem low at this time is because many trucking companies don't think they'll be able to get their trucks through BOTA since we close at 2pm... when BOTA was open till 6, we had so many trucks we didn't know what to do...
6. The narrative we hear every single day is that "**we**" can't justify leaving BOTA Cargo open because the numbers don't support it, but cutting back on our hours of operation is the **ONLY** reason trucking companies can't come through here anymore... it was a self-inflicted wound...
7. It makes no sense for a trucking company to go to Ysleta and sit in an 9-hour long line AND pay additional fees per axle when there is virtually no wait and no fees at BOTA Cargo... I believe some trucking companies are being paid by the city to go to Ysleta instead of BOTA... we can't pay trucking companies to go somewhere else and then claim that nobody wants to use the BOTA POE...

My biggest concern is the inaccurate wait times at Ysleta...

We can't pretend we don't know what the real wait time is at Ysleta...

It's 9 hours long... not 45 minutes...

It's the same in PVP... it's not 45 minutes every single day... there's times that the wait times in PVP approach 3 hours, but we just report 45 minutes so we don't have to do Sit Room reports...

Thanks for giving us the opportunity to express our concerns...

Jaime J. Hernandez

BOTA Cargo

From:

Sent: Monday, September 23, 2024, 1:03 PM

To: **Subject:** just say , "NO"

Comment for the closure of the BOTA cargo facility,

Comments can be submitted through the following methods:

Email: BOTA.nepacomments@gsa.gov.

Must include "BOTA LPOE Draft EIS" in the subject line.

Mail:

U.S. General Services Administration

Attention: Karla Carmichael, NEPA Program Manager

819 Taylor St, Room 12-B

Fort Worth, TX 76102

Comments must be received by 10:59 p.m. Mountain Standard Time on Nov. 4, to be considered by GSA.

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: gsaronmoore@gmail.com

Tue, Oct 8, 2024 at 11:04 AM

[Quoted text hidden]

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Adena Alarcon - 7PCA <adena.alarcon@gsa.gov>

Wed, Oct 9, 2024 at 3:22 PM

----- Forwarded message -----

From: **HERNANDEZ, JAIME J** <JAIME.J.HERNANDEZ@cbp.dhs.gov>

Date: Fri, Sep 27, 2024 at 1:24 PM

Subject: BOTA Cargo Facility Closure

To: BOTA.nepacomments@gsa.gov <BOTA.nepacomments@gsa.gov>

Cc: **HERNANDEZ, JAIME J** <JAIME.J.HERNANDEZ@cbp.dhs.gov>

[Quoted text hidden]

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: robert.f.villarreal@cbp.dhs.gov

Mon, Oct 21, 2024 at 8:52 AM

----- Forwarded message -----

From: **HERNANDEZ, JAIME J** <JAIME.J.HERNANDEZ@cbp.dhs.gov>

Date: Fri, Sep 27, 2024 at 1:24 PM

Subject: BOTA Cargo Facility Closure

To: BOTA.nepacomments@gsa.gov <BOTA.nepacomments@gsa.gov>

Cc: **HERNANDEZ, JAIME J** <JAIME.J.HERNANDEZ@cbp.dhs.gov>

[Quoted text hidden]



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Comments on the Draft EIS for the Bridge of the Americas

2 messages

Oda Jennys <odajennys@gmail.com>

Wed, Oct 16, 2024 at 10:34 PM

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Dear GSA Team,

I hope this message finds you well. I am writing to share my comments on the draft Environmental Impact Statement (EIS) regarding the proposed changes to the Bridge of the Americas.

As a member of the El Paso community, I cannot stress enough the importance of this bridge as a vital artery for our economy. The Bridge of the Americas is not merely a crossing; it serves as a lifeline for countless small businesses and truckers who rely on it for their livelihoods. Closing the bridge to big trucks could have devastating impacts on our local economy, leading to significant job losses and a decline in cross-border trade.

Economic Importance

The trucking industry accounts for approximately 46 percent of logistics costs worldwide, and El Paso plays a crucial role in this system. Our city has historically been a strategic trade hub due to its location, facilitating the movement of goods between the U.S. and Mexico. This connection is essential not only for local businesses but also for regional and national trade. By closing the bridge to commercial vehicles, we risk losing this economic advantage, which could take years to recover from.

Supporting Alternative 1A

I strongly urge you to consider Alternative 1A, which proposes a multilevel modernization of the bridge. This option allows for the accommodation of pedestrian, non-commercial vehicle, and commercial cargo traffic. Here are several reasons why this alternative stands out:

- 1. Comprehensive modernization:** The multilevel design will enhance traffic flow and safety for all users, separating different types of traffic to reduce congestion and accidents. This design is essential for maintaining the efficiency of cross-border trade.
- 2. Minimal land impact:** Most of the work will be conducted within existing port boundaries, minimizing disruption to the surrounding community. The minor land acquisition required will ensure that we can modernize without significantly impacting local businesses or residents.
- 3. Future flexibility:** This alternative includes the ability to eliminate northbound and southbound commercial cargo traffic in the future if necessary. This adaptability allows the bridge to evolve with changing needs and regulations, ensuring long-term sustainability.
- 4. Job preservation:** By maintaining commercial cargo traffic, we protect high-paying jobs crucial for our local economy. The loss of these jobs would not only affect individual families but could also lead to broader economic instability in the region.
- 5. Enhanced trade efficiency:** Modernizing the bridge will improve the efficiency of cross-border trade, which is vital as global logistics spending continues to grow. El Paso must remain a central player in this trade network, and Alternative 1A supports that goal.

Conclusion

In summary, while I understand the need for environmental considerations, we cannot overlook the potential economic fallout from closing the Bridge of the Americas to big trucks. The implications for job loss, community stability, and our city's economic future are too significant to ignore.

Thank you for considering my comments. I appreciate the opportunity to voice my concerns, and I look forward to the upcoming meeting where I hope to see other community members engaged in this important discussion.

Sincerely,
Jenny Solo
[505 Centennial Dr](#)

[El Paso TX 79912](#)
714-900-3646

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Thu, Oct 17, 2024 at 8:39 AM

To: Daniel Partida - 7PCA <daniel.partida@gsa.gov>, Charlie Hart - 7P1 <charlie.hart@gsa.gov>

[Quoted text hidden]

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

jse.nichols714 <jse.nichols714@gmail.com>
To: BOTA.nepacomments@gsa.gov

Sat, Sep 21, 2024 at 2:36 PM

Hello,

I am a concerned resident of the Rio Vally neighborhood located off Artcraft State Hwy 178 near the Santa Teresa NM border port of entry.

The BOTA project has proposed eliminating commerical traffic. This would likely result in a substantial increase in commercial traffic crossing through the Santa Teresa port.

I have lived in this community for over 20 years and the amount of commerical traffic on artcraft has increased exponentially in the last 5 years.

We already experience regular delays and traffic jams as a result of the wind turbine blade trucks coming through on a near daily basis. Not to mention all of the I10 construction currently.

I would implore you to not proceed with the plan to stop all commercial traffic at the Bridge of Americas.

Kind regards,

Jessica Nichols
El Paso Resident

Sent from my Galaxy



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

1 message

Jim Huff <jhuff@firstlightfcu.org>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>
Cc: "Manny@elpaso.org" <Manny@elpaso.org>

Wed, Nov 13, 2024 at 9:54 AM

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the El Paso Chamber and an Executive at FirstLight Federal Credit Union, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

Jim Huff |Chief Retail Officer

FirstLight Federal Credit Union | Improve Lives. Achieve Dreams.

P: (915) 562-1172 | E: jhuff@firstlightfcu.org

[9983 Kenworthy El Paso, TX 79924](#) | firstlightfcu.org

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BOTA NEPA Comments <bota.nepacomments@gsa.gov>

"BOTA LPOE Draft EIS"

1 message

Jody Mullings <JMullings@city.bank>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Tue, Nov 5, 2024 at 7:24 PM

***** Caution: External Email *****

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the El Paso Chamber and President of City Bank El Paso, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

Joseph "Jody" W. Mullings

President – City Bank [El Paso](#)[7901 N. Mesa](#)[El Paso, TX 79932](#)

915-834-6041 office

915-584-5639 cell

jmullings@city.bank**Jody Mullings** | El Paso Market President

City Bank

Tel: 915-834-6041 | 800 Our Bank

Mobile: 915-584-5639

Email: JMullings@city.bank[Click here to send large or personal documents securely.](#)

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BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS


1 message

Juan Acereto <jacereto@gmail.com>
To: BOTA.nepacomments@gsa.gov

Thu, Oct 17, 2024 at 7:21 PM

Karla R. Carmichael
NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Program Division

Juan Acereto Cervera
International Affairs
Representante del
Gobierno de Juarez
915 316 6201

 **CamScanner 17-10-2024 18.03.pdf**
2270K

Octubre 09, 2024

Puente Libre Córdoba

U.S. General Services Administration BOTANepacommments@gsa.gov
Asunto: "BOTA LPOE Draft EIS"

En mi carácter de Representante del Presidente Municipal del Gobierno de Ciudad Juárez y en referencia a la consulta ciudadana, donde se analizarán los impactos sociales, económicos y ambientales de las alternativas para la Modernización de la Aduana en la Ciudad de El Paso del Puerto de entrada del puente libre Córdoba o de las Américas me permito externar lo siguiente:

La Alternativa 1A: Modernización de varios niveles que permita el tránsito peatonal, de vehículos no comerciales y de carga comercial y donde esta alternativa incluye la flexibilidad para eliminar el tráfico de carga comercial en dirección norte y sur en el futuro, puede ser la alternativa más viable en estos momentos ya que podemos tener la certeza de que desde el Gobierno Municipal, Estatal y Federal, encontraríamos en conjunto con los usuarios del tráfico comercial, alternativas de desarrollar la infraestructura necesaria, de acuerdo al propio crecimiento de las necesidades de la Industria Manufacturera local y al mismo tiempo desarrollar los otros polos de desarrollo disponibles entre Ciudad Juárez y los Estados de Texas y Nuevo México.

La opción de la alternativa 4 donde se busca el cierre definitivo de la opción para carga, consideramos que va totalmente en contra del espíritu de cooperación y de integración económica que alienta el regreso de las empresas de manufactura y de la propia necesidad del mejoramiento de infraestructura binacional que permita con la tecnología disponible una movilidad rápida y expedita, que resolviera los problemas que hoy enfrentamos en los puertos de entrada (POE) a nuestros mercados compartidos. Y me refiero al texto que explícitamente cancela el tráfico de carga comercial y nos haría retroceder en competitividad y entregaría la economía que resulta de la logística relacionada transfiriendo esta al Estado de Nuevo México.

La Alternativa 4: Modernización de varios niveles que permita el tránsito peatonal y de vehículos no comerciales con la eliminación del tráfico de carga comercial en dirección norte y sur.)

Externo la preocupación de mi gobierno y de los usuarios del puente libre Córdova ya que esta infraestructura es fundamental para el comercio y la economía de nuestra región fronteriza.

Nuestra región fronteriza es un ejemplo único de cooperación y aunque desde el inicio de los estudios de referencia para la modernización de la Aduana Americana acompañamos y celebramos que se invierta en la modernización, pero el costo e impacto al comercio y tráfico de carga sería devastador para El Paso y para la Industria Manufacturera y de Logística entre ambos países. El Puente Córdova de las Américas (BOTA) es una arteria vital para esta actividad.

Las implicaciones más preocupantes son:

1. Económicas: La industria maquiladora y las empresas de capital americano que dependen de este cruce enfrentarían pérdidas significativas debido al desvío de embarques y los costos adicionales que esto implicaría.
2. De Infraestructura y Logística: La interrupción de esta vía vital no solo afectaría a las empresas regionales, sino que también podría exacerbar los problemas de congestión y tiempos de espera de las otras alternativas de cruce restantes.
3. De colaboración, Impacto en el TMEC: La interrupción del flujo de mercancías contraviene en el espíritu de cooperación y libre comercio establecido en los acuerdos del TMEC afectando las operaciones y la competitividad de las empresas mexicanas y americanas
4. De competitividad, Tendencias Futuras: La región está en constante crecimiento, con proyecciones de aumento en el comercio y la industria.
5. De Sostenibilidad, Impacto Ambiental: El redireccionamiento de camiones a otros cruces saturados incrementara las emisiones de CO2, producto de los tiempos de espera más largas del lado americano y rutas más largas en el lado mexicano y menos directas. Además, al desviar el tráfico hacia zonas más pobladas, el impacto en la calidad del aire se intensifica, afectando de manera significativa a comunidades residenciales cercanas y aumentando la exposición de la población a contaminantes nocivos. Esto contrapone los esfuerzos por reducir la huella de carbono en el transporte.

Por todo esto y acompañando la voz y preocupación de las empresas y las organizaciones relacionadas al sector manufacturero, solicito que esta carta se admita con la exposición de motivos aquí planteados.

Atentamente:

Juan Acereto Cervera
Asuntos Internacionales
Gobierno de Ciudad Juarez
915 316 6201

October 9, 2024
Córdova Free Bridge

US General Services Administration BOTA.nepacomments@gsa.gov
Subject: "BOTA LPOE Draft EIS"

In my capacity as Representative of the Municipal President of the City Government Juárez and in reference to the citizen consultation, where the impacts will be analyzed social, economic and environmental alternatives for the Modernization of the Customs in the City of El Paso of the Port of Entry of the Córdova Free Bridge or the Americas allow me to express the following:

Alternative 1A: Multi-level modernization that allows pedestrian traffic, non-commercial vehicles and commercial cargo and where this alternative includes the flexibility to eliminate northbound and southbound commercial freight traffic in the future, may be the most viable alternative at this time since we can be certain that from the Municipal, State and Federal Government, we would find, together with commercial traffic users, alternatives to develop the necessary infrastructure, according to the growth of the needs of the local Manufacturing Industry and at the same time develop the other development poles available between the City Juárez and the States of Texas and New Mexico.

The option of alternative 4 where the definitive closure of the commercial option is sought, We consider that it goes totally against the spirit of cooperation and integration economy that encourages the return of manufacturing companies and the industry itself need to improve binational infrastructure that allows technology fast and expeditious mobility available, which would solve the problems that today we face in our shared markets at the ports of entry and I refer to the text that explicitly cancels commercial cargo traffic and would make us regress in competitiveness and would deliver the economy that results from logistics related transferring this to the State of New Mexico.

Alternative 4: Multi-level modernization that allows pedestrian and traffic traffic. non-commercial vehicles with the elimination of commercial cargo traffic in the direction north and south.)

I express the concern of my government and the users of the Córdova free bridge now that this infrastructure is fundamental for the trade and economy of our region Border.

Our border region is a unique example of cooperation and although from the beginning of reference studies for the modernization of American Customs. We support and celebrate the investment in modernization, but the cost and impact to trade and cargo traffic would be devastating for El Paso and the Industry Manufacturing and Logistics between both countries. The Córdova Bridge of the Americas (BOTA) is a vital artery for this activity.

The most worrying implications are:

1. Economic: The maquiladora industry and the American capital companies that depend on this crossing would face significant losses due to the diversion of shipments and the additional costs that this would entail.
2. Infrastructure and Logistics: The interruption of this vital route would not only affect the regional businesses, but could also exacerbate congestion problems and waiting times of the other remaining crossing alternatives.
3. Collaboration, Impact on the [USMCA](#) (United States-Mexico-Canada Agreement): The interruption of the flow of goods contravenes the spirit of cooperation and free trade established in the agreements of the USMCA affecting the operations and competitiveness of Mexican companies and American
4. Competitiveness, Future Trends: The region is constantly growing, with projections of increase in commerce and industry.
5. Sustainability, Environmental Impact: Redirection of trucks to other saturated crossings will increase CO2 emissions, as a result of waiting times longer on the American side and longer and less direct routes on the Mexican side.

Additionally, by diverting traffic to more populated areas, the impact on air quality

intensifies, significantly affecting nearby residential communities and increasing the population's exposure to harmful pollutants. This contrasts efforts to reduce the carbon footprint in transportation.

For all this and accompanying the voice and concern of companies and organizations related to the manufacturing sector, I request that this letter be admitted with the explanatory reasons presented here.

Sincerely:

Juan Acereto Cervera
International Affairs
Government of Ciudad Juarez
915 316 6201



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

juan meza <juanmez31@gmail.com>
To: BOTA.nepacomments@gsa.gov

Mon, Oct 28, 2024 at 11:10 AM

I am opposed to the GSA proposal of closing the commercial facility at the Bridge of the Americas. This proposal would have negative consequences for the following reasons:

No reduction in pollution from Mexico. Especially if the goal is to increase the amount of lanes coming into the country. To go from 14 lanes to double that, would be more pollution, noise, and congestion. Cargo is only open for five days a week at 8 hours a day. Compare that to traffic from Mexico 24/7.

Severe impact to the economy. You will essentially lose jobs and increase the costs associated with the goods being redirected to other ports of entry. Your decision to close cargo not only affects local economy, but national as well.

Complexities with infrastructure. Currently there is only one major route of transport for the vehicles traveling from Mexico to the United States, and that is the road that passes underneath the Paisano Bridge. If you build an additional 14 lanes, that means you will need an additional exit route for said traffic. This would probably mean that an alternative route would have to be provided to ease congestion. Possibly even taking property that is outside of the current footprint to accommodate.

Eliminating cargo will only make things worse in the long term. Other ports of entry are already overwhelmed and staffing levels are expected to drop significantly in 2028. It is easier to maintain 6 lanes of cargo traffic than 14 lanes of regular vehicle traffic. At the very least you should consider what the cost would be to eliminate cargo and implement additional lanes for regular cars and trucks.

Please take these points into consideration and thank you for your time.

Yours sincerely, Juan Meza
Sent from my iPhone

November 1, 2024

U.S. General Service Administration

BOTA.nepacomments@gsa.gov

Attn: Karla Carmichael, NEPA Program Manager

Subject: BOTA LPOE Draft EIS

The TECMA Group of Companies' position is to keep the Commercial Traffic alive on Bridge of the Americas (BOTA). This valuable asset enhances the commerce of our Bi-National Region. We propose a solution that is a Win/Win to all parties' concern.

Our Proposal for your consideration is as Follows: Alternate 1a – GSA Press Release September 20. The alternative that includes flexibility regarding northbound and southbound Commercial Traffic.

1. **A Phased Implementation:** BOTA's Commercial Traffic should not be altered until the alternate Ports of Entry can adapt to handle Northbound and Southbound Commercial Freight. This action should begin prior to commencement of BOTA construction.
2. **Empties-Only Corridor:** Designate BOTA's commercial crossings for empty trucks (empties). This initiative will streamline traffic flow and reduce pollution from idling trucks.
BOTA only current truck traffic
 - 65% of northbound trucks are empties (average of 500-600 trucks: 200 loaded / 400 empties).
 - 90% of southbound trucks are empties (average of 2000 trucks: 200 loaded / 1800 empties).
3. **Hazmat Management:**
 - Phase trucks with hazardous materials from the Ysleta Port to the Tornillo Port.
 - Currently as a region we move an average of 250 hazmat trucks daily (7% of traffic).
 - This will enhance Tornillo's viability and facilitate the redirection from Ysleta Hazmat traffic to Ports of Tornillo and Santa Teresa, removing the risk from populated areas.
4. **Contingency Relief**
 - BOTA is a valuable asset for our community and should be kept as a resource in the event of unexpected contingencies.
 - In an emergency BOTA can be used as a relief valve continued commerce.

Conclusion

A phased approach will ensure a seamless transition that maximizes economic benefits for our community while minimizing disruptions in commercial traffic. We can capitalize on our strategic partnership with Mexico to unlock the full potential of our bi-national region.

As add information you will find the below chart valuable in reviewing our regions commercial traffic. For every Northbound truck there is a complementary Southbound truck of which two thirds are empty.

Trucks Northbound										
Port Name	Year 2023	Commercial Booths	Week Schedule Hours	Weekend Schedule Hours	Hours Open per Week	Days of Operation	Avg.Per Week @50 wks a year	Avg. Trucks Per Day	Avg. Trucks per hour	Crossings Per hour Per Lane *
BOTA	89,772	6	8		40	5	1,795	359	45	7
Ysleta	640,667	8	18	8	98	6	12,813	2,373	131	16
Tornillo	7,139	2	8		40	5	143	29	4	2
Santa Teresa	178,754	3	14		70	5	3,575	715	51	17
Total Region	916,332	19	48	8	248	21	18,327	18,327	230	12

* Hypothetical of a constant pattern

Best Regards,



K. Alan Russell
Chairman & CEO
alan@tecma.com

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOE DRAFT EIS

2 messages

HEMMITT, KENT B <KENT.B.HEMMITT@cbp.dhs.gov>

Wed, Sep 25, 2024 at 8:49 AM

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

"NO"!!! The proposed closure of the Bridge of The America's (BOTA) Cargo facility isn't going to reduce or alleviate the "so-called" environmental issues in this area. The Diesel semi-trucks pollute far less than the thousands of Privately Owned Vehicles (POV's) crossing the bridge daily! Another point, the residents say the "problem/pollution" exist starting in the evening! The truck traffic at that time is all south bound going into MX, which has "NOTHING" to do with BOTA Cargo!! BOTA cargo facility is only open 6:00 a.m. to 2:00 p.m. Monday-Friday! Let me bring something else to your attention. Those trucks come from other cargo facilities in and around El Paso! Ysleta, Santa Theresa N.M., and the Tornillo Ports of Entries all have cargo facilities. Those semi-trucks use the BOTA POE to return to MX as well as the Ysleta POE! When the BOTA cargo facility is open, the truck traffic entering from MX or leaving the facility into the U.S. "DOE'S NOT" pass by or go through any residential areas! So where are these supposed residents living? Obviously, GSA and the City of El Paso have "NO" problem with closing this cargo facility and moving the traffic to other POE's around the city and "EXPOSE" those residents to more so-called environmental/pollution problems! It's only going to be a matter of time when those residents find or figure out what your up to, and they start protesting? What is GSA and the City of El Paso going to do then, close those facilities also? No you're not!

Kent Hemmitt

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Mon, Oct 21, 2024 at 8:53 AM

To: robert.f.villarreal@cbp.dhs.gov

[Quoted text hidden]



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Lilia García <Lgarcia@cracar.com.mx>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>
Cc: "Ivan Rey (RGX)" <irey@rgxpress.com>

Mon, Oct 14, 2024 at 12:54 PM



 **BOTA Carta - CRACAR.pdf**
108K



novamex.com

(915) 594-1618

500 W Overland Ave, Ste 300
El Paso, TX 79901

Cd. Juárez Chihuahua, 30 de septiembre de 2024
Subject: Public Comment in Support of
Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Centro Empresarial Ciudad Juárez (Coparmex Ciudad Juárez), I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Luis Fernandez', written over a horizontal line.

Luis Fernandez

Novamex

500 W Overland, Suite 300, El Paso, TX 79901

Luis.Fernandez@novamex.com/915.594-1618

**BE SUPER GOOD
AND STAY UNIQUE.**



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Marquez, Magdalena <mxmarquez@hotmail.com>

Mon, Nov 4, 2024 at 12:46 PM

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Cc: "Gonzalez, Eduardo" <egonzalez@hotmail.com>, "Duarte, David" <dduarte@hotmail.com>

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and A. O. Smith Corporation, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

A handwritten signature in black ink, appearing to read "Eduardo", written over a circular stamp or seal.

Eduardo González
Director of Operations
A. O. Smith Corporation
Ph. +1 915 629 1405



 **BOTA.pdf**
316K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

1 message

Manuel Rodriguez <Manny@elpaso.org>
To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>
Cc: Ricardo Mora <ricardo@elpaso.org>

Mon, Dec 2, 2024 at 10:43 PM

Good evening!

Attached in this message is the letter outlining the official position of the El Paso Chamber, The Borderplex Alliance, the El Paso Hispanic Chamber of Commerce, Desarrollo Económico de Ciudad Juárez, La Cámara Nacional de la Industria de Transformación (CANACINTRA), and Confederación Patronal de la República Mexicana (COPARMEX) of the GSA's preferred alternative for the Bridge of the Americas (BOTA) Modernization Project.

The letter expresses support for alternative 1a, which keeps commercial traffic infrastructure at the port of entry.

Please do not hesitate to reach out to us if you have any questions.

Best,

Manuel Rodriguez
Government Affairs Manager, El Paso Chamber



(915)-534-0500 | (915)-304-9638 | elpaso.org
manny@elpaso.org
303 N Oregon Street, Suite 610, El Paso, TX 79901



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BOTA EIS Position.pdf
168K



U.S. General Services Administration

819 Taylor St., Room 12-B
Fort Worth, TX 76102

Attention: Ms. Karla Carmichael, NEPA Program Manager

Dear Ms. Carmichael,

On behalf of the El Paso Chamber, The Borderplex Alliance, the El Paso Hispanic Chamber of Commerce, Desarrollo Económico de Ciudad Juárez, La Cámara Nacional de la Industria de Transformación (CANACINTRA), and Confederación Patronal de la República Mexicana (COPARMEX) we are writing to express our strong support for Alternative 1A as outlined in the Draft Environmental Impact Statement (Draft EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project. Recognizing the unique role the BOTA port plays as a central gateway for trade, commerce, and cross-border connectivity, we believe Alternative 1A offers a comprehensive solution that aligns with the long-term economic, environmental, and social goals of our region.

As one of the busiest and most strategically important land ports of entry along the U.S.-Mexico border, the BOTA port serves as an essential infrastructure asset for the region and a vital driver of economic growth. It is a critical hub that supports regional competitiveness by facilitating trade not only between El Paso and Ciudad Juárez but also across North America. The multilevel modernization strategy proposed under Alternative 1A will enable the port to efficiently handle pedestrian, non-commercial, and commercial cargo traffic, preserving the port's full operational capacity while enhancing throughput efficiency, security, and environmental management.

In supporting Alternative 1A, we recognize that the chosen approach must carefully balance operational modernization with the needs of our border community. Alternative 1A accomplishes this by integrating improvements within existing port boundaries, with only minor land acquisition adjacent to the port's eastern edge. This approach allows for substantial modernization while maintaining the port's functional footprint, respecting community boundaries, and minimizing disruption. Additionally, Alternative 1A provides a flexible structure to regulate and potentially restrict commercial cargo traffic in the future, which aligns with our shared commitment to protecting community health and environmental quality.

Our support for Alternative 1A is also deeply rooted in the economic significance of the BOTA port to the El Paso region. The port serves as a cornerstone of our regional economy, supporting local businesses, attracting new industries, and creating jobs that drive sustainable economic growth. By preserving commercial cargo traffic capabilities, Alternative 1A strengthens the economic lifeline

that connects our border community to national and global markets. This is essential for sustaining a vibrant business environment that draws investment, fuels entrepreneurship, and supports the livelihoods of families on both sides of the border.

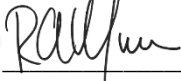
Moreover, we are aware of and sensitive to the environmental and health concerns raised by the residents of nearby communities, particularly the Chamizal neighborhood. These communities have long experienced the impacts of commercial traffic, including increased air pollution and congestion. As noted in recent reporting, the local and international business community is aligned in its desire to pursue a modernization strategy that addresses these challenges responsibly. Alternative 1A includes provisions that will allow us to reevaluate traffic flows and emissions impacts over time, ensuring that the infrastructure improvements at BOTA do not come at the expense of the health and well-being of our residents.

We firmly believe that a strategic modernization plan under Alternative 1A will enable the BOTA port to meet future demand with a focus on sustainable infrastructure development. By prioritizing regional economic resilience, community health, and environmental stewardship, Alternative 1A represents a forward-thinking approach that enhances our competitive edge without compromising the quality of life for our residents. We also strongly support the El Paso MPO's data-driven approach in evaluating this alternative, which takes into account the nuances of local traffic patterns, air quality impacts, and projected regional growth.

In conclusion, the El Paso Chamber, The Borderplex Alliance, the El Paso Hispanic Chamber of Commerce, Desarrollo Económico de Ciudad Juárez, CANACINTRA, COPARMEX respectfully urge the General Services Administration to adopt Alternative 1A as the preferred path forward for the BOTA modernization project. This alternative not only addresses our immediate infrastructure needs but also positions our region for sustained economic growth, environmental accountability, and community-centered development. We appreciate the GSA's continued commitment to thoughtful and collaborative planning and look forward to further opportunities to support this vital project.

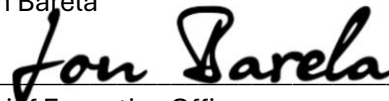
Respectfully,

Ricardo Mora



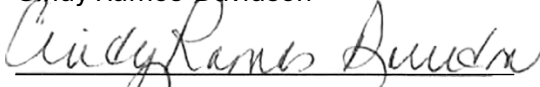
President & CEO
El Paso Chamber

Jon Barela



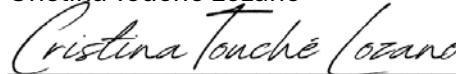
Chief Executive Officer
Borderplex Alliance

Cindy Ramos-Davidson



Chief Executive Officer
El Paso Hispanic Chamber of Commerce

Cristina Touché Lozano



Presidenta
Desarrollo Económico de Ciudad Juárez

Mario Cepeda



La Cámara Nacional de la Industria de
Transformación (CANACINTRA)

Isela Molina



Confederación Patronal de la República
Mexicana (COPARMEX)



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS

1 message

Manuel Rodriguez <Manny@elpaso.org>
To: BOTA NEPA Comments <BOTA.nepacomments@gsa.gov>

Mon, Dec 2, 2024 at 2:20 PM

Good afternoon!

The El Paso Chamber is submitting a total of 31 letters to the General Services Administration in support of Alternative 1A.

Letters included in the attachment come from the public, private, and non-profit sectors.

Please let me know if you have any questions.

Best,

Manuel Rodriguez
Government Affairs Manager, El Paso Chamber



(915)-534-0500 | (915)-304-9638 | elpaso.org

manny@elpaso.org

303 N Oregon Street, Suite 610, El Paso, TX 79901



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2 attachments

Fall 2024 BOTA EIS Public Comment.pdf
2040K

RWR and GYAN BOTA Public Comment (11.26.24).pdf
711K

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

2 messages

MUNOZ, MARIO C. <MARIO.C.MUNOZ@cbp.dhs.gov>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Thu, Sep 26, 2024 at 11:18 AM

Don't close the BOTA Cargo facility, this is a big money maker for our city in this area. We need to understand the cost for the companies as well for the added travel and security for the items they carry, which will be added to us as consumers. So I feel that this Cargo bridge should not be closed.

Thank You,

CBPO Mario C Munoz

Mario C Munoz

Foreign Trade Zone

Port of El Paso, Texas

US Customs Border Protection

[501 George Perry Suite I](#)

[El Paso, TX. 79925](#)

[Office 915-730-7650](#)

Direct 915-730-7661

Fax 915-775-0427

mario.c.munoz@cbp.dhs.gov

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: robert.f.villarreal@cbp.dhs.gov

Mon, Oct 21, 2024 at 8:52 AM

[Quoted text hidden]



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE DRAFT EIS

1 message

Leticia Estrada <leticiaestrada@transporteslyrma.com.mx>
To: BOTA.nepacomments@gsa.gov

Tue, Oct 22, 2024 at 2:10 PM

BOT LPOE Draft EIS

Martha Leticia Estrada

Transportes Lyrma...Excelencia en el Transporte

Phone: 656-616 41 47 Ext: 103

Web: www.transporteslyrma.com.mx

Email: leticiaestrada@transporteslyrma.com.mx



-

 **BOTA LPOE DRAFT EIS(1).pdf**
161K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Mauro Monsisvais <mgt51alfatrucking@gmail.com>
To: BOTA.nepacomments@gsa.gov

Mon, Nov 4, 2024 at 12:07 PM

The Viable Alternative 4 is the WORST selection

I believe the assessment was not done with the real facts. Eliminating the commercial cargo operations means the following:

-UGLY impact on the border economy

-ALL the Commercial Cargo will have to be thru all the other POE available generating ugly congestion (Does anybody cares?)

-The maquila Industry will be affected on their Cargo Operations

-The long lines will increase for the cargo (At the present time the crossing time is from 2 hrs to 6hrs)

-The drivers will suffer the consequences too many to mention

Why eliminate Commercial Cargo Operations when more are needed??????

IT DOESN'T MAKE SENSE AT ALL!!!!!!!

Mauro Monsisvais



Ciudad Juárez Chihuahua México, 22 de Octubre de 2024

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Subject: Public Comment in Support of Alternative 1A - BOTA LPOE Draft EIS
Dear Ms. Carmichael

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Consejo Regional del Autotransporte de Carga, A.C., I would like to express my strong support for Alternative 1A.


I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.

Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,




Arturo Trejo Rubio
Director General
Transportes Trejo

14911 Loera St, El Paso Texas 79928

 www.transportestrejo.mx

 [Transportes Trejo](#)

 656 682 0951



Karla Carmichael
NEPA Program Manager
U.S. General Service Administration

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a member of the Paso Del Norte region and Grupo S-Mart, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also support regional commerce and job creation, helping to bolster the local economy for years to come.

Furthermore, this alternative addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development. Thank you for the opportunity to provide feedback, and I urge you to consider Alternative 1A as the best solution for the future of the Bridge of the Americas.

Sincerely,



Lic. Oscar Luis Perez P.

Grupo S-Mart
Public Relation Director
oscar.perez@s-martmx.com



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Pablo Armendariz <parmendariz@dynamofletes.com>
Reply-To: parmendariz@dynamofletes.com
To: bota.nepacomments@gsa.gov

Tue, Oct 22, 2024 at 2:46 PM

Pablo Armendariz
parmendariz@dynamofletes.com
Cel. +52 (614) 334.2457

ISO 9001 2015 CERTIFIED

OEA

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Dynamofletes y Servicios
www.dynamofletes.com

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541K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Attention: Karla Carmichael, NEPA Program Manager

1 message

Paola Lozano <paola.lozano@economycashcarry.com>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Mon, Oct 28, 2024 at 10:54 AM

Good morning,

I am sending the attached documents on behalf of Paul Dipp, Juan Jose Sandoval, Cruz Perez Cuellar, Brett C. Preston, and Tanny Berg. Included are the following letters:






- Paul Dipp
- Juan Jose Sandoval,
- Cruz Perez Cuellar
- Brett C. Preston
- Tanny Berg

These documents have also been sent by U.S mail. Thank you.

Kindly,
Paola Lozano
Executive Assistant
[1000 E Overland Ave.](#)
El Paso, TX 79901
(915)532-2660



5 attachments

-  **2888_001 (1) (2).pdf**
140K
-  **Carta del Alcalde a BOTA LPOE (1).pdf**
2270K
-  **C&W PIRES - GSA Letter 10-17-24.pdf**
141K
-  **(English) POSTURA CARTA COLECTIVA PUENTE CORDOVA DE LA AMERICAS BOTA VERSION B (1).docx**
19K
-  **Tanny Berg Letter.pdf**
126K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Patrick Merrick <pmerrick@wsilver.com>
To: BOTA.nepacomments@gsa.gov

Mon, Oct 28, 2024 at 10:06 AM

Please find my public comment attached in support of Alternative 1A for the Bridge of the Americas Land Port of Entry modernization project in El Paso, TX.

Best regards,

Patrick Merrick
President | W. Silver Recycling Inc.



Office: 915-532-5643 | Cell: 505-604-9943

pmerrick@wsilver.com

<https://www.wsilver.com/>

601 N Mesa St. Suite 1500, El Paso, TX 79901

 2015_001.pdf
60K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

3 messages

Richard Dayoub <Richard.Dayoub@outlook.com>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Fri, Nov 1, 2024 at 3:53 PM

November 1, 2024

US General Services Administration

ATTN: Karla Carmichael, NEPA Program Manager

[819 Taylor Street, Room 12-B](#)[Fort Worth, TX 76102](#)

Dear Ms. Carmichael,

I am writing to submit my public comments on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, Texas. As a longtime resident of the Paso del Norte Region and businessman who has served our binational community in a number of capacities over the past 50 years, I ask that you consider supporting Alternative 1A. Further, and importantly, I ask that you eliminate any further consideration for Alternative 4, which recommends eliminating all commercial truck traffic from the BOTA. This "preferred" alternative would have a devastating impact on the regional economy, and by extension, the Texas economy, one of Mexico's largest trade partners.

- Economic Impact:** Ciudad Juarez is home to 318 companies affiliated with the IMMEX program, of which 117 are U.S. owned. These companies would face significant losses due to the additional costs of redirecting shipments, estimated to be between \$120 and \$180 per vehicle being rerouted to other crossings.
- Infrastructure and Logistics:** Diverting commercial traffic to the Zaragoza-Ysleta POE will cause a significant increase in congestion, as this crossing is already operating near full capacity. Alternative crossings, such as San Jeronimo-Santa Teresa and Guadalupe-Tornillo present limitations in infrastructure, staffing and hours of operation, leading to further delays and additional logistics costs.
- Collaboration and Impact on the USMCA:** Disrupting the flow of goods goes against the spirit of cooperation and free trade established in the USMCA, affecting the competitiveness of both Mexican and US companies.
- Competitiveness and Future Trends:** The region is constantly growing with projections of increased trade and industry. Closing this crossing would be counterproductive as the demand for efficient crossings will only increase in the future.
- Nearshoring and Strategic Growth:** Nearshoring in Ciudad Juarez is strengthening due to its proximity to the US, which helps reduce costs and shipping times. Infrastructure improvements and trade agreements are crucial to support this strategic growth.
- Sustainability and Environmental Impact:** Redirecting trucks to already congested crossings would increase pollutant emissions, significantly affecting air quality and the health of nearby residential communities. The plan to expand the number of lanes at the BOTA and eliminate commercial truck traffic will NOT reduce the GHG to the Chamizal neighborhood as has been suggested.

Given the strategic importance of the Bridge of the Americas for our region and for bilateral relations, we respectfully request your support in favor of selecting Alternative 1A – Draft BOTA LPOE EIS with its multi-level modernization, which will accommodate pedestrian, non-commercial vehicles, and commercial cargo traffic. Based on the points discussed, we

believe this is the best option to meet the current and future needs of the BOTA port and the surrounding communities, avoiding both temporary and permanent closures to commercial traffic at this crossing.

The business community on both sides of the border have been recommending the following as part of the modernization of the BOTA for years.

- A. **Comprehensive Expansion and Improvement of Infrastructure:** It is necessary to expand the bridge and the north-south access facilities, implementing a phased strategy that accounts for commercial traffic during the construction period. Additionally, we consider it important to coordinate parallel projects at other crossings that are scheduled for execution, as starting them simultaneously would cause complete disruption to the flow of goods in both directions.
- B. **Optimization of Operations and Staffing:** Extend operating hours and increase staffing at checkpoints, while also modernizing technological systems to optimize the processing of transit and cargo.
- C. **Sustainability and Long-Term Accessibility:** Design a strategy to ensure the continuous operation of the crossing and the maintenance of the toll free bridge, while improving crossing times to reduce environmental impact.

Respectfully,

Richard E. Dayoub

Chief Executive Officer

Thunderbird Management Consulting, LLC

5823 North Mesa Street

#714

El Paso, Texas 79912

(915)**203-6573**

www.thunderbirdmanagementconsulting.com

www.richarddayoub.com

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Richard Dayoub <Richard.Dayoub@outlook.com>

Mon, Nov 4, 2024 at 12:25 PM

At the request of the Hispanic Chamber of Commerce, the El Paso MPO, and others, GSA has decided to extend the public comment period for the draft EIS of the BOTA LPOE Modernization Project from November 4th to December 1st, 2024. We do not anticipate that this will change the overall project schedule but will provide us time to consider

additional traffic and air modeling data. Please let your colleagues, community and any interested parties know. Thank you, Karla

[Quoted text hidden]

Richard Dayoub <Richard.Dayoub@outlook.com>
To: BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Mon, Nov 4, 2024 at 1:42 PM

Thank you Karla. I will pass this information on. Richard

Richard E. Dayoub

[Quoted text hidden]



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Comments in opposition to Alternative #4-BOTA

1 message

Robert R. Marble <rmarble@remtelp.com>

Sat, Nov 30, 2024 at 5:23 PM

To: BOTA NEPA Comments <BOTA.nepacomments@gsa.gov>

Cc: "veronica.escobar@mail.house.gov" <veronica.escobar@mail.house.gov>

The intent of The Bipartisan Infrastructure Law, at least in part, is to open up the supply chain, to ease the flow of goods on their way to market. This includes the flow of goods across our border with Mexico. How this mandate is served by eliminating 40% of the commercial truck lanes on BOTA and not replacing them anywhere else is impossible to understand. Alternative #4 should be DOA. Alternative #1A is the only sensitive alternative absent a more well thought out alternative.

I cannot accept spending 600 to 700 million dollars to mitigate an anecdotal air quality problem that guts the commercial benefit of BOTA to millions of people on both sides of the border without first building an alternative means of getting goods across the border more quickly, more efficiently. Where is an Economic Impact Study? Where is the manpower that would speed up the current crossing which now runs at far less than capacity?

If the primary focus of an improvement project is pointed to moving more goods more quickly across the border the air quality will improve. But, alternative crossing infrastructure on both sides of the border needs to come before any existing infrastructure is eliminated. If the BOTA commercial lanes are eliminated now I predict it will be decades before increased crossing infrastructure will be built and the local economies will suffer greatly.

Please, slow down, go back to the drawing board and come up with a comprehensive regional plan to increase trade, loosen up the supply chain and clean up the air.

Sincerely,

Robert R. Marble

5-1 [Butterfield Trail Boulevard](#)

[El Paso, TX 79906-4920](#)

[915-276-8980](#)

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTALPOE Draft EIS

1 message

Robert R. Marble <rmarble@remtelp.com>

Thu, Oct 17, 2024 at 4:32 PM

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

To Whom It May Concern:

El Paso lives and dies on commerce between this country and Mexico. What El Paso needs is more easily accessible north and south bound commercial lanes, not fewer. Alternative #4 is the worst of all the choices and I urge you to abandon this effort. Please explain why GSA thinks it is a good option.

Thank you,

Robert R. Marble

5-1 [Butterfield Trail Boulevard](#)[El Paso, TX 79906-4920](#)[915-276-8980](#)



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

"BOTA LPOE Draft EIS"

1 message

Ruben Rosales <rrosales.elp@gmail.com>

Sat, Oct 19, 2024 at 1:12 PM

To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Closing down the Bridge of the Americas for commercial vehicles is ludicrous. People are not thinking the affect this will do to our way a life in the United States. I work for a transportation company in the United States and when we see delays of the production freight that comes across the border it affects us dramatically. People have to keep in mind that our daily necessities come in a truck from, food, clothes, gasoline, electronics etc and every minute counts in this industry.

If this Bridge is closed for commercial trucks that means that the Santa Teresa and Ysleta bridges will see an increase of crossings and that means more waiting times for our Mexcian Carriers trying to bring our necessities across the border.

If people don't want commercial trucks coming across the Bridge of the Americas then a new strategy needs to be presented, maybe closing down pedestrian crossing on the Ysleta Bridge and make a strict commercial trucks crossing or building a bridge from commercial trucks only.

Please keep in mind of the consequences for both sides before making any decisions that will crumble our economy more than what it is now.

Respectfully,
Ruben Rosales
rrosales.elp@gmail.com

U.S General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Dear Karla Carmichael:

In a global context where regional integration is key to strengthening supply chains and the economic competitiveness of North America, Ciudad Juárez and the region encompassing the states of Chihuahua, Texas, and New Mexico play a fundamental role as one of the main manufacturing centers on the continent. In Ciudad Juárez alone, there are 321 export manufacturing establishments, of which 36% are U.S.-owned, representing an average annual investment of over \$45 million usd in the past three years. Additionally, about 41% of the goods crossing this border are destined to the norther states of the US, highlighting the national economic impact generated by this region.

One of the main factors contributing to this relevance is the Córdova de las Américas bridge, through which goods worth \$21.5 billion transit annually. It is noteworthy that 60% of the cost to expand the commercial area of this bridge, carried out in 1997, was covered by local transporters. Moreover, this expansion was completed without interrupting international transit and in coordination with contractors from Mexico and the United States, projecting a useful life of 60 years. From this coordination, a trust fund was established that still exists today and has been fundamental for financing the maintenance of the border crossing.

The Córdova de las Américas bridge efficiently connects the most important road infrastructure in the region giving direct access to federal and interstate highways on both sides of the border, without the need to pass through residential areas, allowing an annual flow of more than 480,000 cargo trucks moving north to south and over 110,000 moving south to north.

In this sense, we express our opposition to the press release issued by the U.S. General Services Administration (GSA), which presents Alternative 4 as the preferred option, proposing the elimination of commercial cargo traffic, which would have serious implications for the development and competitiveness of the region.

We believe this option will generate negative consequences such as:

1. **High impact to residential communities in Ciudad Juárez:** Diverting trucks to other border crossings will increase truck traffic on streets and neighborhoods in Ciudad Juárez, causing deterioration and affecting the quality of life of its residents.
2. **Environmental impact in densely populated areas:** Redirecting traffic to the Zaragoza-Ysleta bridge would transfer pollutant emissions from a less populated area to one with a high population density, worsening air quality and public health issues.



SECRETARÍA
DE INNOVACIÓN
Y DESARROLLO ECONÓMICO

Av. Don Quijote de la Mancha No. 1, Complejo Industrial, C.P. 31136, Chihuahua, Chih.
Teléfono (614) 442-33-00
www.chihuahua.com.mx



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Shawn Ollis <Shawn.Ollis@datamark.net>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Tue, Nov 5, 2024 at 10:21 AM

Dear Ms. Carmichael,

I am writing to submit my public comment on the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry modernization project in El Paso, TX. As a member of the El Paso Chamber and this year's Vice-Chair of the Board of Directors, I would like to express my strong support for Alternative 1A.

I believe that Alternative 1A, with its multilevel modernization accommodating pedestrian, non-commercial vehicle, and commercial cargo traffic, presents the best approach to meet the current and future needs of the BOTA port and the greater El Paso community. By improving both pedestrian and vehicular infrastructure while maintaining flexibility for future adjustments, this alternative provides the most comprehensive solution to ensure the port's continued functionality and economic contribution to the region.

Maintaining commercial cargo traffic at BOTA is critical to the economic vitality of the El Paso area, as the port serves as a key trade corridor between the U.S. and Mexico. The modernization proposed under Alternative 1A will not only enhance security and efficiency but also *support regional commerce and job creation, helping to bolster the local economy for years to come.*

Furthermore, this alternative *addresses key social, economic, and environmental impacts, ensuring that the project aligns with community needs while fostering sustainable growth and development.*

Thank you for the opportunity to provide feedback, and I strongly urge you to consider Alternative 1A as the preferred solution for the future of the Bridge of the Americas.

Sincerely,

Shawn Ollis

Vice President of Global Operations



123 W. Mills Ave. Ste 400

12/17/24, 5:02 PM

GSA.gov Mail - BOTA LPOE Draft EIS

[El Paso, TX 79901 USA](#)

T: 915-242-6294

[datamark.net](#)



SOFAMASTER LLC
2000 E. PAISANO DR.
EL PASO, TX 79905
PH: +1 (915) 613 0367

Cd. Juárez, Chihuahua, October 21, 2024

Subject: Position on the Closure of Cargo Transportation contemplated in the Cordova de las Américas Bridge (BOTA) Remodeling Project

U.S. General Services Administration
Attn: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Please accept our cordial greetings. We are writing to express our deep concern regarding the Draft Environmental Impact Statement issued by the U.S. General Services Administration (GSA) regarding the Cordova-De las Américas Bridge (BOTA) modernization project. The preferred alternative selected in said draft contemplates the permanent elimination of the goods crossing, which would have a devastating impact on our region.

The Cordova-De las Américas International Bridge (BOTA) is a crucial link for cross-border trade, as it is the only toll-free bridge along the entire border between Mexico and the United States. Its strategic location provides access to Highway 54, connecting Interstate 10 and Inner Loop 375, making it a vital hub for the manufacturing industry.

In 2019, the cross-border trade at BOTA amounted to \$76,649 million, which represented 14.78% of the total exchanges. By 2023, this value had exceeded \$21,559 million annually. Presently, the bridge accommodates 20,000 light noncommercial vehicles and 500 Northbound as well as 2,000 Southbound commercial cargo trucks every day, with waiting times ranging from 30 minutes to 2 hours during peak hours.

The commercial closure of this crossing would have serious consequences for the regional economy and trade relations between Chihuahua and Texas. Some of the most worrying implications are:

- 1. Economic Impact:** Juárez City is home to 318 companies affiliated with the IMMEX program, 117 of which are American owned. These companies would suffer significant losses due to the additional cost of redirecting shipments, estimated to be between \$120 and \$180 per vehicle.
- 2. Infrastructure and Logistics:** The rerouting of commercial traffic to the Zaragoza-Ysleta crossing may cause a major bottleneck, as this crossing is already operating at almost full capacity. The alternative crossings, San Jerónimo-Santa Teresa and Guadalupe-Tornillo, have limitations in terms of infrastructure, personnel, and schedules, which would lead to delays and increased logistics expenses.
- 3. Collaboration and Impact on the USMCA:** The interruption of the flow of goods contravenes the spirit of cooperation and free trade established in the Agreement between Mexico, the United States, and Canada (USMCA), affecting the competitiveness of Mexican and American companies.



4. **Competitiveness and Future Trends:** The region is continuously expanding, with forecasts of increased trade and industry. Closing this crossing would be counterproductive, considering the growing demand for efficient crossings in the future.

5. **Nearshoring and Strategic Growth:** Nearshoring in Ciudad Juárez is strengthening due to its proximity to the US, which allows for reduced costs and shipping times. Improvements in infrastructure and trade agreements are crucial to favor this strategic growth.

6. **Sustainability and Environmental Impact:** Rerouting trucks to other congested crossings would increase the number of pollutants, significantly impacting air quality and the health of nearby residential communities.

Due to the strategic significance of the Cordova Bridge of the Americas (BOTA) for our region and for bilateral relations between Mexico and the United States, we kindly request your intervention to prevent the temporary or permanent closure of commercial traffic at this crossing.

We propose that the modernization of the United States Customs Office to Mexico consider three key areas:

A. Comprehensive Infrastructure Expansion and Improvement: It is necessary to expand the bridge and the north-south access facilities, implementing a phased strategy that considers commercial traffic during public works.

B. Optimization of Operation and Personnel: Optimization by extending operating hours and Strengthening checkpoints personnel and modernizing technological systems to optimize traffic and cargo processing.

C. Sustainability and Long-Term Accessibility: Design a strategy to ensure the continued operation of the crossing and the maintenance of the toll-free bridge, while optimizing crossing times to reduce environmental impact.

We appreciate your attention to this matter and are available to provide any additional information you may need.

Sincerely,



Jorge Contreras
President
Sofamaster LLC

Sources: *(Data: INDEX, Trust, AAA, Transport), ONU HABITAT.



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

3 messages

NANEZ, TOMAS <TOMAS.NANEZ@cbp.dhs.gov>
To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Thu, Sep 26, 2024 at 11:12 AM

Alcon,

I am in favor of keeping the BOTA Cargo facility open. Closing it will hurt the economy on both the U.S. and Mexico side. Thank you.

V/r

Tomas Nanez
CBP Officer

Port of El Paso

Foreign-Trade Zone

501 George Perry Suite I

El Paso, Texas 79925

Office Main Line: (915) 730-7650

Desk Number: (915) 730-7654

tomas.nanez@cbp.dhs.gov

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bota.nepacomments@gsa.gov <bota.nepacomments@gsa.gov>

Mon, Oct 7, 2024 at 10:44 AM

To: TOMAS.NANEZ@cbp.dhs.gov, TOMAS.NANEZ@cbp.dhs.gov

Your message

To: TOMAS.NANEZ@cbp.dhs.gov
Subject: BOTA LPOE Draft EIS
Sent: 9/26/24, 11:12:00 AM EST

was read on 10/7/24, 10:44:04 AM EST

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: robert.f.villarreal@cbp.dhs.gov

Mon, Oct 21, 2024 at 8:53 AM

----- Forwarded message -----

From: **NANEZ, TOMAS** <TOMAS.NANEZ@cbp.dhs.gov>
Date: Thu, Sep 26, 2024 at 11:12 AM
Subject: BOTA LPOE Draft EIS
To: bota.nepacomments@gsa.gov <bota.nepacomments@gsa.gov>

[Quoted text hidden]



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

2 messages

trisdemy@aol.com <trisdemy@aol.com>

Tue, Oct 1, 2024 at 9:37 PM

To: "BOTA.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Subject: Public Comment on the Proposed Closure of Commercial Traffic at the El Paso Bridge of the Americas Port of Entry

Dear General Services Administration,

I am writing to provide public comments regarding the potential closure of commercial traffic at the El Paso Bridge of the Americas Port of Entry as part of the proposed remodel. I understand the remodel is meant to modernize the port for future use, and I believe it is a significant opportunity to ensure the sustainability of legitimate trade and travel for the next 50 to 75 years. For this reason, and several others, I strongly believe that maintaining and enhancing commercial traffic is vital.

Trade is a crucial component of the regional and national economy. In 25 years, trade routes strategically placed at the Bridge of the Americas may continue to grow, and it is essential that the United States and our region are not caught off guard by future challenges—such as those we faced during the COVID-19 pandemic. The shortages of critical goods, such as cleaning supplies and toilet paper, were exacerbated by disrupted trade routes. Reducing trade capacity at the Bridge of the Americas, which serves as a key artery, would be a mistake that could have long-lasting negative impacts.

Furthermore, I am concerned that pushing trade traffic to the outskirts, particularly into New Mexico, would result in a significant loss of jobs for the El Paso area. Shifting trade routes away from this key point of entry would directly impact local businesses and reduce employment opportunities in the city. It's surprising that city leaders and members of Congress would support such a move that could harm our local economy. I would expect the state of Texas to champion the continuation and expansion of trade through the Bridge of the Americas, not diminish it.

Additionally, moving commercial truck traffic to the Santa Teresa Port of Entry in New Mexico would place a burden on El Paso's west side residents, particularly those who live near Artcraft Road. This area already sees a significant volume of truck traffic, and the west side residents should be made aware that if cargo traffic ceases at the Bridge of the Americas, they will experience an increase in heavy traffic through their neighborhoods. This would directly impact their quality of life by introducing additional noise, congestion, and environmental concerns.

Moreover, we should consider the current port strike affecting the entire East Coast. When events like this occur, they disrupt major trade routes across the country. What will we do if something similar happens in the future and we have already shut down commercial traffic at the Bridge of the Americas? This would leave us vulnerable with fewer options to process trade, which could have devastating effects on supply chains, particularly in border regions like El Paso. We need more resiliency in our trade infrastructure, not less.

I have also heard arguments concerning pollution, but I would argue that increasing the number of passenger vehicles rather than commercial trucks would likely result in higher levels of carbon monoxide emissions. Diesel trucks, while concerning, may produce less harmful emissions in comparison to the large volume of passenger vehicles. The remodel should focus on making trade more efficient and environmentally friendly, rather than reducing it.

Additionally, the Bridge of the Americas is the only free bridge in the region, and forcing commercial traffic to alternative ports of entry, where fees are charged, would result in those costs being passed on to consumers. This would create an unnecessary burden on the public and further stifle trade.

For these reasons, I believe that reducing or eliminating commercial traffic at the Bridge of the Americas is not the best course of action. Instead, we should be embracing trade as a means of economic growth and job creation, both for El Paso and the broader region.

Thank you for considering my comments. I urge you to take into account the long-term benefits of maintaining a robust trade route through the Bridge of the Americas as you move forward with plans for the remodel.

Sincerely,
El Paso resident employed in the import and export business.

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: "trisdemy@aol.com" <trisdemy@aol.com>

Mon, Oct 7, 2024 at 10:00 AM

Can you tell me more about your business? Where are you located and how does the cargo trucks impact your business? Is it the goods they bring or do you sell them food or fuel?

[Quoted text hidden]

Vincent M. Perez
State Representative-Elect
Texas House District 77
Texas House of Representatives

U.S. General Services Administration
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Attention: Karla Carmichael, NEPA Program Manager

Dear Ms. Carmichael,

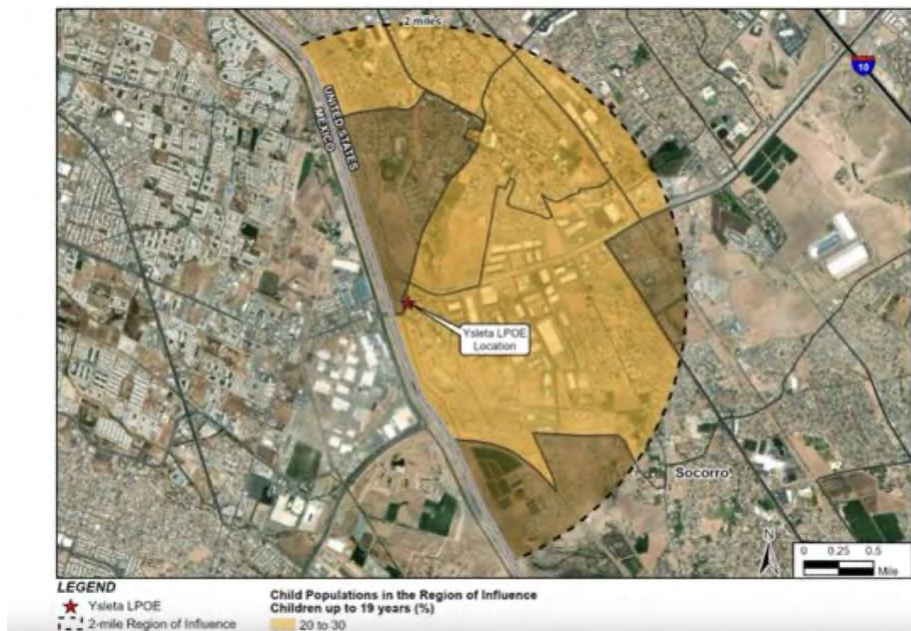
As Texas State Representative-Elect for the house district representing the Bridge of the Americas (BOTA), and all land ports of entry in the City of El Paso, I implore GSA to proceed with Alternative 1A, which allows commercial cargo lanes to remain at BOTA with flexibility to eliminate these lanes in the future. Eliminating commercial cargo lanes from BOTA, without an increase in commercial capacity at other regional land ports to offset this loss, will have overwhelmingly negative economic and environmental consequences in the El Paso/Ciudad Juarez region. According to the most recent CBP data available, 2024 average bridge wait times at the Ysleta Port of Entry are already at the highest levels than at any point in the last three years (at least).¹ The absorption of additional cargo traffic, while the Ysleta port is already operating at full capacity, will have a crippling impact on already excessive bridge wait times. The El Paso region's land ports are already among the most inefficient in Texas and the nation, any consideration to reduce the region's commercial capacity will exacerbate these excessive delays.

Furthermore, I must also express my dismay with the draft EIS's complete omission of environmental impacts emanating from the diversion of cargo traffic, resulting in longer delivery routes, particularly through densely populated neighborhoods in Ciudad Juarez. The municipality does not have the same level of developed federal and state highways present on the American side, and diverted cargo traffic resulting from the removal of cargo lanes at BOTA will be squeezed through an inefficient network of east and west sub-arterial roads in densely populated residential and non-industrial commercial zones within the city. The only main arterial roadway running north and south in Ciudad Juarez is Carretera Federal 45, which was designed to transport commercial and non-commercial traffic to the Bridge of the Americas. Astonishingly, the draft EIS did not examine any of the adverse environmental emissions or their impact to vulnerable populations from the maquiladora of origin to their destination ports, if cargo traffic is removed from BOTA.

¹ UTEP Border Region Modeling Project using US Customs & Border Protection Data - https://scholarworks.utep.edu/cgi/viewcontent.cgi?article=1194&context=border_region

Therefore, GSA's draft EIS is fundamentally flawed and woefully incomplete, as it inexplicably omits any negative environmental harms that will be inflicted on adults and children residing in Ciudad Juarez as truck traffic moves through sub-arterial roads in the heart of the municipality. GSA's consideration of environmental justice applies only to residents north of all impacted land ports. The definition of "minority" "low-income" and "minority or low-income population" does not extend to identical demographics (and significantly more impoverished residents) within an equivalent "Region of Influence" (ROI) south of all impacted ports. Therefore, if a proposed alternative in the draft EIS has marginal environmental improvement or no impact on minority and low-income populations in northern U.S. ROIs, but results in a drastically divergent outcome in a southern equivalent of an ROI, the NEPA process shamefully turns a blind eye to any negative social, economic, and environmental impacts on these marginalized populations in Mexico. It is undeniable there will be a large and disproportionate share of low-income, Mexican residents who will be adversely affected by increased emissions as cargo trucks have to drive an additional 12 miles each way from BOTA-area maquiladoras through residential and non-industrial commercial zones to reach the Ysleta Port of Entry.

Given the unique bi-national nature of land port of entry modernizations, such as the proposed modernization of BOTA, the same environmental justice considerations in areas south of the international boundary should not be valued any less. Though NEPA's protections and considerations only legally apply to residents fortunate enough to reside on one side of the international boundary, what social, environmental, and economic justice is truly achieved if a large and disproportionate share of non-American adults and children within an equivalent radius south are negatively impacted?



Example of the nonsensical environmental impact analysis on children for the proposed BOTA modernization near the Ysleta Port of Entry

Elimination of commercial traffic at BOTA will result in the diversion of cargo traffic from maquiladora industrial zones located near Carretera Federal 45 through densely populated

neighborhoods to the east and west of the existing BOTA port. It will also result in the relocation of industrial factories to more heavily populated neighborhoods near the Ysleta Port. Astonishingly, despite the international repercussions of GSA's proposed alternatives, the agency's draft EIS analysis exists in an alternate reality, as though the proposed alternatives would have zero impact on the residents in the closest proximity to the land ports on the southern side.

Mexico's governmental, business, and community leaders are universally opposed (and understandably so) to any proposal that would remove and divert commercial cargo traffic from BOTA to other land ports. For all the reasons listed above, I strongly urge GSA to proceed with option 1A and to allow for a truly bi-national solution to improve the economic and environmental well-being of our entire border region, not one that produces negligible improvements for one side, at the significant expense and marginalization of the other.

Respectfully,

A handwritten signature in black ink that reads "Vince Perez". The signature is written in a cursive, flowing style with a large, stylized "V" and "P".

Vince Perez
Representative-Elect, House District 77
Texas House of Representatives



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Closing our Bridge to Commercial trade.

2 messages

W. Stafford Thurmond <wstzorro@hotmail.com>

Thu, Oct 17, 2024 at 8:50 AM

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Cc: Aliana Apodaca <alianaapo@gmail.com>, Melissa Saucedo <positivemelissas@gmail.com>, Alyssa Madrid <positivealysam@gmail.com>

This is the most curtailing event that could happen to this City of El Paso Texas. Not only for all that are Employed in the exchange of trade between us, but the immediate impact of dollars and International companionship. You have no studies talking of Jobs and the Economic curtailment to all the different areas that this would entail.

I am against this and hope you will reconsider.

William Thurmond El Pasoan Business Owner

Aliana Apodaca <alianaapo@gmail.com>

Thu, Oct 17, 2024 at 3:35 PM

To: "W. Stafford Thurmond" <wstzorro@hotmail.com>

Cc: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>, Melissa Saucedo <positivemelissas@gmail.com>, Alyssa Madrid <positivealysam@gmail.com>

I heard some interesting thoughts Supporting this issue. We should seek to understand all perspectives.

**Aliana Apodaca, President****Motivational Speaker, Leadership Coach, Culture Change Strategist****814 Wyoming Avenue****El Paso, TX 79902****915-838-1000****alianaapo@gmail.com**

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BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Comment Forms

1 message

Rebecca Delgado(ELP) <RDelgado@trla.org>
To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>
Cc: "Paola Camacho(ELP)" <PCamacho@trla.org>

Fri, Feb 23, 2024 at 4:25 PM

Hello,

Please find attached 2 forms.

Let me know if you have any questions.

TY,

Becky Delgado

Legal Assistant

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February 23, 2024

General Services Administration
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, Fort Worth, TX

I. Introduction.

On behalf of Familias Unidas del Chamizal and residents of the San Xavier neighborhood, Texas RioGrande Legal Aid, Inc. submits these comments on the proposed Bridge of the Americas Modernization Project (“BOTA Project”), Docket No. 2023-0002, in response to the General Services Administration’s (“GSA”) Notice of Intent to Prepare an Environmental Impact Statement (“EIS”) under the National Environmental Policy Act (“NEPA”).¹ Familias Unidas del Chamizal and residents of the San Xavier neighborhood request that the GSA select Alternative 4.²

The BOTA is a “Free Bridge” as a result of the Chamizal Treaty of 1963. The BOTA’s lack of tolls and its central location have made it a magnet for traffic, particularly passenger vehicles and heavy-duty diesel commercial traffic (“semis” or “heavy-duty trucks”). Unlike most land ports of entry in the country, BOTA is within close proximity of residential neighborhoods. Most efforts to expedite traffic on the BOTA have focused on traffic heading north, despite the fact that congestion also forms heading south every single day. Even more alarming, due to the failings of TXDOT’s I-10 Connect Project, southbound traffic at the BOTA backs up into I-10 East, I-10 West and US-54. If GSA selects Alternative 4 and removes the semi traffic from the BOTA, it will reduce the traffic congestion on its north- and southbound arteries.

The BOTA Project is funded by the Infrastructure Investment and Jobs Act (“Bipartisan Infrastructure Act”) and by the Inflation Reduction Act (“IRA”), which enshrined climate mitigation, pollution abatement, energy efficiency, and community preservation and restoration into American infrastructural growth and job creation. By utilizing Bipartisan Infrastructure Act and IRA funds in its BOTA Project, GSA has committed itself to ensure that the BOTA Project

¹ General Services Administration, Notice-PBS-2023-04; Docket No. 2023-0002; Sequence No. 23, Notice of Intent to Prepare an Environmental Impact Statement and Notice of Public Scoping Meeting and Comment Period.

² Commenters hereby incorporate their April 12, 2023 comments, attached as Exhibit A, TRLA, Complaint under Title VI of the Civil Rights Act of 1964 on behalf of the San Xavier Community, December 7, 2023 [hereinafter TRLA Title VI Complaint].

translates into benefits for the communities and the environment, in addition to combating climate change, ameliorating environmental injustices, and improving community resiliency.

Commenters represent Southside residents currently living with the longstanding environmental harms of the BOTA and threatened by the Project's proposed expansion of the Port of Entry ("POE"). Southside residents have been continuously bombarded by the environmental harms that stem from commercial growth at the BOTA, with heavy commercial truck traffic stalling for hours on a daily basis directly next to residences and Zavala Elementary School.

GSA must select Alternative 4 and remove all heavy-duty commercial traffic from the BOTA. GSA faces two choices: *to help* ameliorate the harms of this history by removing and relocating semis from the BOTA, or to *encroach further* on already vulnerable communities with noxious pollution from heavy-duty commercial truck traffic. GSA should not repeat history and perpetuate unacceptable threats to public safety, the economy, and the civil and human rights of Southside El Paso communities. Alternative 4 is currently the only proposed alternative that can accomplish this goal and satisfy the goals of the Bipartisan Infrastructure Act and IRA, as well as achieve Title VI and NEPA compliance. GSA cannot shirk its duties under federal law by choosing an alternative that continues to permit the incessant idling of heavy-duty diesel commercial traffic at the cost of public health.

GSA must prepare an EIS that addresses the significant impacts of the BOTA Modernization Project and adequately mitigates those impacts. To do so, GSA must conduct a robust environmental justice analysis and fully inform itself of the immense benefits of removing commercial truck traffic from the BOTA in both directions and the harms of allowing it to continue, including a discussion of local climate change impacts. This analysis must include a detailed history of environmental racism in Southside El Paso and fully disclose the wide-reaching impacts of the BOTA on these communities, which are already overrun with air pollution sources.

GSA must also implement other environmental pollution reduction strategies, including public transportation on the BOTA for students and daily commuters, additional ready lanes and improved technology to expedite traffic heading north, incentives to boost electric vehicles, native landscaping, and the closure of Zavala Elementary. In the face of climate change, the Project must implement climate adaptation strategies to ensure the safety of commuters and customs officers. The BOTA crossing, which serves everyone across El Paso and Juarez, should be a part of improving public health by tackling air pollution and improving the quality of life of communities near the port and its feeder highways.

II. Summary of the Proposed Project.

The San Xavier and Chamizal are special and unique communities in El Paso: keystones of El Paso's Mexican American heritage and imbued with a strong support network between neighbors. These communities are intrinsically linked to the BOTA by their proximity and are particularly sensitive to the foreseeable adverse impacts of the BOTA Project.

On November 13, 2023, GSA published its Notice of Intent for the proposed BOTA Port Modernization Project. GSA's Notice of Intent states that purpose of the proposed action is for GSA to "bring[] the BOTA LPOE [Land Port of Entry] infrastructure in line with current CBP

land port design standards...and operational requirements while addressing existing deficiencies identified with the ongoing port operations.”³ The NOI further describes the project need as “improv[ing] the capacity and functionality of the LPOE to meet future public demand, while maintaining the capability to meet border security initiatives,” and “**ensur[ing] the safety and security for the employees and the travelling public.**”⁴

GSA received \$9.9 million in funds through the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, a key measure of President Biden’s administration that aims to rebuild the Nation’s infrastructure, create jobs, support environmentally conscious manufacturing and innovation, bolster national security, support clean-energy, combat climate change, and increase community resiliency.⁵ In December 2023, GSA awarded the contract for pre-design services for the project.⁶ The funding for the BOTA is further supplemented by the Inflation Reduction Act, which allocated a total of \$2 billion to GSA to reduce the carbon emissions of its buildings across the nation, including the BOTA.⁷ GSA has correctly recognized that:

The [BOTA] project is part of President Biden’s Investing in America agenda in growing the American economy from the bottom up and middle-out – from rebuilding our Nation’s infrastructure, to creating a manufacturing and innovation boom powered by good-paying jobs, to building a clean-energy economy that will combat climate change and make our communities more resilient.⁸

On December 13, 2023, GSA held its Public Scoping Meeting to discuss the currently proposed alternatives and obtain public comment on the project. GSA noted that its EIS would discuss direct, indirect, and cumulative effects, and identified the following as issues for analysis of the project’s impacts:

- Hazardous Materials
- Waste, and/or Site Contamination

³ General Services Administration, Notice-PBS-2023-04; docket No. 2023-0002; Sequence No. 23, Notice of Intent to Prepare an Environmental Impact Statement and Notice of Public Scoping Meeting and Comment Period.

⁴ *Id.* (emphasis added).

⁵ General Services Administration, *GSA awards \$10 Million for Pre-Design Services for Modernizing Facilities at the Bridge of the Americas Land Port of Entry*, December 26, 2023, <https://www.gsa.gov/about-us/gsa-regions/region-7-greater-southwest/region-7-newsroom/greater-southwest-feature-stories-and-news-releases/gsa-awards-10-million-for-predesign-services-for-modernizing-facilities-at-the-bridge-of-the-americas-land-port-of-entry-12262023>.

⁶ *Id.*

⁷ General Services Administration, *Biden-Harris Administration Announces \$2 Billion for Cleaner Construction Projects to Tackle the Climate Crisis, Spur American Innovation, and Create Good-Paying Jobs as Part of Investing in America Agenda*, November 6, 2023, <https://www.gsa.gov/about-us/newsroom/news-releases/bidenharris-administration-announces-2-billion-for-cleaner-construction-projects-to-tackle-the-climate-crisis-spur-american-innovation-and-create-good-paying-jobs-as-part-of-investing-in-america-agenda-11062023#:~:text=TOPEKA%20%E2%80%93%20The%20U.S.%20General%20Services,Administration's%20Investing%20in%20America%20agenda>.

⁸ General Services Administration, *GSA awards \$10 Million for Pre-Design Services for Modernizing Facilities at the Bridge of the Americas Land Port of Entry*, December 26, 2023, <https://www.gsa.gov/about-us/gsa-regions/region-7-greater-southwest/region-7-newsroom/greater-southwest-feature-stories-and-news-releases/gsa-awards-10-million-for-predesign-services-for-modernizing-facilities-at-the-bridge-of-the-americas-land-port-of-entry-12262023>.

- 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 Resources⁹

GSA presented the public with six alternatives, including the No Action Alternative. Alternative 4 was the only alternative presented that would immediately and permanently remove heavy-duty diesel commercial truck traffic, with minimal land acquisition and the preservation of the County Coliseum. In contrast, every other alternative, excluding the No Action Alternative, would expand the BOTA eastwards towards the County Coliseum and seize portions of County land that are currently used for the benefit of El Paso communities.

GSA further discussed the project timeline, with publication of the Draft EIS expected in the summer of 2024.¹⁰ In nearly every comment submitted to GSA at the December 13, 2023 Meeting, the public urged the removal of heavy-duty commercial traffic and spoke about the hardships of enduring constant diesel emissions from these trucks.

On January 22, 2024, Congresswoman Veronica Escobar and GSA hosted a Public Meeting for the Project, where the community voiced a unified message through shared experiences of living in the forefront of environmental pollution. Residents expressed the struggles of raising children afflicted with respiratory diseases or lung cancer, public schoolteachers spoke about the daily detrimental impact air pollution had on their students, and residents from the San Xavier and Chamizal community groups urged GSA to remedy their ongoing struggle of living under an incessant cloud of diesel emissions, noise, vibrations, and bearing witness to an increasing number of friends and neighbors passing away from cancer. Dr. Toni Ramirez, a public health doctor who serves Central El Paso residents, described how she witnessed the struggles discussed by residents in her daily practice, and voiced concern over the lack of resources to address the medical needs and resiliency of residents most impacted by air pollution.¹¹

III. Legal Framework

A. Title VI of the Civil Rights Act.

Title VI serves as a critical bulwark against further discrimination in projects such as this one. Title VI's prohibition on discrimination applies to all recipients of federal funds: "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." 42 U.S.C. § 2000d. As a federal agency, GSA manages its day-to-day operations with federal funding, and relies on federal funding for its

⁹ General Services Administration, December 13, 2023, NEPA Public Meeting Summary at 23.

¹⁰ *Id.* at 24.

¹¹ Congresswoman Veronica Escobar's office informed participants that the public comments were being recorded.

projects. Because of this inextricable reliance on federal funding, GSA is obligated to comply with Title VI in all its programs or activities.¹²

Critically, GSA's Title VI implementing regulations provide that "[w]here previous discriminatory practice or usage tends, on the ground of race, color, or national origin, to exclude individuals from participation in, to deny them the benefits of, or to subject them to discrimination under any program or activity to which this subpart applies, *the applicant or recipient has an obligation to take reasonable action to remove or overcome the consequences of the prior discriminatory practice or usage*, and to accomplish the purposes of the Act.¹³ Thus, because of the legacy of discriminatory practices impacting San Javier and Chamizal residents, GSA has an affirmative responsibility to not only avoid discriminating against these communities today, but also to overcome the legacy of past discrimination.

A disproportionate share of the families who live near the BOTA and its arterial highways are Hispanic or Mexican-American. A pattern of governmental decisions has placed Southside communities like San Xavier and the Chamizal at the forefront of environmental contamination. In recognition of this, the Chamizal community—west of San Xavier—has advocated for clean air since the passage of the North American Free Trade Agreement (“NAFTA”) in 1994. The Chamizal community has voiced concerns to TXDOT, GSA, EPA, and local government authorities to take meaningful action to ameliorate air pollution, including by advocating for the removal of semi-trucks from Paisano Drive and the BOTA. In furtherance of this goal, residents of the Chamizal and San Xavier neighborhoods engaged in public participation throughout the TXDOT I-10 Connect Project, which removed the semis from Paisano Drive only to place them behind San Xavier. Both communities have been actively engaged in the BOTA Modernization Project, as have Southside community residents east of BOTA and community members from throughout the County.

If GSA allows for a continuation or increase in heavy-duty commercial truck traffic through its BOTA Project, it will authorize the continued pollution of the air that residents breathe, increasing fine particulate pollution associated with premature death and serious health problems. As explained in more detail below, the public health impacts of vehicular air pollution, particularly from heavy-duty diesel trucks, are widespread and severe.¹⁴ The project also risks aggravating soil and water pollution from construction and continued operations at the BOTA. These are unacceptable harms for communities that have suffered from pollution and health problems from the port of entry, highways, busy roads, Marathon refinery, the EPISD bus hub, the EPWU water treatment plant, the covered (yet unabated) toxic landfill at Modesto Park, and other pollution sources for many decades. Should GSA fail to prevent further environmental degradation on the San Xavier and Chamizal communities, it risks violating Title VI of the Civil Rights Act of 1964, 42 U.S.C. §§ 2000d to 2000d-7, as well as its own Title VI implementing regulations.¹⁵

¹² 42 U.S.C. § 2000d-4a.

¹³ 41 C.F.R. § 101-6.204-2 (a)(1)(vi)(4).

¹⁴ See *infra* at Section IV.F.1. Air Pollution Impacts.

¹⁵ 41 C.F.R. Chapter 101 Subpart 101-6.2 et seq.

B. The National Environmental Policy Act.

The National Environmental Policy Act (“NEPA”), 42 U.S.C. § 4332 et seq., provides the congressionally mandated procedure for assessment of these impacts, and NEPA requires that these procedures be completed “at the earliest possible time,” i.e., “before decisions are made and before actions are taken.”¹⁶ Accordingly, GSA cannot select final project plans for the BOTA Modernization project and obtain necessary permits until the NEPA process is completed, including preparation of an EIS.

An EIS must describe:

- i. the environmental impacts of the proposed action;
- ii. any adverse environmental effects which cannot be avoided should the proposal be implemented;
- iii. alternatives to the proposed action;
- iv. the relationship between local short-term uses of man’s environment and the maintenance and enhancement of long-term productivity; and
- v. any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.¹⁷

An EIS must also describe the direct and indirect effects, and cumulative impacts of, a proposed action.¹⁸ These terms are distinct from one another. Direct effects are “caused by the action and occur at the same time and place.”¹⁹ Indirect effects are also “caused by the action” and “are later in time or farther removed in distance, but are still reasonably foreseeable.”²⁰ Indirect effects “may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effect on air and water and other natural systems, including ecosystems.”²¹

Cumulative impacts are not causally related to the action. Instead, they are:

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

¹⁶ 40 C.F.R. §§ 1501.2, 1500.1(b) (emphases added).

¹⁷ 42 U.S.C. § 4332(C).

¹⁸ 40 C.F.R. §§ 1502.16, 1508.7, 1508.8; *Northern Plains Resource Council v. Surface Transportation Board*, 668 F.3d 1067, 1072-73 (9th Cir. 2011).

¹⁹ 40 C.F.R. § 1508.1(g)(1).

²⁰ *Id.* § 1508.1(g)(2).

²¹ *Id.*

individually minor but collectively significant actions taking place over a period of time.²²

The EIS must give each of these categories of effect due consideration.

Finally, while an EIS is being prepared GSA may take no action which would tend to “limit the choice of reasonable alternatives,” or “tend[] to determine subsequent development.”²³

IV. NEPA Procedural Comments of Familias Unidas and San Xavier Residents.

A. GSA Must Select Alternative 4 and Remove Semis from the BOTA.

The alternatives analysis “is the heart of the environmental impact statement.”²⁴ Federal agencies must take care not to define the project’s purpose so narrowly as to prevent the consideration of a reasonable range of alternatives.²⁵ CEQ’s regulations implementing NEPA, 40 C.F.R. § 1502.14, explain that a reasonable range of alternatives should be presented and compared in the EIS to allow for a “clear basis for choice among options by the decision maker and the public.” In addition, CEQ’s “Forty Most Asked Questions Concerning National Environmental Policy Act Regulations” explain that agencies must “[r]igorously 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.”²⁶

Crucially, the alternatives must examine even those alternatives which may be outside the jurisdiction or capability of the agency or applicant.²⁷ Further, “[a] potential conflict with local or federal law does not necessarily render an alternative unreasonable, although such conflicts must be considered.”²⁸ GSA must also include “appropriate mitigation measures not already included in the proposed action or alternatives.”²⁹ Because alternatives are central to decisionmaking and mitigation, “the existence of a viable but unexamined alternative renders an environmental impact statement inadequate.”³⁰ Should the agency only give an alternative threadbare analysis or ignore critical information pertaining to that alternative, the deficient analysis also renders an environmental impact statement inadequate.³¹

As such, the GSA must fully consider Alternative 4 and its removal of all heavy-duty commercial truck traffic from the POE in both directions, particularly because Alternative 4 emerged from the public’s overwhelming demand—reiterated since the first BOTA public meeting in the fall of 2022—for an alternative that prioritizes public health. Including an alternative in the “alternatives analysis” is only the first step, however, and should GSA

²² § 1508.1 (g)(3).

²³ 40 C.F.R. § 1506.1.

²⁴ 40 C.F.R. § 1502.14.

²⁵ See, e.g., *Simmons v. U.S. Army Corps of Engineers*, 120 F.3d 664, 666 (7th Cir. 1997).

²⁶ CEQ, “Forty Most Asked Questions Concerning National Environmental Policy Act Regulations,” at 3, <https://www.energy.gov/nepa/articles/forty-most-asked-questions-concerning-ceqs-national-environmental-policy-act>.

²⁷ *Id.* at 4.

²⁸ *Id.*

²⁹ *Id.*

³⁰ *Id.*

³¹ *Utahns for Better Transp. v. U.S. Dep’t of Transp.*, 305 F.3d 1152, 1170 (10th Cir. 2002), as modified on reh’g, 319 F.3d 1207 (10th Cir. 2003).

encounter challenges in the implementation of Alternative 4, it must in good faith consider potential resolutions. Indeed, it would be a clear violation of NEPA should GSA decline to dismiss Alternative 4 prematurely with no further consideration. Such dismissal would brazenly depart from what is reasonably feasible, especially given the fact that *GSA has full authority to remove and redirect commercial truck traffic from the BOTA*. There is also ample evidence that demonstrates that Alternative 4 is practicable.

1. Removing Semi Traffic from the BOTA is Feasible.

The BOTA is not the only land port of entry in the El Paso region that is currently equipped—and certainly not the port that is best equipped—to inspect commercial trucks and their cargo. There are three ports of entry in the region with capacity to handle commercial traffic: Ysleta, Santa Teresa, and Tornillo, all within 10-, 27-, and 40- miles of the BOTA, respectively. Further, the BOTA only operates its northbound commercial crossings from 6a.m. to 2p.m. and as such, cannot be considered a key LPOE in the region for commercial traffic.

With increased border pollution and unprecedented stalling of commercial traffic near the BOTA, GSA must conduct its own analysis on the strategies available to redirect both north- and southbound commercial truck traffic. The other POEs have already demonstrated reliability in absorbing the BOTA's commercial traffic. Since 2022, the BOTA's commercial lanes have been closed numerous times due to the surge in immigrant crossings, and semis were rerouted to other ports. As part of its Alternatives Analysis, GSA must review how these closures at the BOTA impacted other LPOEs and consider strategies to effectuate greater mobility and reduce idling at the BOTA by permanently implementing a similar diversion of truck traffic.

It makes eminent sense to redirect traffic to other POEs, especially Tornillo, given that the transportation infrastructure around the BOTA on both sides of the border was not built to handle heavy-duty truck traffic, while Tornillo was built with semis in mind and is currently the largest POE in El Paso. GSA must seriously consider how to redirect traffic to Tornillo, Ysleta, and Santa Teresa, and analyze how traffic flow can be improved, and the significant air pollution reductions that would flow from such relocations.

2. Local Governments have Already Agreed to Explore Using Technology at Another POE to Reduce Semi Traffic.

The sister cities of El Paso and Ciudad Juarez have recognized that they need to address the semi traffic at the ports of entry. In January of 2023, the two cities entered into a Memorandum of Understanding to promote the use of conveyor belt technology at the Ysleta POE to facilitate commercial traffic. GSA should collaborate with the City of El Paso and Juarez in moving forward on installing this technology at the Tornillo POE, given the success of conveyor belt technology in increasing operational efficiency.³² Upon information and belief, truck drivers do not feel safe queuing on the Mexican side of the Tornillo POE as they wait to enter the U.S., due to cartel activity. However, conveyor belt technology would eliminate idling for northbound traffic and increase safety at the border. GSA must also explore any other actions it can take to improve safety at the Tornillo Bridge and facilitate crossings, including through collaborations with U.S. and Mexican authorities. Unlike the BOTA, the Tornillo Bridge was

³² CHIA, Benefits of Conveyor Belts in the Port Sector, September 19, 2023, <https://espirales.es/notice/benefits-of-conveyor-belts-in-the-port-sector>.

built with increased capacity to handle heavy-duty commercial traffic and was meant to help remove congestion from the BOTA.³³ As part of its analysis of alternatives, GSA should rigorously explore options to maintain the Tornillo POE running. GSA should also consider the implementation of conveyor belt at Ysleta and Santa Teresa.

3. The Area Surrounding the BOTA has a Denser Population of People than the Other POEs.

Over 9,300 residents live in the three census tracts immediately adjacent to the BOTA, according to the 2020 U.S. Census. The census tracts surrounding the port of entry in Tornillo and Santa Teresa have less than half of those residents, and the neighborhoods are further removed from the border crossings, which mitigates any adverse impacts of traffic and reduces the likelihood that residents will be replaced if there is a need to expand the POE. Even more, the port of entry at Santa Teresa has nearby warehouses and industrial infrastructure that could facilitate commercial truck traffic, and the Tornillo POE has increased capacity to facilitate mobility. We urge GSA to explore these options with careful attention to the impacts of rerouting the trucks. Care should be taken to avoid impacting other environmental justice communities with the relocation of semis. Again, the use of conveyor belt and other technology to improve efficiency would minimize the impact of semi traffic at all the POEs.

B. GSA Must Select Alternative 4 to Comply with the Environmental Goals of the Bipartisan Infrastructure Act and Inflation Reduction Act.

Given the fact that the source of the GSA's funding for the project is rooted in federal laws intended to advance environmental justice and reduce GHG emissions, GSA has a duty to integrate the principles of the Bipartisan Infrastructure Act and IRA into its selected alternative. GSA risks violating its duties imparted by the Bipartisan Infrastructure Act and IRA funds should it select an alternative that allows for a continuation and potential increase of vehicular air emissions, which is an outcome that would be set in stone should GSA reject Alternative 4. Even more, GSA would not accomplish its stated goals of "reducing greenhouse gas emissions," "mitigating human health and environment impact,"³⁴ and "**ensur[ing] the safety and security for the employees and the travelling public**"³⁵ through the BOTA Project if it allows heavy-duty commercial traffic to continue to cross on the BOTA. While GSA's commitment to use lower carbon materials in the Project is a notable step in the right direction, this alone will not satisfy the agency's responsibilities under federal law.

Both the Bipartisan Infrastructure Act and IRA aim to reduce U.S. GHG emissions and ameliorate the disproportionate impacts that the country's longstanding reliance on fossil fuels have had on communities of color and low-income communities. The Bipartisan Infrastructure Act was passed to boost American infrastructure with an environmentally forward approach. The Bipartisan Infrastructure Act is intended to "rebuild America's roads, bridges and rails, expand access to clean drinking water, ensure every American has access to high-speed internet, tackle

³³ Lorena Figueroa, *Tornillo-Guadalupe Bridge is Now Open*, EL PASO TIMES, February 4, 2016, <https://www.elpasotimes.com/story/news/2016/02/04/new-tornillo-guadalupe-bridge-inaugurates/79849438/>.

³⁴ GSA, *GSA Awards \$10 Million for Pre-Design Services for Modernizing Facilities at the Bridge of the Americas Land Port of Entry*, December 26, 2023, <https://www.gsa.gov/about-us/gsa-regions/region-7-greater-southwest/region-7-newsroom/greater-southwest-feature-stories-and-news-releases/gsa-awards-10-million-for-pre-design-services-for-modernizing-facilities-at-the-bridge-of-the-americas-land-port-of-entry-12262023>.

³⁵ *Id.* (emphasis added).

the climate crisis, advance environmental justice, and invest in communities that have too often been left behind.”³⁶

The IRA funding provided to modernize ports of entry is specifically conditioned on infrastructure efforts aimed at reducing air pollution.³⁷ The IRA pushes for the installation of zero emissions equipment and technology at the ports, the development of climate action plans, and the granting of funds to communities near ports that breathe disproportionately high levels of toxic pollutants.³⁸ The IRA provides additional funding for those ports that are located in areas of nonattainment for any air pollutant, a provision which GSA should take advantage of given El Paso’s nonattainment of ozone and PM2.5 pollution.³⁹ GSA cannot reject the environmental goals of the IRA to view the BOTA Modernization in a climate vacuum and not seize clear opportunities to reduce or eliminate sources of GHG emissions. Accordingly, GSA must select Alternative 4, as it is the only alternative that conforms with the goals of the Bipartisan Infrastructure Act and IRA.

C. GSA Must Evaluate the Economic Benefit and Harm of Each Alternative, Including Alternative 4.

NEPA requires that GSA “take a hard look at the environmental consequences” of a proposed action.⁴⁰ To satisfy this mandate, GSA must carefully discuss all the benefits of reducing air pollution—as well as the harms of not doing so—in its EIS. GSA cannot give greater weight to the economic benefits of commercial crossings—for example, by monetizing the trade benefits—without also giving fair weight to the harms, and similarly quantifying those harms. Crucially, GSA must evaluate the far-reaching health and economic benefits of removing heavy-duty commercial truck traffic from the BOTA and, conversely, examine the harms of allowing semis to continue to corrode air quality.

The data shows that mitigating air pollution produces astronomical economic benefits. According to a 2019 study, poor air quality may cost the U.S. about \$886 billion a year.⁴¹ Just recently, on February 7, 2024, the EPA took a major step to protect communities by strengthening the national ambient air quality standard for PM 2.5, which the agency estimated to produce \$46 billion in net health benefits by 2032.⁴² This is just one of many examples that highlights the immense benefits of reducing the emissions of a single air pollutant. When considering the wide array of pollutants in diesel emissions, the elimination of heavy-duty commercial traffic and its toxic emissions would produce vast economic benefits—including a reduction of asthma attacks, hospitalizations, emergency room visits, missed school- and work

³⁶ White House, Statements and Releases: Fact Sheet: The Bipartisan Infrastructure Deal, November 6, 2021, <https://www.whitehouse.gov/briefing-room/statements-releases/2021/11/06/fact-sheet-the-bipartisan-infrastructure-deal/>.

³⁷ 42 U.S.C.A. § 7433, Sec. 133. Grants to Reduce Air Pollution at Ports.

³⁸ *See id.*

³⁹ *Id.*

⁴⁰ *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 350, 109 S.Ct. 1835, 104 L.Ed.2d 351 (1989) (quoting *Kleppe v. Sierra Club*, 427 U.S. 390, 410, 96 S.Ct. 2718, 49 L.Ed.2d 576 (1976)).

⁴¹ Andrew L. Goodkind et al., *Fine-Scale Damage Estimates of Particulate Matter Air Pollution Reveal Opportunities for Location-Specific Mitigation of Emissions*, 116 PNAS 18 (April 8, 2019), <https://www.pnas.org/doi/10.1073/pnas.1816102116>.

⁴² EPA, *EPA Finalizes Stronger Standards for Harmful Soot Pollution, Significantly Increasing Health and Clean Air Protections for Families, Workers, and Communities*, February 7, 2024, <https://www.epa.gov/newsreleases/epa-finalizes-stronger-standards-harmful-soot-pollution-significantly-increasing>.

days, and fewer deaths from cardiopulmonary diseases and cancer, among other diseases and ailments linked to vehicular air pollution.

If GSA implements a rerouting strategy, removing heavy-duty commercial truck traffic can also produce savings in reduced fuel consumption and wear and tear by the trucks themselves. The costs of any added mileage pale in comparison to the potential fuel and repair savings from reduced idling. Idling for more than ten seconds consumes more fuel than turning off and restarting an engine, reduces engine life by up to 20%.⁴³ Heavy-duty diesel trucks consume at least half a gallon of diesel per hour, with nearly an entire gallon consumed depending on the type of truck.⁴⁴ And an hour of idling is approximately equivalent to 30 miles of driving for the strain placed on the engine.⁴⁵ GSA must take these considerations into account and factor in the benefits of removing trucks from the BOTA—where they inevitably idle and bottleneck for hours on end—and towards the Santa Teresa, Ysleta, and Tornillo bridges, which have greater capacity, infrastructure, and operating hours to allow for an efficient flow of commercial traffic.

GSA must also fully consider the economic detriment of allowing a continuation of—and possible increase of—commercial traffic. All Alternatives except for Alternative 4 and the No Action Alternative allow for immediate continuation—and possibly even expansion—of heavy-duty commercial traffic. Some of GSA’s alternatives also propose purchasing county property and bringing the semi traffic closer to residences and community centers. GSA must also analyze the loss of revenue in the form of tolls from commercial traffic since 1994 and then project the future loss of tolls for at least another 30 years if the semis are not removed from BOTA.

All but one of GSA’s proposed alternatives continue to rely on outdated and unjust traffic management that adheres to a decades-long pattern of systemic discrimination and environmental degradation. On December 7, 2023, the residents of San Xavier filed a Title VI Civil Rights complaint against TXDOT due to the I-10 Connect Project, which leads into the BOTA and failed to deliver on its promise of accelerating traffic into Mexico. When GSA’s longstanding practice of allowing commercial traffic at ports of entry near residential neighborhoods is considered in tandem with TxDOT’s perpetuation of the pollution associated with this traffic,⁴⁶ the disservice to the public interest is not only evident but egregious. The harms are widespread: mobile source emissions are linked to severe environmental degradation and increased mortality and illness in nearby communities, with disproportionate burdens on communities of color and Texans below the poverty line.⁴⁷

⁴³ TranBC, *Leading the Way in Border Greenhouse Gas Reduction*, <https://www.tranbc.ca/2013/08/06/leading-the-way-in-border-greenhouse-gas-reduction/>.

⁴⁴ U.S. Department of Energy, *Vehicle Technologies Office, Fact #861 February 23, 2015 Idle Fuel Consumption for Selected Gasoline and Diesel Vehicles*, <https://www.energy.gov/eere/vehicles/fact-861-february-23-2015-idle-fuel-consumption-selected-gasoline-and-diesel-vehicles>.

⁴⁵ Steven Lang, *How Many Miles Is Too Many for a Used Diesel Pickup Truck?*, Capital One, March 7, 2023, <https://www.capitalone.com/cars/learn/finding-the-right-car/how-many-miles-is-too-many-for-a-used-diesel-pickup-truck/2145>.

⁴⁶ Exhibit A, TRLA, TRLA Title VI Complaint.

⁴⁷ See Section IV.F.1. Air Pollution Impacts.

D. GSA Must Evaluate the Feasibility of Enhancing Public Transportation and Green Mobility Strategies at the BOTA.

In addition to removing the commercial trucks with Alternative 4, GSA must amplify and enhance existing public transportation at the BOTA and create new modes of public transportation for local commuters (a light rail, trolley, and/or a public bus system). Public transportation can improve operational efficiency through environmentally friendly and community-oriented strategies. GSA must pursue potential collaborations with the City of El Paso, Cd. Juarez, and TxDOT to maximize the benefits of public transportation. Currently, much of the public transportation at the POE consists of passenger buses coming from different regions in Mexico to the United States. However, most of the crossings at the BOTA consist of daily and frequent commuters that live in the El Paso-Juarez region and fuel the El Paso-Juarez economy. Thus, it is vital to provide adequate public transportation for these commuters and encourage pedestrian traffic over vehicular traffic from Juarez to El Paso.

We encourage GSA to enhance the availability and accessibility of public transportation options for pedestrians who have crossed the border. Usually, when pedestrians cross at the BOTA, they must embark on a harrowing journey across highways with poorly marked or completely absent traffic safety signs and signals. Dozens of students living in Juarez and attending school in El Paso must make this dangerous journey every day. GSA can help minimize this unacceptable risk to pedestrians by creating infrastructure that allows City of El Paso buses to stop at or near the BOTA and park-and-rides on both sides of the BOTA. Currently, the closest bus stop to the BOTA appears to be nearly a mile away, leaving pedestrian traffic bereft of practicable options.⁴⁸

GSA should speak with the City of El Paso and Cd. Juarez to strategize efforts based on current data; these efforts must include surveys of daily commuters and the routes they take on both sides of the border so that an effective public transportation plan can be implemented. GSA should also collaborate with the City of El Paso to facilitate public transportation at the BOTA, especially in light of the City's current efforts in drafting a Climate Action Plan. Revenue generated from the public transportation system on the BOTA can be reinvested into the public transit system. Even more, public transportation can be provided during a trial period as a way to encourage drivers to learn to use the system.

GSA can also take common-sense solutions to reduce the emissions from public transportation at the border, regardless of whether the mode of transportation is a trolley, monorail, or bus. For example, GSA can require bus drivers to turn the motor off while passengers are going through customs, at least during seasons without extreme heat. In addition, the creation of a pedestrian lane exclusively for public transportation passengers would help increase operational efficiency and improve pedestrian traffic. Such a strategy has already been proposed at the San Ysidro border crossing.⁴⁹ GSA can also expedite the processing by implementing the use of transportable electronic scanners and canine officers to process

⁴⁸ Moovit, How to Get to Free Bridge – Cordova Americas in El Paso by Bus?, https://moovitapp.com/index/en/public_transit-Free_Bridge_Cordova_Americas-El_Paso_TX-site_36699807-2783.

⁴⁹ Alexandra Mendoza, *Mexico Considering a Dedicated Lane for Trolley Passengers at the San Ysidro Border Crossing*, The San Diego Union-Tribune, February 9, 2023, <https://www.sandiegouniontribune.com/news/border-baja-california/story/2023-02-09/baja-california-proposes-an-exclusive-crossing-lane-for-trolley-users-at-the-san-ysidro-border>.

pedestrian traffic using public transportation instead of concentrating inspections in one location at the customs booth, leading to longer pedestrian lanes.

In evaluating these public transportation strategies, GSA must fully consider the extent of the benefits offered in enhancing public transportation. Most notably, increased public transportation reduces traffic congestion and helps reduce air pollution, producing immense public health and economic benefits.⁵⁰ Public transportation also helps increase the mobility of disadvantaged communities and reduce unemployment in low-income urban areas.⁵¹ Expanded access to public transportation in the cross-border context also creates a positive economic impact through the increased mobility of cross-border shoppers.⁵²

GSA should also consider the role public transportation can play in ensuring that any induced development and induced demand—a natural risk and foreseeable impact from expanding vehicular capacity—occurs without inducing increased air pollution. Increased traffic and development often follow the heels of additional roadway capacity,⁵³ putting already vulnerable communities at further risk of environmental contamination and displacement. But with a strong public transportation system, the benefits that flow from development can be equitable, and historically rejected communities can benefit from growth instead of carrying the burdens of development alone.

E. Additional Strategies to Reduce Air Pollution.

GSA should consider implementing a dedicated commuter lane (“DCL”) or two at the BOTA and rolling out a “batching” strategy. DCLs have the potential to accelerate traffic heading north exponentially. Currently, the BOTA does not have a DCL and commuters to and from Juarez who would like to use the center of the cities must rely on the Stanton DCL located in Segundo Barrio.

GSA should also consider the feasibility of a “batching” strategy at the BOTA to reduce idling and air pollution. “Batching” is the process of moving traffic up to the customs booth in batches with the use of light signals, with those batches of vehicles furthest from the customs booth encouraged to turn off their vehicle engines.⁵⁴ The benefits of “batching” improve fuel efficiency, increase the life of vehicle engines by up to twenty per cent, and significantly reduce

⁵⁰ See *infra* Section IV.F.1. Air Pollution Impacts.

⁵¹ Kai A. Schafft and Robin Blakely, *Local Residential Mobility as a Dimension of Rural Disadvantage*, 2005 ANNUAL MEETING OF THE POPULATION ASSOCIATION OF AMERICA (2005), <https://paa2005.populationassociation.org/papers/50719>; Mark Alan Huges, *A Mobility Strategy for Improving Opportunity*, 6(1) HOUSING POLICY DEBATE 271 (1995), https://scholar.archive.org/work/mnagx4veovadxgekj6zuiqbfiu/access/wayback/https://www.drexel.edu/greatworks/Theme/Fall/~media/Files/greatworks/pdf_FL10/WK4_1_Hughes_1995.ashx; Paul M. Ong et al., REPORT: MOBILITY, ACCESSIBILITY AND DISADVANTAGED NEIGHBORHOODS: ASSESSING DIVERSITY IN TRANSPORTATION-RELATED NEEDS AND OPPORTUNITIES, PACIFIC SOUTHWEST REGION UNIVERSITY TRANSPORTATION CENTER (June 2021), <https://knowledge.luskin.ucla.edu/wp-content/uploads/2022/07/ca21-3431-finalreport-a11y.pdf>.

⁵² Adam Gregory Walke, M.A., *Transit in a Border Zone: The Demand for Public Transportation in Three Texas Border Cities*, University of Texas at El Paso (December 2011), https://scholarworks.utep.edu/cgi/viewcontent.cgi?article=3412&context=open_etd.

⁵³ Transportation for America, REPORT: THE CONGESTION CON: HOW MORE LANES AND MORE MONEY EQUALS MORE TRAFFIC (March 2020), available at <https://t4america.org/maps-tools/congestion-con/>.

⁵⁴ TranBC, *Leading the Way in Border Greenhouse Gas Reduction*, <https://www.tranbc.ca/2013/08/06/leading-the-way-in-border-greenhouse-gas-reduction/>.

vehicle wear. Batching was successfully implemented at the Canadian-American Peach Arch crossing, where vehicles 200 meters or further from the customs booth would get a red traffic light until nearly all vehicles in the batch ahead were cleared. The strategy resulted in an estimated 45% reduction of GHG emissions, fuel savings, and no impact on the amount of overall time to cross the border.⁵⁵

GSA must seriously consider implementing “batching” at the BOTA, at least during seasons where border crossers are not exposed to excessive heat. Should GSA reject consideration of “batching” as a strategy to aid in promoting public health and reducing noxious air contamination, it must explain why consideration of “batching” would not contribute to informed decisionmaking.⁵⁶ As with any response to public comments, GSA cannot simply assert that such analysis is “not required.”⁵⁷

F. GSA Must Consider the Full Extent of Environmental Justice Impacts from the Project.

Under NEPA, “environmental justice is not merely a box to be checked,” and agencies are required to thoroughly evaluate the environmental justice impacts of a proposed project, and to inform communities of all potential impacts.”⁵⁸ CEQ’s NEPA Guidelines specify:

Where a potential environmental justice issue has been identified by an agency, the agency should state clearly in the EIS or EA whether, in light of all the facts and circumstances, a disproportionately high and adverse human health or environmental impact on minority populations, low-income populations, or Indian tribe is likely to result from the proposed action and any alternatives. This statement should be supported by sufficient information for the public to understand the rationale for the conclusion.⁵⁹

Even more, a 1994 Executive Order requires federal agencies, “[t]o the greatest extent practicable and permitted by law,” to “make achieving environmental justice [(“EJ”)] part of [their] mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”⁶⁰ GSA has recognized this principle, and in 2011, the Administrator of the GSA signed a Memorandum of Understanding on Environmental Justice and Executive Order 12898, committing to identify and address:

[A]ny disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations, including, but not limited to, as appropriate for its mission, in the following areas: (1) implementation of the National Environmental Policy Act; (2) implementation of Title V

⁵⁵ *Id.*

⁵⁶ *WildEarth Guardians v. Bernhardt*, 502 F. Supp. 2d 237, 255-56 (D.D.C. 2020).

⁵⁷ *See id.*

⁵⁸ *Friends of Buckingham v. St. Air Pollution Control Bd.*, 947 F.3d 68, 91–92 (4th Cir. 2020).

⁵⁹ Council on Environmental Quality, *Environmental Justice: Guidance Under the National Environmental Policy Act*, at 15.

⁶⁰ Exec. Order 12,898 § 1-101, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 59 Fed. Reg. 7629 (Feb. 11, 1994).

of the Civil Rights Act of 1964, as amended; (3) impacts from climate change; and (4) *impacts from commercial transportation and supporting infrastructure*].⁶¹

When agencies seek to enlarge or extend highways, they must grapple with the context: infrastructure is where it is often for discriminatory reasons; expanding these systems may disparately burden the same communities, who continue to live along the same thoroughfares. While El Paso is a majority-minority city, communities like the Chamizal and San Xavier neighborhoods—which are nearly 100% people of color and have higher concentrations of foreign-born residents—are disproportionately burdened by air pollution stemming from the discriminatory siting of railroads, highways, industries, international ports of entry, and cross-border air pollution centuries in the making.⁶²

El Paso was not exempt from Jim Crowe discrimination, and the effects are felt to this day. Here as across the country, highways were constructed around and through Black and Hispanic communities to cement segregation. The discriminatory practices of redlining laid the groundwork for future highway sitings.⁶³ In 1963, when the Chamizal Convention led to the displacement of Hispanic people and the creation of the current BOTA, the environmental burden of heavy truck traffic at the border crossing fell on the same communities targeted by explicit redlining discrimination.

1. Air Pollution Impacts.

As already noted, because the BOTA Modernization is funded through the Bipartisan Infrastructure act and IRA, there is an inextricable duty for GSA to reduce and mitigate air pollution. The availability of additional IRA funds allocated for community air pollution monitoring creates an incredible opportunity for GSA to evaluate the local impacts of mobile air pollution on the communities most impacted by air pollution from the BOTA, including the San Xavier and Chamizal communities. These communities are exposed to disproportionately high mobile source air emissions due to the traffic flow heading to and from the BOTA, including from 18-wheelers. GSA must analyze existing information on the state of air quality and impacts from the BOTA on communities, but also conduct its own studies to ensure that it makes a fully informed decision with the BOTA Project.

El Paso is marked by excessive levels of pollution. According to a 2020 report, El Pasoans were breathing air with elevated levels of pollution on one out of every three days last year.⁶⁴ The report measured days with elevated levels of small particulate matter and elevated ozone. The El Paso area had 78 days with elevated small particulate matter and 68 days of elevated ozone.⁶⁵ The American Lung Association currently ranks El Paso as the 14th worst

⁶¹ GSA, *Memorandum of Understanding (MOU) on Environmental Justice and Executive Order 12898 (MOU on Environmental Justice*, August 4, 2011 (emphasis added), available at https://www.gsa.gov/system/files/MOU_Environmental_Justice.pdf.

⁶² See Isa Gutierrez et al., *'Like a Dumping Ground': Latina moms in Texas border city are fighting air pollution*, NBC NEWS (Feb. 22, 2022), available at <https://www.nbcnews.com/news/latino/-dumpingground-latina-moms-texas-border-city-are-fighting-air-polluti-rcna16789>.

⁶³ Exhibit A, TRLA Title VI Complaint at 7-10 (discussing the history of environmental racism in Southside El Paso communities like San Xavier).

⁶⁴ Environment Texas, Report: Trouble in the Air: Millions of Americans Breathed Polluted Air in 2020, October 5, 2021, available at <https://environmentamerica.org/texas/resources/trouble-in-the-air/>.

⁶⁵ *Id.*

metropolitan area for high ozone days, and the 35th worst for 24-hour particle pollution—as compared to over two hundred other metropolitan areas.⁶⁶ In order to comply with NEPA, GSA must analyze the impacts of air pollution on communities near the BOTA, including the San Xavier and Chamizal communities, two communities besieged by decades of environmental racism and disproportionately high levels of environmental contamination.

GSA must use the modernization of the BOTA as an opportunity to put decades of research into practice. GSA must look to studies on air quality conducted at ports of entry, including the BOTA and in the El Paso region. Over \$8 million has been spent studying air pollution in the region, based on the CV of only on one of the top researchers on the topic, Dr. WenWhai Li. This research also includes the work of Dr. Hector A. Olvera, who, among other studies, conducted a study on ultrafine particulate matter pollution at the BOTA. GSA must include an analysis of the impacts of vehicular air pollution in its EIS that fully examines available studies on air quality conducted at ports of entry, including the BOTA POE.⁶⁷ For GSA to fulfill its duty under NEPA to fully inform itself of the air quality impacts of the project, it cannot ignore local studies on air quality.

Crucially, GSA must analyze the significant dangers posed by diesel and ultrafine particulate matter pollution at and near the BOTA. EPA has classified diesel exhaust as a likely carcinogen, and the National Institute for Occupational Safety and Health has classified diesel exhaust as a potential carcinogen.⁶⁸ Motor vehicle emissions—and especially diesel emissions—often constitute the most significant source of ultrafine particles (diameter <0.1 μm) in an urban environment.⁶⁹ The highest concentrations are closest to highways, POEs, etc., and dissipate with distance.⁷⁰ Exposure to diesel-emitted particles has been linked to increased cancer risk and cardiopulmonary diseases. Because of their size (<100 nm), exposure to ultrafine particles (“UFPs”) emitted from heavy-duty diesel vehicles (“HDDV”) might result in greater health risks than those associated with larger particles.⁷¹ A 2013 study found that “[c]ommercial traffic, mostly composed of HDDV, heavily influenced UFP concentrations in the BOTA vicinity.”⁷² The study also found that on Sundays, when commercial traffic was absent, the UFP numbers were the lowest. Populations near the BOTA’s traffic zone and within 400 meters are exposed to UFP’s above the background level and include residents on both sides of the border, including a church

⁶⁶ American Lung Association, State of the Air: El Paso-Las Cruces, TX-NM, <https://www.lung.org/research/sota/city-rankings/msas/el-paso-las-cruces-tx-nm>.

⁶⁷ We specifically recommend that GSA consider the numerous studies performed by When Wai Li, Hector Olvera Alvarez, and Penelope J.E. Quintana. When Wai Li’s CV with a list of publications is included as Exhibit E: When Wai Li CV. A list of Hector Olvera Alvarez’s publications is available at <https://www.ohsu.edu/people/hector-olveraalvarez-phd-pe>. A list of Penelope J.E. Quintana’s publications is available at <https://scholar.google.com/citations?user=Qs4riTkAAAAJ&hl=en>.

⁶⁸ American Cancer Society, Diesel Exhaust and Cancer Risk, last revised July 27, 2015, <https://www.cancer.org/cancer/risk-prevention/chemicals/diesel-exhaust-and-cancer.html#:~:text=The%20EPA%20classifies%20diesel%20exhaust,a%20%E2%80%9Cpotential%20occupational%20carcinogen.%E2%80%9D>.

⁶⁹ EPA, Study of Ultrafine Particles Near a Major Highway with Heavy-Duty Diesel Traffic, https://cfpub.epa.gov/si/si_public_record_Report.cfm?Lab=NCER&dirEntryId=83813.

⁷⁰ *Id.*

⁷¹ Hector A. Olvera, Mario Lopez, Veronica Guerrero, Humberto Garcia and Wen-Whai Li., *Ultrafine Particle Levels at an International Port of Entry Between the US and Mexico: Exposure Implications for Users, Workers, and Neighbors*, 23 *Journal of Exposure Science and Environmental Epidemiology* 289 (2013), attached as Exhibit B.

⁷² *Id.*

and several schools, law enforcement officers, street vendors, private commuters, and commercial vehicle drivers.”⁷³

Another recent study examined the short-term associations (24-, 48-, 72-, and 96-hr averages) of traffic-related air pollutants (PM_{2.5}, PM₁₀, NO₂, and O₃) with biomarkers of respiratory and cardiovascular disease in a group of uninsured participants from low-income communities in El Paso.⁷⁴ Researchers found associations of short-term air pollutant concentrations with respiratory outcomes, which was expected.⁷⁵ However, researchers also found associations with metabolic risk factors such as BMI, waist circumference, and fasting glucose.⁷⁶ The study also found a correlation between PM_{2.5} and NO₂ and respiratory risk of chronic obstructive pulmonary disease.⁷⁷

There is also research that highlights the increased air pollution present at US-Mexico ports of entry. A 2014 study investigated the effect of long northbound traffic delays at the San Ysidro POE and found consistently higher concentrations of toxic pollutants (ultrafine particulate matter (UFP), black carbon (BC), and particulate matter <2.5 µm in diameter (PM_{2.5})).⁷⁸ This study also emphasized that “[d]isparities in traffic exposures an environmental justice issue and this should be taken into account during planning and operation of POEs.”⁷⁹

Even more, traffic at the BOTA contributes to dangerous levels of ozone pollution. Jason Sarate, who oversees the city of El Paso’s Air Quality Program stated, “[o]ne of the largest contributing sources to ozone in El Paso is the vehicle emissions. I think the biggest challenge is the vehicles that are idling for multiple hours at our ports of entry. When you have vehicles and semi-trucks lined up on the freeways waiting to cross into Mexico or cross into El Paso, those are real issues.”⁸⁰

GSA must also account for the impacts of PM_{2.5} pollution at the BOTA. PM_{2.5} kills nearly 50,000 people in the United States every year, with disproportionate impacts on communities of color.⁸¹ On February 7, 2023, the EPA strengthened the National Ambient Air Quality Standards (“NAAQS”) for PM_{2.5} from 12 micrograms per cubic meter to 9 micrograms

⁷³ *Id.*

⁷⁴ Soyoung Jeon, Association of Traffic and Related Air Pollutants on Cardiorespiratory Risk Factors from Low-Income Populations in El Paso, TX (February 2021), available at <https://www.cartteeh.org/wp-content/uploads/2021/06/03-27-UTEPAssociation-of-Traffic-and-Related-Air-Pollutants-on-Cardiorespiratory-Risk-Factors-from-Low-Income-Populations-in-El-Paso-TX-Jeon.pdf>.

⁷⁵ *Id.*

⁷⁶ *Id.*

⁷⁷ *Id.*

⁷⁸ Penelope J.E. Quintana et al., Traffic-Related Air Pollution in the Community of San Ysidro, CA, in relation to Northbound Vehicle Wait Times at the US-Mexico Border Port of Entry, 88 Atmospheric Environment 353 (May 2014)

⁷⁹ *Id.*

⁸⁰ El Paso, Las Cruces rank high in ozone pollution in 2023 report, El Paso Matters, April 2023, available at <https://elpasomatters.org/2023/04/25/el-paso-texas-american-lung-association-ozone-pollution-f-grade-2023/#:~:text=El%20Paso%20recorded%2040%20unhealthy,days%20than%20the%20previous%20year.>

⁸¹ <https://earthjustice.org/brief/2024/soot-pm2-5-pollution-standard-stronger-biden>

per cubic meter.⁸² This designation automatically placed El Paso in nonattainment for PM 2.5,⁸³ adding to El Paso's ongoing nonattainment for the 8-hour ozone standard⁸⁴ and PM 10.⁸⁵ We recommend that GSA look into studies by the Joint Advisory Committee, including the Committee's most recent 2024 Air Quality Report, as these specifically look into the state of air pollution in the Paseo del Norte air basin.⁸⁶

GSA must also examine the impacts of air pollution from highways on neighboring communities, as these highways are inextricably linked to the BOTA and its impacts. Numerous studies have shown that pollution from highways is very localized. For example, studies have shown that living in close proximity to highways causes a significantly elevated exposure to a complex mixture of pollutants including air toxics, diesel particulate matter, and other highway emissions including tire wear, brake wear, resuspended road dust, and various metals.⁸⁷ GSA must evaluate the community risk to adverse health impacts from highway traffic, including, but not limited to:

- Asthma and bronchitis: exposure to diesel exhaust can induce histamine releases that result in allergic conjunctivitis, rhinosinusitis, pharyngitis, laryngitis, and chronic cough. This exposure can also lead to degradation of lung tissue.⁸⁸ Children are especially vulnerable to chronic negative respiratory issues, as living in close proximity to highway traffic can inhibit lung development during childhood and lead to lifelong weakened lung function.⁸⁹
- Negative cardiovascular effects: long-term exposure to air pollution from high traffic has been shown to increase incidences of coronary artery calcification⁹⁰ as well as increased coronary heart disease and strokes in women.⁹¹
- Adverse birth outcomes and developmental effects: living in close proximity to heavy-traffic roadways can cause an increase in term low birth weight and preterm infants.⁹²

⁸² EPA, *EPA Finalizes Stronger Standards for Harmful Soot Pollution, Significantly Increasing Health and Clean Air Protections for Families, Workers, and Communities*, February 7, 2024, <https://www.epa.gov/newsreleases/epa-finalizes-stronger-standards-harmful-soot-pollution-significantly-increasing>.

⁸³ El Paso has an average PM2.5 level of 9.2 µg/m³, which places the County above EPA's newer standard. Earthjustice, *Mapping Soot and Smog Pollution in the United States*, February 7, 2024.

⁸⁴ El Paso continues to struggle with ozone attainment issues, and has violated the ozone NAAQS every year since 2016.

⁸⁵ Soyoung Jeon, *Association of Traffic and Related Air Pollutants on Cardiorespiratory Risk Factors from Low-Income Populations in El Paso, TX* (February 2021), available at <https://www.cartteeh.org/wp-content/uploads/2021/06/03-27-UTEPAssociation-of-Traffic-and-Related-Air-Pollutants-on-Cardiorespiratory-Risk-Factors-from-Low-Income-Populations-in-El-Paso-TX-Jeon.pdf>.

⁸⁶ See Exhibit C, JAC Paseo Del Norte Air Quality Report.

⁸⁷ U.S. Environmental Protection Agency, *Near-Road Air Quality Monitoring Research* (Nov. 3, 2009).

⁸⁸ Irina N. Krivoshto et al., *The Toxicity of Diesel Exhaust: Implications for Primary Care*, J. AM. BOARD FAM.MED. 55, 58 (2008).

⁸⁹ W. James Gauderman et al., *Effect of Exposure to Traffic on Lung Development From 10 to 18 Years of Age: A Cohort Study*, THE LANCET 571, 574 (Jan. 26, 2007).

⁹⁰ B. Hoffman et al., *Residential Exposure to Traffic is Associated with Coronary Atherosclerosis*, 116 CIRCULATION 489 (2007).

⁹¹ Kristin A. Miller et al., *Long-Term Exposure to Air Pollution and Incidence of Cardiovascular Events in Women*, 356 NEW ENG. J.MED. 447, 453-56 (2007).

⁹² Michelle Wilhelm & Beate Ritz, *Residential Proximity to Traffic and Adverse Birth Outcomes in Los Angeles County, California, 1994-1996*, 111 ENVTL. HEALTH PERSP. 207, 210-11 (2003).

- Premature mortality: epidemiological surveyors have discovered high acute and chronic respiratory disease morbidity rates from proximity exposure to diesel exhaust, as well as incidences of acute coronary syndrome (heart attacks) and ischemic effects (strokes).⁹³
- Increased incidences of cancer: many emissions released by heavy traffic flow, such as diesel exhaust fumes and particulate matter, have carcinogenic properties.⁹⁴

The San Xavier and Chamizal communities breathe dangerous levels of pollution in their daily lives, and the severity of this fact cannot be written off with a brief summation of environmental justice.⁹⁵ GSA must acknowledge and evaluate the various incommensurable harms posed by the proximity of these communities to the highways that feed the BOTA, and the immense public benefit of protecting communities from pollution.

GSA must also account for the impacts of air pollution at the BOTA on those crossing the bridge and the Customs and Border Protection (“CBP”) officials working on the bridge. CBP officials at the bridge must endure long workdays with constant exposure to the toxic air pollution. Due to an increased volume of traffic and prolonged wait times, individuals and families crossing the BOTA north and south are exposed to dangerously high concentrations of toxic air pollutants for hours on end. Studies have shown that air quality inside vehicles idling at border crossings contains higher concentrations of toxic pollutants,⁹⁶ and pedestrians standing in lines at the border face increased exposure to increased levels of air pollution.⁹⁷

GSA must also conduct local air quality monitoring to assess the current impact of vehicular emissions on the BOTA, and the San Xavier and Chamizal neighborhoods. It is critical that GSA examine the air quality data provided by TCEQ monitors and PurpleAir sensors,⁹⁸ but also conduct its own air quality monitoring that focuses on impacts in the project area, especially during peak idling hours. Crucially, GSA must analyze air pollution impacts in the context of TXDOT’s recent I-10 Connect project, as air monitoring data taken before the historic

⁹³ Irina N. Krivoshto et al., *The Toxicity of Diesel Exhaust: Implications for Primary Care*, J. AM. BOARD FAM.MED. 55, 56-59 (2008).

⁹⁴ Rachel A. Morello-Frosch, Tracey J. Woodruff, Daniel A. Axelrad, Jane C. Caldwell, *Air Toxics and Health Risks in California: The Public Health Implications of Outdoor Concentrations*, Risk Analysis, 20 (2) RISK ANALYSIS, February 2000 (predicting 8600 excess cancer cases).

⁹⁵ TXDOT has included only a brief discussion of environmental justice, displaying the quintessential “box to be checked” attitude that contravenes NEPA’s informed decision-making mandate. *See* Exhibit A, TRLA Title VI Complaint.

⁹⁶ Penelope J.E. Quintana, *Traffic Pollutants Measured Inside Vehicles Waiting in Line at Major US-Mexico Port of Entry*, 622-623 *Science of the Total Environment* 236 (May 2018), <https://doi.org/10.1016/j.jenvp.2022.101775>.

⁹⁷ Vanessa Eileen Galaviz et al., *Urinary Metabolites of 1-Nitropyrene in US-Mexico Border Residents who Frequently Cross the San Ysidro Port of Entry*, 27 *Journal of Exposure Science & Environmental Epidemiology* 84 (December 16, 2015) <https://doi.org/10.1038/jes.2015.78>; Vanessa Eileen Galaviz et al., *Traffic Pollutant Exposures Experienced by Pedestrians Waiting to Enter the U.S. at a Major U.S.-Mexico Border Crossing* 88 *Atmospheric Environment* 362 (May 2014), <https://doi.org/10.1016/j.atmosenv.2013.12.042>;

⁹⁸ Air monitoring data for PurpleAir sensors is available at <https://map.purpleair.com/1/mAQI/a10/p604800/cC0#11/31.7775/-106.4903>. As noted by a 2022 air quality study in El Paso conducted by several prominent air quality researchers: “Highways and roadways, such as I-10 and US-54, are major sources of vehicular traffic air emissions in El Paso resulting in substantial variations in neighborhood air pollutant concentrations, which cannot be captured by [central ambient monitoring] sites.” Adan Rangel et al., *Assessment of Traffic-Related Air Pollution (TRAP) at Two Near-Road Schools and Residence in El Paso, Texas, USA*, 13(2) *Atmospheric Pollution Research* (February 2022), <https://www.sciencedirect.com/science/article/abs/pii/S1309104221003664>.

congestion of semis resulting from TXDOT's Project may not reflect the most extreme conditions many residents near the BOTA are currently exposed to.

The current air quality monitoring data is alarming and demands further studies to determine precise impacts. Currently, the closest air monitor to the BOTA is the El Paso Chamizal (481410044) air monitor, located within the Chamizal National Memorial. Although the Chamizal Monitor records 24-day average measurements of PM 2.5 only intermittently, between January 2023 and September 2023, it frequently recorded PM 2.5 concentrations well above EPA's NAAQS standard, often reaching levels more than twice the standard.⁹⁹ Yet this data only captures a glimpse of the full extent of the dangerous contamination in the Chamizal neighborhood and surround communities. GSA has the ability to fill in these gaps, and it must work closely with community groups to perform local air monitoring and conduct on-site measurements of air quality to ensure that GSA makes an informed decision.¹⁰⁰

2. GSA Must Conduct a Health Risk Assessment.

One of NEPA's key goals is to "stimulate the health and welfare of man."¹⁰¹ Under NEPA, an EIS must "disclose the significant health, socioeconomic and cumulative consequences of the environmental impact of a proposed action."¹⁰² If the major federal action bears a "reasonably close causal relationship" to a change in the physical environment, such as deteriorated human health, then it must be fully analyzed in the EIS.¹⁰³ Where an agency action can be reasonably anticipated to increase air pollution and impact the health of individuals in surrounding communities, a health risk assessment must be undertaken.¹⁰⁴

Should GSA choose an alternative that allows for a continuation of heavy-duty commercial traffic, it must conduct a health risk assessment. This assessment would also aid in informing GSA of the environmental justice implications of its project and contribute towards an analysis of the costs of allowing heavy-duty commercial traffic to continue. But should GSA remove heavy-duty trucks through Alternative 4, the threat of increased contamination and dangerous air pollution might be avoided, and the necessity of a health risk assessment may no longer be present.

While we support the selection of Alternative 4 as the only viable alternative that accomplishes GSA's mandates under federal law, we urge GSA to ensure that any conclusion of air quality and public health benefits is supported by adequate studies. As of now, Alternative 4 is missing critical details, and GSA must ensure that it accomplishes the goals of operational efficiency at the BOTA so that toxic emissions from passenger vehicles. Increased development

⁹⁹ TCEQ, Clean Air Monitor: El Paso Chamizal, available at https://www17.tceq.texas.gov/tamis/index.cfm?fuseaction=report.view_site&siteAQS=481410044.

¹⁰⁰ A 2022 air quality study assessing vehicular air pollution near two schools in El Paso found recommended that air quality studies performed in a high-altitude arid region like El Paso employ on-site measurements for increased accuracy instead of relying solely on central ambient monitoring sites. Adan Rangel et al., *Assessment of Traffic-Related Air Pollution (TRAP) at Two Near-Road Schools and Residence in El Paso, Texas, USA*, 13(2) ATMOSPHERIC POLLUTION RESEARCH (February 2022), <https://www.sciencedirect.com/science/article/abs/pii/S1309104221003664>

¹⁰¹ 42 U.S.C.A. § 4321.

¹⁰² 40 CFR §§ 1508.7, 1508.8.

¹⁰³ *Id*; *Metro. Edison Co. v. People Against Nuclear Energy*, 460 U.S. 766, 771-72, 103 S.Ct. 1556, 75 L.Ed.2d 534 (1983).

¹⁰⁴ See *Trenton Threatened Skies, Inc v. Fed. Aviation Admin.*, 90 F.4th 122, 140 (3d Cir. 2024).

and traffic often follow on the heels of developments such as this one, but that need not be the case. If GSA cannot reasonably establish that air pollution will be reduced through the implementation of Alternative 4 and increased operational efficiency, it must conduct a health risk assessment.

3. GHG Emissions and Climate Impacts.

“The impact of [GHG] emissions on climate change is precisely the kind of [] impacts analysis that NEPA requires agencies to conduct.”¹⁰⁵ It is particularly poignant that the BOTA project is funded by the Bipartisan Infrastructure Act and Inflation Reduction Act, which are aimed at addressing the climate crisis through sustainable and environmentally responsible infrastructure funding. Even more, Executive Order 14,008, issued by President Biden in 2021, instructs agencies to address the “profound climate crisis[:.]”

We must listen to science—and act. We must strengthen our clean air and water protections... We must deliver environmental justice in communities all across America. The Federal Government must drive assessment, disclosure, and mitigation of climate pollution and climate-related risks in every sector of our economy, marshaling the creativity, courage, and capital necessary to make our Nation resilient in the face of this threat. Together, we must combat the climate crisis with bold, progressive action that combines the full capacity of the Federal Government with efforts from every corner of our Nation, every level of government, and every sector of our economy.¹⁰⁶

Yet the way things work now, agency decisions on highway and related infrastructure projects occur in a vacuum. These decisions do not factor in U.S. commitments to reduce greenhouse-gas emissions 50% below 2005 levels by 2030. They do not factor in the immensity of the climate disasters that have and continue to strike communities across the country, especially historically marginalized and vulnerable communities. And most unfortunately, these decisions fail to account for their irrefragable role in these impacts and harms. GSA must correct this woeful trend in its EIS for the BOTA Modernization and analyze the qualitative and quantitative impacts of the GHG emissions from its Project.

First, GSA must inform its decision by assessing the extent of climate impacts on its project and nearby communities. GSA has already recognized its responsibility to prepare for the inevitable harm climate change will unleash across its facilities and the communities it serves. GSA has also committed to heed the latest scientific documents on climate change, including the Fourth National Climate Report,¹⁰⁷ and we urge GSA to incorporate the latest National Climate Report¹⁰⁸ into its analysis of the Project’s impacts on surrounding communities. We also urge GSA to collaborate with local community groups, and state and federal agencies to address potential climate adaptation strategies at the BOTA.

As a desert community with no reliable water resources, El Paso faces unique risks from climate change. Communities in El Paso are already contending with back-to-back heat

¹⁰⁵ *Ctr. for Biological Diversity v. Nat'l Highway Traffic Safety Admin.*, 538 F.3d 1172, 1217 (9th Cir. 2008).

¹⁰⁶ Exec. Order 14,008, 86 Fed. Reg. 7619, 7619, 7,622 (Jan. 27, 2021).

¹⁰⁷ GSA, Environmental Justice Implementation Progress Report: Fiscal Years 2016-2018, https://www.gsa.gov/system/files/signed4302019Environmental_Justice_Report.pdf.

¹⁰⁸ USGCRP, 2023, FIFTH NATIONAL CLIMATE ASSESSMENT, U.S. GLOBAL CHANGE RESEARCH PROGRAM, WASHINGTON, CD, USA (2023), available at <https://nca2023.globalchange.gov/downloads/>.

records.¹⁰⁹ The summer of 2023 was the hottest summer on record for El Paso.¹¹⁰ The season saw sixty days of 100-plus temperatures, including a record-shattering 44 days in a row from mid-June through the end of July.¹¹¹ The average temperature in El Paso between June and August surpassed 88 degrees Fahrenheit for the first time in recorded history.¹¹² And with an already dangerous level of ozone pollution, the more frequent and severe heat waves El Paso will face pose additional unacceptable risks. Hotter temperatures increase ozone pollution, and the impacts are most acutely felt by environmental justice communities near highways. As shown by a recently created map of the heat island effect, the hottest streets in El Paso are along I-10.¹¹³

Second, GSA must collaborate with local governments to develop strategies to mitigate GHG emissions and adapt to climate impacts. The City of El Paso is currently drafting its Climate Action Plan, and GSA should collaborate with the City to incorporate climate solutions at the BOTA, including energy efficient infrastructure, public transportation, and incentivizing electric vehicles. Given the contribution of cross-border traffic on GHG emissions and the long-term exposure to extreme heat pedestrians, passengers and CBP officials on the BOTA face, GSA should also coordinate with the City of El Paso on climate adaptation efforts. We urge GSA to prepare a robust climate adaptation strategy to protect the thousands of people that cross the BOTA every day, as well as the CBP employees who must endure long workdays in record-breaking heat. This strategy should include robust public transportation, which can help reduce the impacts of GHG emissions from passenger vehicles and reduce the amount of time pedestrians are exposed to extreme heat, as well as green infrastructure solutions and native landscaping to reduce the carbon footprint of the project.

Third, GSA must include a qualitative and quantitative analysis of GHG emissions from the BOTA and its contribution to climate change. In addition to evaluating the impact of climate change on the project and its surrounding area, GSA has a responsibility to contextualize its project's emissions contribution towards climate change. GSA has the information readily available to calculate the approximate amount of GHG emissions generated at the BOTA—as well as its other POEs. With data on the amount of passenger and commercial vehicle crossings, measurements on wait times at its border crossings, and estimations available as to the quantity of emissions vehicles generate when stalled, GSA is reasonably able to calculate GHG emissions. The data from northbound traffic should be readily available and the data from southbound traffic should be gathered by CBP or Mexican authorities. Should GSA forecast future traffic, it must similarly estimate future GHG emissions. This is keeping in line with

¹⁰⁹ John Nielsen Gammon et al., *Assessment of Historic and Future Trends of Extreme Weather in Texas, 1900-2036*, TEXAS A&M UNIVERSITY, Office of the Texas State Climatologist (2021), <https://climatexas.tamu.edu/files/ClimateReport-1900to2036-2021>; Raymond Zhong and Elena Shao, *2024 Begins With More Record Heat Worldwide*, NEW YORK TIMES, February 7, 2024, <https://www.nytimes.com/2024/02/07/climate/2024-hottest-january-data.html>; National Weather Service, NOAA, El Paso's 100 Degrees Days FAQ, last updated 5/27/2023, available at https://www.weather.gov/epz/el Paso_100_degree_page; Robert Moore, *El Paso Continues to Shatter Heat Records*, EL PASO MATTERS, November 28, 2023, <https://elpasomatters.org/2023/11/28/el-paso-weather-hottest-fall-ever-climate-change/>.

¹¹⁰ Robert Moore, *Why El Paso's Summer was so Damn Hot*, EL PASO MATTERS, September 1, 2023, <https://elpasomatters.org/2023/09/01/el-paso-record-summer-heat/>.

¹¹¹ *Id.*

¹¹² *Id.*

¹¹³ University of Texas at El Paso, *Mapping Urban Heat Islands in El Paso, Texas (2020)*, available at <https://www.utep.edu/liberalarts/sega/environmental-injustice-hurricane-harvey-in-greater-houston12.html>.

NEPA’s mandate for informed decision making and working towards the goals of the Bipartisan Infrastructure Act and IRA. There are tools available to translate the social cost of GHG emissions into monetary impacts, and GSA should consider utilizing these tools, including the Social Cost of Carbon.¹¹⁴

Fourth, GSA must evaluate the direct, indirect and cumulative impacts of GHG emissions on environmental justice communities from each of its Ports of Entry. Should GSA choose an alternative that allows for commercial truck traffic or risks increasing traffic and emissions, it must consider those emissions in evaluating the overall climate impacts of alternatives.¹¹⁵ A potential risk of increased capacity—without a formidable public transportation component—is increased traffic, increased pollution, and increased demand for services. And while the GHG emissions from one POE alone may not amount to a significant contribution towards climate change, the cumulative impacts of all of GSA’s POEs GHG emissions can be significant. GSA must account for these impacts, and consider the foreseeable risks of potentially increased GHG emissions.

Environmental justice communities like San Xavier and Chamizal are disproportionately burdened by environmental pollution and face cumulative air pollution burdens from climate change-driven hazards.¹¹⁶ These same communities are slated to face worsened air pollution and climate risks in the coming decades.¹¹⁷ GSA has a clear opportunity to address these historically discriminatory impacts by placing the communities impacted by border crossing emissions first. Should it instead perpetuate these harms, GSA must analyze the full extent of the air and climate risks that are undeniably fueled in part by the BOTA and explain why it would chose a project alternative that imposes additional burdens on surrounding communities.

G. GSA Must Consider the Cumulative Impacts of the Project.

GSA is required to analyze the cumulative impacts of the BOTA Project in connection with past governmental actions amplifying commercial traffic at the BOTA, TxDOT’s past and anticipated I-10 projects, and in connection with any other actions that risk magnifying the BOTA Project’s impacts. CEQ regulations define cumulative impacts as:

[E]ffects on the environment that result from the incremental effects of the action when added to the effects of other past, present, and reasonably foreseeable actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.¹¹⁸

In the cumulative impacts analysis, GSA must examine the “ecological [,]... economic, [and] social” impacts of emissions from these projects, including an assessment of their “significance.”¹¹⁹

¹¹⁴ *Vecinos para el Bienestar de la Comunidad Costera v. F.E.R.C.*, 6 F.4th 1321, 1329 (D.C. Cir. 2021).

¹¹⁵ *See, e.g., WildEarth Guardians v. U.S. Bureau of Land Mgmt.*, 870 F.3d 1222, 1234–37 (10th Cir. 2017).

¹¹⁶ Fifth National Climate Report: Chapter 14, available at <https://nca2023.globalchange.gov/chapter/14/>.

¹¹⁷ *Id.*

¹¹⁸ 40 CFR § 1508.1 (effective 05/20/2022).

¹¹⁹ 40 C.F.R. §§ 1508.8(b), 1502.16(a)-(b).

GSA must account for how NAFTA has rewired the flow of vehicular traffic across the border and increased cross-border air pollution. When the Bridge of the Americas was first built, GSA could not have foreseen the overwhelming air pollution that would result from unprecedented semi-truck traffic. When the Chamizal Treaty of 1963 led to toll-free crossings at the BOTA, some amount of increased traffic could be expected, but nothing beyond ordinary expectations. But the passage of NAFTA in 1994 heralded an implosion of commercial traffic heading north and south, and as a result, has inflicted one of the most dangerous health hazards on communities around the BOTA.

Now, numerous studies have been conducted as a result of the La Paz Agreement that detail the impact of traffic from highways and the ports of entry on nearby residents' respiratory and cardiovascular health.¹²⁰ GSA must not only consider the studies, but acknowledge the role the port of entry plays in allowing for a continuation of the flow of passenger and commercial traffic, and the pollution that inevitably flow from it. As part of its cumulative impacts analysis, GSA must review all information available on the potential for an increase in vehicular traffic at its POEs, and specifically the BOTA that stems from the continuation of NAFTA. Since the passage of NAFTA, commercial crossings at the border have dramatically increased,¹²¹ implicating increased pollution.

GSA must also consider how the current trend of increased trade with Mexico risks increased cumulative impacts of diesel emissions from commercial traffic at the BOTA. Trade between the U.S. and Mexico has been on the rise both north and southbound, and in 2023, Mexico surpassed China to become the biggest exporter of goods to the United States, with continued reliance on Mexican goods anticipated in the near future.¹²² GSA must do its due diligence in discussing the foreseeable increase in trade and commercial trucks. GSA should also consider reaching out to American and Mexican authorities to discuss these impacts, and evaluate strategies GSA can take to reduce the adverse impacts of increased commercial traffic.

The air pollution from vehicular crossings at the BOTA is inextricably linked with I-10 in El Paso, and GSA must consider the cumulative impacts of past, present, and future TxDOT plans to expand I-10. In determining "reasonably foreseeable actions" that must be evaluated under the cumulative impacts analysis, agencies are required to look ahead and address actions that are "contemplated" or "potential," and need not be formal NEPA proposals that may never trigger NEPA requirements.¹²³ Given that TxDOT has completed a Corridor Study for the entire

¹²⁰ The Paso del Norte air basin—which encompasses parts of Dona Ana County in New Mexico, Cd. Juarez, Chihuahua, Mexico and El Paso Texas—was detrimentally impacted by the passage of NAFTA, and the Joint Advisory Committee on Air Quality was created as a part of the La Paz Agreement. Millions of dollars continue to fund studies on air quality in the region, with a particular emphasis on vehicle emissions.

¹²¹ Barry L. Sullivan, Dennis L. Soden, and Janet S. Conary, *Nafta Transportaiton: The Impacts of Southern Border Trucking on the Texas Highway System*, IPED TECHNICAL REPORTS (2000), https://scholarworks.utep.edu/cgi/viewcontent.cgi?article=1006&context=iped_techrep; *See generally*, Office of the United States Trade Representative, Countries & Regions: Western Hemisphere, Mexico, <https://ustr.gov/countries-regions/americas/mexico#:~:text=U.S.%20goods%20imports%20from%20Mexico,up%2064%20percent%20from%202012.>

¹²² Maya Averbuch and Leda Alvim, *Mexico's Moment: The Biggest US Trading Partner Is No Longer China*, BLOOMBERG BUSINESS, September 11, 2023, <https://www.bloomberg.com/graphics/2023-mexico-china-us-trade-opportunity/>.

¹²³ *Fritiofson v. Alexander*, 772 F.2d 1225, 1243 (5th Cir. 1985), *abrogated by Sabine River Auth. v. U.S. Dep't of Interior*, 951 F.2d 669 (5th Cir. 1992); *accord, Kern v. U.S. Bureau of Land Management*, 284 F.3d 1062,

Reimagine I-10 Project and secured most of the funding for the Downtown Segment, TxDOT's Reimagine I-10 Project is reasonably foreseeable.¹²⁴ The Reimagine I-10 Project would significantly increase the capacity of I-10, risking additional traffic to and from the BOTA. Highway expansions induce widespread development with serious environmental consequences, including deterioration of air quality. By removing the trucks from the BOTA, GSA can reduce the cumulative impacts of air contamination at and around the BOTA, but it cannot evade its responsibility to account for the impacts that TxDOT's I-10 Connect and Reimagine I-10 Projects have had and will continue to have on communities surrounding the BOTA.

H. GSA Must Provide Sufficient Information throughout the Public Participation Process.

The San Xavier community has faced a history of environmental racism, including being denied the opportunity to meaningfully participate in projects that impart significant detrimental impacts on the community. Between DATES, TxDOT held several public meetings for its I-10 Connect Project where it touted significant traffic and pollution benefits, but the reality was far from the image cast.¹²⁵ The San Xavier community and public at large were repeatedly misinformed about the full extent of the I-10 Connect Project's impacts, including construction impacts on homes, streets and drainages, increased traffic, and increased noise and air pollution. TxDOT provided the public with numerous grandiose assurances about traffic reductions and public benefits, but never provided critical traffic studies and substantive justification for its conclusions throughout the public participation process. While GSA was not the agency responsible for the I-10 Connect Project, we urge GSA to reflect on the significant departure TxDOT took from NEPA's public participation mandate and avoid inflicting the same harm on a community already burdened by environmental pollution and a lack of transparency from those who impose additional pollution burdens. We urge GSA to readily make the materials it relies upon—including any expert studies, traffic data, and air quality data—readily available to the public both in-person and online.

GSA has recognized the importance of meaningful public participation in the NEPA process, especially for environmental justice communities. On August 4, 2011, the GSA signed the Memorandum of Understanding (“MOU”) on Environmental Justice and Executive Order 12898 (MOU on Environmental Justice), which affirmed the agency's commitment to pursue environmental justice as an agency objective, and identify and address disproportionately high and adverse human health or environmental effects of activities such as the one at hand on minority and low-income populations.¹²⁶ The MOU also reaffirmed GSA's responsibilities under Title VI of the Civil Rights Act of 1964. As part of the MOU, GSA committed itself to “[e]nsure

1077 (9th Cir. 2002) (“contemplated” actions); *Blue Mountains Biodiversity Project v. Blackwood*, 161 F.3d 1208, 1214 (9th Cir. 1998) (“potential” actions).

¹²⁴ TxDOT, Reimagine I-10: Next Steps, <https://www.txdot.gov/reimaginei10/corridor-study/nextsteps.html>; TxDOT, 2024 UTP at 96, available at <https://www.txdot.gov/projects/planning/utp.html>.

¹²⁵ Exhibit A, TRLA, Complaint under Title VI of the Civil Rights Act of 1964 on behalf of the San Xavier Community, December 7, 2023 [hereinafter TRLA Title VI Complaint].

¹²⁶ GSA, *Memorandum of Understanding (MOU) on Environmental Justice and Executive Order 12898 (MOU on Environmental Justice)*, August 4, 2011 (emphasis added), available at https://www.gsa.gov/system/files/MOU_Environmental_Justice.pdf.

meaningful opportunities exist for the public to submit comments and recommendations relating to the strategy, implementation, and ongoing efforts associated with environmental justice.”¹²⁷

TRLA and its clients appreciate GSA’s efforts thus far to ensure public participation opportunities, including the extension of the time granted to submit these commits. We urge GSA to continue to provide periodic opportunities throughout the development of the EIS to ensure that the numerous concerns of the public are addressed throughout the process.

We also urge GSA to take a step further in ensuring that environmental justice communities are provided with the adequate means to access information beyond public meetings. At public meetings, the information provided to the public is often limited, and significant studies, data, expert reports, and draft NEPA documents like the draft EIS are often not provided at public meetings. Often, the draft EIS and other critical information is only available for review at agency offices, which are hard to reach for those communities with limited funds and resources. We respectfully request that GSA take steps to make critical information, including the draft EIS, available at public meetings and online. It should not be left for the public to obtain missing information through an informal request to GSA, or through the formal FOIA process, which can be lengthy and impede the public’s ability to meaningfully review the materials the agency relies on in its decisionmaking process.

Finally, we request that GSA clarify the proposed project timeline and funding details. In its December 13, 2023 meeting, GSA noted that it would put forth the final IS in September 2024, and issue “Completion of EIS” in late 2024. These statements leave confusion for the estimated date of the final EIS. We ask that GSA clarify the estimated timeframe for the final EIS, preferably within a month range. Further, while GSA indicated that it received funding from the IRA and plans to utilize low-carbon materials as a result of those funds, it remains unclear how much funding from the IRA will be used at the BOTA.

I. GSA Must Include Adequate Mitigation.

GSA must consider possible strategies to mitigate the impact of vehicle emissions on pedestrians at the BOTA. A YEAR study examined the serious environmental justice impacts of cross-border air pollution and noted potential mitigation strategies:

[I]ncreased staffing, improved technology, increased capacity, reductions in emissions per vehicle, anti-idling measures, reductions in personal exposures through such measures as separation of pedestrians from traffic, the use of vegetation barriers, rerouting traffic away from schools and planning and design to reduce exposure.¹²⁸

We urge GSA to evaluate this and other studies examining air pollution mitigation and exposure mitigation at POEs.

1. GSA Must Include Sustainability Measures.

¹²⁷ GSA, Environmental Justice Strategy: Fiscal Years 2016-18 (May 2016), https://www.gsa.gov/system/files/Final_Approved_EJ_Strategy_FY16_-_FY18%28Final%29.pdf.

¹²⁸ Penelope J.E. Quintana et al., *Risky Borders: Traffic Pollution and Health Effects at US–Mexican Ports of Entry*, JOURNAL OF BORDERLANDS STUDIES (2015), available at https://www.researchgate.net/publication/324719712_Risky_Borders_Traffic_Pollution_and_Health_Effects_at_US-Mexican_Ports_of_Entry.

We are pleased to see that GSA plans to utilize low-carbon infrastructure materials, notably LEC materials, to reduce the carbon footprint of the project. GSA should not stop at building materials, and should seriously consider incorporating landscape architecture into the design of the BOTA. Landscape architecture has already been demonstrated to reduce the carbon footprint of government infrastructure, boost the preservation of the surrounding environment, and help alleviate past harms of systemic environmental discrimination.¹²⁹

GSA can also expand on the benefits of landscape architecture through the creation of green spaces for people using the POE and CBP employees. This is not new to GSA, and the agency has already incorporated landscaping at POEs to provide shade and nature for employees in the middle of the desert.¹³⁰ Research shows that exposure to green natural environments produces physical and mental health benefits.¹³¹ In a 2022 study, researchers found that green and desert environment simulations promote the stress recovery of cortisol.¹³² Even more, native landscaping can be utilized to create barriers between vehicle and passenger traffic, minimizing exposure to the emissions of idling vehicles.

2. GSA Must Incentivize Electric Vehicles.

The Bipartisan Infrastructure Act created the Electric Vehicle Working Group, which includes GSA among its members.¹³³ The Bipartisan Infrastructure Act states that “[n]ot later than 1 year after the date of enactment of this Act, the Secretaries shall jointly establish an electric vehicle working group to make recommendations regarding the development, adoption, and integration of light-, medium-, and heavy-duty electric vehicles into the transportation and energy systems of the United States.”¹³⁴

As part of the NEPA process, agencies are required to gain input from stakeholders and the public, and to engage other potentially interested agencies. We encourage GSA to consult with the Electric Vehicle Working Group to discuss strategies that can be undertaken at the BOTA and through other anticipated and planned POE modernization projects to incentivize electric vehicles.

3. GSA Must Include Mandatory Measures to Ensure Best Practices and Minimal Disruption during Construction.

San Xavier residents are still dealing with the damage caused by TXDOT’s construction of I-10 Connect, and GSA must ensure that BOTA does not follow the same route of preventable

¹²⁹ See Richard Schiffman, Ecosystems as Infrastructure: A New Way of Looking at Climate Resilience, Yale Environment 360 (November 7, 2023), <https://e360.yale.edu/features/kate-orff-interview>.

¹³⁰ Reed Karaim, Mariposa Land Port of Entry, Designed by Jones Studio, Architect (October 27, 2014), https://www.architectmagazine.com/design/buildings/mariposa-land-port-of-entry-designed-by-jones-studio_o.

¹³¹ Gregory N. Bratman, Nature and Mental Health: An Ecosystem Service Perspective, 5(7) Science Advances 118,413 (July 24, 2019); Mathew P. White et al., Associations Between Green/Blue Spaces and Mental Health Across 18 Countries, 11 (8903) Scientific Reports (April 26, 2021).

¹³² Jie Yin et al., Stress Recovery from Virtual Exposure to a Brown (Desert) Environment Versus a Green Environment, 81 Journal of Environmental Psychology 101775 (February 22, 2022), <https://doi.org/10.1016/j.jenvp.2022.101775>.

¹³³ 23 USCA § 151, SEC. 25006. ELECTRIC VEHICLE WORKING GROUP. The federal stakeholders of the group are the Department of Energy, the EPA, CEQ, and GSA, and membership may be extended to a representative of any other Federal agency that the Secretaries of the membership agencies consider appropriate.

¹³⁴ *Id.*

construction damage. GSA must ensure that none of its construction negatively impacts the surrounding homes, buildings, and infrastructure; GSA must conduct proper soil tests and take photographs of surrounding homes and buildings and infrastructure prior to construction. GSA must also have clear direction and supervision of the contractors that prohibits the use of heavy machinery that is known in the industry to harm homes and buildings, particularly those homes and buildings in older neighborhoods. GSA must also ensure that construction is only done during limited—and reasonable—hours of the day so that the adverse effects of noise and additional air pollution are minimized. Residents should not bear the burden of construction activities 24 hours a day, 7 days a week as they did with the I-10 Connect Project. We further urge GSA to take all available measure to prevent damage to nearby infrastructure, drainage, and wildlife at the Chamizal, and to avoid creating traffic hazards (e.g. removing lighting).

V. Conclusion

GSA's BOTA Modernization Project risks imposing significant environmental and economic harm, which must be disclosed as part of its EIS. Moving forward, GSA should select Alternative 4 and remove north- and southbound heavy-duty commercial traffic from the BOTA, improve public transportation, adequately analyze environmental justice impacts, conduct local air quality monitoring and a health assessment, reduce its contribution towards climate change, and take all practicable measures to mitigate the impacts of the BOTA.

Sincerely,

/s/ Paola Camacho
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EXHIBIT A



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December 7, 2023

Federal Highway Administration
Office of Civil Rights
Attention: Title VI Program Coordinator
1200 New Jersey Avenue, SE
8th Floor E81-314
Washington, DC 20590
CivilRights.FHWA@dot.gov

Re: Complaint under Title VI of the Civil Rights Act of 1964

To the FHWA Title VI Program Coordinator:

On behalf of residents of the San Xavier neighborhood, in El Paso, Texas, we file this complaint under Title VI of the Civil Rights Act of 1964, 49 C.F.R. § 21.5, and the United States Department of Transportation (“USDOT”) and Federal Highway Administration (“FHWA”) Title VI Handbook (collectively “Title VI”).

For the reasons stated below, we request that FHWA undertake a Title VI compliance investigation into the Texas Department of Transportation’s (“TxDOT”) compliance with its obligations pursuant to Title VI of the Civil Rights Act in regard to its I-10 Connect Project¹ (“I-10 Connect” or “the Project”)² and its impact on the surrounding residential neighborhoods.

TxDOT falsely claimed its \$156-million I-10 Connect Project would alleviate traffic heading into the Bridge of the Americas Port of Entry (“BOTA” or “POE”). As every El Pasoan now knows, TxDOT failed to deliver on its promise. Instead, TxDOT has perpetuated the discriminatory policies that have impacted Mexican-American communities since the days of Jim Crow America, under which white supremacist ideology was applied to decide which communities to invest in and which communities would bear the burden of transportation projects. The San Xavier neighborhood continues to suffer from this racist legacy and its most recent continuance through the failed I-10

¹ For a general description of the project and information about the environmental review process, see TxDOT’s I-10 Connect Project website, <https://www.txdot.gov/projects/projects-studies/el-paso/i10-connect.html>.

² I-10 Connect is also referred to as I-110.

Connect Project, with air pollution, traffic, health impacts, the heat island effect, noise pollution and damage from the construction of the project itself.

TxDOT violated Title VI's prohibition on discrimination due to its repeated failures under NEPA to fully inform the community and evaluate all impacts from the project, its failure to anticipate that the Project could not alleviate traffic heading south, and its failure to make any effort to mitigate the harm inflicted on homes and the San Xavier neighborhood by the construction of the Project itself. Specifically, we ask that you review TxDOT's:

1. Failure to fully consider the environmental justice impacts of the Project in the context of historical environmental discrimination of Southside communities in El Paso;
2. Failure to analyze its inability to control or predict the impact of U.S. and Mexican Customs on traffic, indicating that TxDOT knew the Project would aggravate traffic by relocating semi-trucks from Paisano Drive to I-10 Connect;
3. Failure to provide the Complainants and the public with any expert reports, traffic studies, or underlying data supporting its conclusions that the Project would reduce traffic and congestion;
4. Failure to inform the Complainants of construction impacts, including damage to homes and the 24/7 nature of construction activities that went on for weeks, and traffic impacts, including the potential for increased pollution and noise from increased traffic, particularly from 18-wheelers (referred to here as "heavy-duty traffic" or "semi-trucks") that were being relocated from Paisano Drive to Complainants' neighborhood;
5. Failure to prevent and respond to dangerous and harmful conditions posed by negligent construction practices used for I-10 Connect, which led to the damage of homes and neighborhood infrastructure, including drainage issues, traffic hazards, and lack of proper lighting; and
6. Failure to consider and analyze how to reduce the volume of traffic on the BOTA and I-10 Connect, namely, by implementing public transportation programs and prohibiting 18-wheelers from using I-10 Connect.

TxDOT's decisions and procedures violate its duty to administer all programs and activities in a nondiscriminatory manner. These violations include both actions that have caused and will cause significant adverse and disparate impact on the basis of race, color, and ethnicity, as well as acts that constitute intentional discrimination based on these protected characteristics and are prohibited by Title VI.

We respectfully request that USDOT take all appropriate actions to ensure TxDOT's compliance with Title VI, including full and fair compensation to the Complainants for the damage to their homes; repairing the neighborhood's infrastructure (flooding, car accident hot spots, debris, noise); prohibiting semi-trucks from using I-10 Connect; adopting and enforcing requirements to ensure responsible construction practices, including pre-assessment of homes and soil composition, and the prohibition of

certain construction equipment; adopting and enforcing requirements to ensure the full dissemination of information to communities during and after the public participation process, and a comprehensive health study and monitoring of impacted residents. We also request that USDOT support the Complainant's requests as part of the GSA's upcoming BOTA Modernization³ ("BOTA Modernization") Project's NEPA process, namely, to remove 18-wheelers from BOTA heading both north and south, and to incorporate robust public transportation as part of the BOTA Modernization and nearby areas.

This complaint is vitally important because of the Project's ongoing impact on the Complainants and because the upcoming \$700 Million BOTA Modernization provides an opportunity to remedy some of TxDOT's failures. The General Services Administration ("GSA") will hold the first public scoping meeting for its Bridge of the Americas Modernization Project on December 13, 2023.⁴

I. Complainants.

The area impacted by I-10 Connect is north of Paisano Dr., east of N. Copia St., south of I-10, west of Texas 375 Loop and US 54, and the residential streets surrounding Zavala Elementary, including those on N. Copia St., Rivera Ave., and N. Hammett St., and south of Alameda Ave.⁵ Complainants have taken on the name of the San Xavier neighborhood after the St. Francis Xavier Catholic Church and Parish located at 519 S. Latta St. A pattern of governmental decisions has placed Southside communities like San Xavier at the forefront of environmental contamination. In recognition of this, the Chamizal community—west of San Xavier—has advocated for clean air since the passage of the North American Free Trade Agreement ("NAFTA") in 1994. The Chamizal community has voiced concerns to TxDOT and local government authorities to take meaningful action to ameliorate air pollution, including by advocating for the removal of semi-trucks from Paisano Drive and the BOTA. In furtherance of this goal, residents of the Chamizal and San Xavier neighborhoods engaged in public participation throughout the I-10 Connect Project.

II. Jurisdiction.

Title VI's prohibition on discrimination applies to all recipients of federal funds. "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." 42 U.S.C. § 2000d. Accepting federal funds from USDOT creates an obligation for the

³ U.S. General Services Administration, Region 7: Greater Southwest, *Bridge of the Americas Land Port of Entry*, <https://www.gsa.gov/about-us/gsa-regions/region-7-greater-southwest/buildings-and-facilities/texas/bridge-of-the-americas-land-port-of-entry>.

⁴ *Id.*

⁵ TxDOT, Final Environmental Assessment, I-10 Connect From Yandell Drive to Loop 375 (Cesar Chavez Border Highway) El Paso County, Texas (August 2018), available at <https://www.txdot.gov/projects/projects-studies/el-paso/i10-connect.html> (hereinafter TxDOT EA).

recipient to comply with Title VI and USDOT’s implementing regulations.⁶ As explained below, TXDOT is a “program” receiving federal financial assistance and is therefore subject to Title VI and USDOT’s implementing regulations. This Complaint satisfies all jurisdictional and prudential considerations established by Title VI, USDOT’s implementing regulations, and other agency guidance.

A. TxDOT is a “Program” as Defined by Title VI.

Title VI defines a program or activity as “all of the operations of . . . a department, agency . . . or other instrumentality of a State or of a local government . . . any part of which is extended Federal financial assistance.” 42 U.S.C. § 2000d-4a. Accordingly, if any part of a state agency receives federal funds, the entire agency is covered by Title VI. *See Ass’n of Mexican-Am. Educators v. California*, 195 F.3d 465, 474–75 (9th Cir. 1999), *rev’d in part on other grounds*, 231 F.3d 572 (9th Cir. 2000) (en banc); *see also* U.S. Dep’t of Justice, *Title VI Legal Manual* § V(C) (Sep. 27, 2016), <https://www.justice.gov/crt/fcs/T6manual> (“DOJ Title VI Manual”).

TxDOT is a “program or activity” that is subject to the requirements of Title VI. *See* 42 U.S.C. § 2000d-4a(1)(A)-(B); 49 C.F.R. § 21.23(e)(1). As the agency responsible for transportation solutions within the state, TxDOT plays a direct role in highway planning and construction.

B. TxDOT Receives Federal Financial Assistance.

TxDOT is a past and current recipient of federal funding, including grants coming directly from the U.S. Department of Transportation’s Federal Highway Administration and Federal Transit Administration (“FTA”). TxDOT is a primary recipient of federal funds. *See* 49 C.F.R. § 21.23(d), (f); 28 C.F.R. § 42.102(f)-(g). TxDOT’s I-10 Connect Project, a metro and urban area corridor, was funded by both the federal and state government.⁷

As a recipient of federal funding, TxDOT is required to provide assurances that it is in compliance with Title VI on each of its applications for federal funding. 49 C.F.R. § 21.7. TxDOT is further required to ensure that the City of El Paso’s transportation planning process complies with Title VI. 23 C.F.R. § 450.218; 23 C.F.R. § 450.334. Conversely, TxDOT is also required to abide by the requirements of the City of El Paso’s Metropolitan Transportation Planning Organization (“MPO”) Plan, which reiterates the responsibilities of government actors under Title VI.⁸ TxDOT claims that the I-10 Connect Project complies with the City’s MPO Plan.⁹

⁶ USDOT regulations require applicants for agency funds to give “assurance” that they will comply with the agency’s Title VI implementing regulations. 49 C.F.R. § 21.7a(1).

⁷ *See* TxDOT EA at 4 (“The proposed project would be funded with state and federal funds for a total projected cost of \$108,263,792.”).

⁸ City of El Paso Metropolitan Transportation Organization, *Horizon 2040: Metropolitan Transportation Plan* at 17 (hereinafter *El Paso MPO Plan*).

⁹ TxDOT EA at 4.

Accordingly, TxDOT's environmental assessment analysis, siting decision, public participation process, and mitigation for the I-10 Connect Project are all subject to the requirements of Title VI.

C. Timeliness.

This complaint alleges that TxDOT is in continuing violation of Title VI. At present, and as more fully discussed below, TxDOT discriminates against Mexican and Mexican-American persons in the San Xavier neighborhood by continuing to ignore the ongoing harms stemming from its I-10 Connect Project. In addition, TxDOT repeatedly violated Title VI throughout the NEPA process, as it failed to provide crucial traffic studies and other supporting evidence to the public, failed to fully consider the environmental justice impacts of increased traffic, noise and air pollution from the project, failed to inform the public of potential construction impacts, and failed to implement any mitigation measures for those impacts.

The Office of Civil Rights ("OCR") has ongoing authority to periodically review recipients' programs and activities to ensure Title VI compliance. 40 C.F.R. § 7.115. This complaint is timely because TxDOT continues to ignore the ongoing harms faced by San Xavier residents from I-10 Connect, and thus, its discriminatory acts remain ongoing. Should any of TxDOT's individual actions throughout the proposal and implementation of I-10 Connect no longer fall within the 180 calendar days of an alleged discriminatory act, we request that OCR waive these time limits in the interest of justice. 40 C.F.R. § 7.120(b)(2).

III. TxDOT Violated Title VI of the Civil Rights Act of 1964.

Title VI and USDOT's implementing regulations prohibit recipients of federal funding from excluding persons from participation in programs or denying persons the benefit of programs on the basis of race. *See* 42 U.S.C. § 2000d; 49 C.F.R. § 21.5(a); 28 C.F.R. § 42.104(a). Recipients of federal transportation funding are prohibited from making project site selections that discriminate on the basis of race, 49 C.F.R. § 21.5(b)(3).

Complainants can establish a Title VI violation in two ways: by establishing that the government has intentionally discriminated against a protected class, or by showing that the challenged decision has disparately impacted a protected class.¹⁰ As explained in detail below, TxDOT has violated Title VI on both grounds.

A. San Xavier is an Environmental Justice Community.

¹⁰ *Alexander v. Choate*, 469 U.S. 287, 293 (1985) (discussing *Guardians Ass'n v. Civil Serv. Comm'n of N.Y. City*, 463 U.S. 582 (1983)).

I-10 Connect is located in south-central El Paso and leads to the international border with Mexico. TxDOT described San Xavier and surrounding neighborhoods as:

[U]rban and includes residential, commercial, light industrial, and recreational properties. Lincoln Park, Chamizal National Memorial Park, Concordia Cemetery, Temple Mt. Sinai Cemetery, B’nai Zion Cemetery, Evergreen Cemetery, St. Francis Xavier Church, Zavala Elementary, the El Paso Zoo, and the Bridge of the Americas Port of Entry are located within or near the project area.¹¹

TxDOT identified the POE as “a major defining feature of the area.”¹² In fact, I-10 Connect is connected to the POE.

Table 1. Demographics of Census Tracts Immediately Adjacent to I-10 Connect.¹³

Location	% People of Color	% Low-Income	Per Capita Income	% LEP	% Less than High School Education	% People with Disabilities
Tract 48141002900 (San Xavier)	97	76	\$13,126	44	47	22
Tract 4814100280 (West of San Xavier)	99	89	\$10,164	51	57	18
Tract 4814100300 (East of San Xavier)	98	75	\$8,533	44	49	28

The widening of the highway as part of I-10 Connect brought the highway even closer to Zavala Elementary, which was built in 1925.¹⁴ For the 2021-2022 school year, Zavala had a student population of 306 students. Of these, 94.4% were Hispanic and 1% were Native American. 78.1 % of students were English Language Learners, compared to El Paso ISD at 40.8%; and Texas at 21.9%. 13.4% of the students were enrolled in Special Education, compared to 11.3% at EPISD, and 11.6% statewide. Even more, 92.2% of the students were “at risk”¹⁵ at Zavala, compared to 63.8% at EPISD, and

¹¹ TxDOT EA at 9-10.

¹² TxDOT EA at 86.

¹³ Data generated by EPA, EJScreen Tool. Available at <https://ejscreen.epa.gov/mapper/>.

¹⁴ EPISD, Zavala Elementary School, <https://www.episd.org/Page/2892>.

¹⁵ A student is identified as being at risk of dropping out of school based on state-defined criteria.

53.5% statewide. At Zavala, 94.8% of students were economically disadvantaged,¹⁶ compared to 73.5% at EPISD and 60.7% statewide.¹⁷

B. TxDOT Intentionally Discriminated against San Xavier Residents.

Intentional discrimination “need not be proved by direct evidence.” *Rogers v. Lodge*, 458 U.S. 613, 618 (1982); *see also Veasey v. Perry*, 830 F.3d 216, 235-36 (5th Cir. 2016) (officials rarely “announc[e] an intent to discriminate based upon race, whether in public speeches or in private correspondence.”). Instead, courts make “a sensitive inquiry into such circumstantial and direct evidence of intent as may be available.” *Vill. Of Arlington Heights v. Metro. Hous. Dev. Corp.*, 429 U.S. 252, 266 (1977). The non-exhaustive factors in this inquiry are: (1) the discriminatory effect of the official action; (2) the historical background of the decision; (3) the specific sequence of events leading up to the decision; (4) departures from the normal procedural sequence; (5) departures from the normal substantive factors, and; (6) the legislative or administrative history of the decision. *See Arlington Heights*, 429 U.S. at 266–68; *Veasey*, 830 F.3d at 231.

Moreover, where prior discriminatory practice or usage has tended to subject individuals to discrimination under any program or activity to which Title VI applies, the applicant or recipient “must take affirmative action to remove or overcome the effects of the prior discriminatory practice or usage.” 49 C.F.R. § 21.5(b)(7). Thus, because of the legacy of discriminatory practices impacting San Xavier residents, TxDOT has an affirmative responsibility to not only avoid discriminating against its residents today, but also to overcome the legacy of its past discrimination.

An investigation into TxDOT’s actions in furtherance of the I-10 Connect project will demonstrate that TxDOT intentionally discriminated against the San Xavier residents and completely disregarded any measures to “remove or overcome the effects of the prior discriminatory practice or usage,” for several reasons.

C. The I-10 Connect Project has Disproportionately Impacted the San Xavier Community, Feeding into an Invidious History of Racial Discrimination.

The inquiry into whether an agency decision was fueled by racial animus starts with examining whether there has been a disproportionate impact on a protected class. The Supreme Court has recognized that disproportionate impact, on its own, “can satisfy the intent requirement where it tends to show that some invidious or discriminatory purpose underlies the policy.”¹⁸ If the challenged decision “manifest[s] a consistent

¹⁶ A student is defined as “economically disadvantaged” if he or she is eligible for free or reduced-price lunch or other public assistance.

¹⁷ Texas Tribune, Public Schools Explorer, Zavala Elementary School, <https://schools.texastribune.org/districts/el-paso-isd/zavala-elementary-school/>

¹⁸ *Arlington Heights*, 429 U.S. at 264-66; *Hazelwood Sch. Dist. v. United States*, 433 U.S. 299, 307-08 (1977).

pattern of actions” that disparately impacts a protected class, then the disparate impact is probative of discriminatory intent.¹⁹

Additionally, TxDOT’s mandate to take “affirmative action to remove or overcome the effects of the prior discriminatory practice or usage”²⁰ dovetails with the second factor to consider in the intentional discrimination inquiry: the historical background of the decision.²¹ As described below, the San Xavier residents and other Southside communities have borne the brunt of environmental impacts for the past few decades through a history of discrimination that TxDOT has both ignored²² and exacerbated with its failed I-10 Connect Project.

When agencies seek to enlarge or extend highways, they must grapple with the context: infrastructure is where it is often for discriminatory reasons; expanding these systems may disparately burden the same communities, who continue to live along the same thoroughfares. While El Paso is a majority-minority city, communities like the San Xavier neighborhood—which are nearly 100% People of Color and have higher concentrations of foreign-born residents—are disproportionately burdened by air pollution stemming from the discriminatory siting of railroads, highways, industries, international ports of entry, and cross-border air pollution centuries in the making.²³ The San Xavier neighborhood—one of several environmental justice neighborhoods in southside El Paso—bears the legacy of hundreds of years of racism, including zoning that allowed homes, residents, schools and public spaces to co-exist immediately next to commercial and light industrial facilities, such as sewage treatment plants and warehouses, large transportation projects, the railroad, and international ports of entry.

El Paso – despite being a majority-minority community – was not exempt from Jim Crowe discrimination. Here as across the country, highways were constructed around and through Black and Hispanic communities to cement segregation. The discriminatory practices of redlining laid the groundwork for future highway sitings. Before I-10 was built, the railroad segregated low-income communities of color, primarily Mexican-American and Black, from their whiter counterparts north of the railroad.²⁴ The map attached as **Exhibit A** demonstrates that the San Xavier and Chamizal neighborhoods—found within the sections labeled as C and D—were described as being occupied by “Mexicans”, “negroes”, “foreigners,” and “laborers”; containing substandard housing;

¹⁹ *Sylvia Dev. Corp. v. Calvert Cnty., Md.*, 48 F.3d 810, 819, 823 (4th Cir. 1995) (internal quotations omitted).

²⁰ 49 C.F.R. § 21.5(7).

²¹ The Fifth Circuit has recognized that discrimination can have enduring effects, and the “contemporary” nature of the more recent highway construction projects around the San Xavier neighborhood allocates significant probative value when analyzing TxDOT’s underlying intentions in the I-10 Connect project. *See Veasey*, 830 F.3d at 232, 239.

²² *See infra* section III.E.

²³ *See* Isa Gutierrez et al., ‘Like a Dumping Ground’: Latina moms in Texas border city are fighting air pollution, NBC NEWS (Feb. 22, 2022), available at <https://www.nbcnews.com/news/latino/-dumping-ground-latina-moms-texas-border-city-are-fighting-air-polluti-rcna16789>.

²⁴ Redlining maps from the mid-1930s and 40s were created by the Home Owners’ Loan Corporation and its parent bureau, the Federal Home Loan Bank Board.

and as being avoided by mortgage lenders. Disinvestment in these communities further perpetuated their deterioration, and TxDOT's actions to this day have allowed this deterioration to continue.

The pattern of government-sponsored discrimination based on national origin—specifically targeting Mexican-Americans—continued as San Xavier was enveloped by new highways. In 1957, TxDOT constructed Interstate-10 (east and west), which abuts the northern portion of the San Xavier neighborhood. The construction of I-10 significantly restricted travel between the now-divided portions of the neighborhood. US-54 (north and south)—built in 1926 and modified in 1970—sets the eastern boundary of the neighborhood. In the 1960s, construction began on Texas Loop 375, and the portion known as the Cesar Chavez Border Highway was placed immediately east of the neighborhood. The construction of I-110 in 1967 further divided the neighborhood and resulted in a community surrounded by highways at every corner.²⁵ Today, the legacy of the discriminatory siting of these highways continues to disparately impact the health and well-being of the neighborhood. The google map attached as **Exhibit B** shows the proximity of roads to San Xavier.

These transportation projects cemented racial inequities while creating new ones by cutting off neighborhoods and concentrating traffic and the noise and air pollution it brings, along with a negative impact on property values. I-10 Connect is more of the same. Table 1 demonstrates that the populations residing in the census tracts immediately adjacent to I-10 Connect are environmental justice communities facing above average levels of poverty, limited English language proficiency, limited access to education, immigrants, and people with disabilities. Thus, TxDOT's actions have disparately impacted a protected class.

The San Xavier neighborhood is not just surrounded by local and state roads and highways, but is also directly across from one of the largest Ports of Entry in the United States, known as the Bridge of the Americas, the Cordova Bridge, and the “Free Bridge” or “Puente Libre.” In 1963, the United States and Mexico entered into the Chamizal Convention (“Chamizal Treaty” or the “Treaty”), to address a long-standing boundary dispute.²⁶ The treaty resulted in the Rio Grande being relocated into a new channel and the United States’ transfer of over 823-acres of land to Mexico, which included land referred to as the Chamizal tract and Cordova Island.²⁷ Families that had lived on the land transferred to Mexico were relocated, and the San Xavier neighborhood was now even closer to the BOTA.

In addition to displacement, the Chamizal Treaty also gave rise to incessant pollution from heavy truck traffic. By removing the tolls from the BOTA and moving the

²⁵ See *supra* n. 21.

²⁶ NPS, Convention Between The United States Of America And The United Mexican States For The Solution Of The Problem Of The Chamizal, August 29, 1963, available at <https://www.nps.gov/cham/learn/historyculture/chamizalconvention.htm>.

²⁷ *Id.* at Art. 1, 2. The Cordova bridges had allowed commercial vehicles previously. *Id.* at Art. 10.

BOTA closer to Paisano Drive, the Treaty inevitably attracted commercial truck traffic. Commercial trucks were allowed to use the BOTA because the Treaty states “[t]he agreements now in force which relate to the [Cordova Bridges] shall apply to the new international bridges which replace them.” Complainants argue that this interpretation is no longer relevant due to the dramatic difference in the volume and characteristics of commercial traffic since the passage of the Treaty.

When the Chamizal Treaty was signed in 1963, no one anticipated the exponential growth of commercial and passenger traffic that would follow with the passage of NAFTA in 1994. Nor did anyone anticipate that most of the commercial trucks would be 18-wheelers, bringing in unprecedented deterioration of the air quality and health of communities in the Paso del Norte air basin, including the San Xavier neighborhood.

The Chamizal Treaty’s interpretation allowing semi-trucks on the BOTA and NAFTA created perfect conditions for unprecedented traffic and air pollution, which TxDOT enabled through its siting of highways. Semi-trucks *heading north* idled while they waited to be inspected by U.S. Customs, and when the semis *headed south* to be inspected by both U.S. and Mexican Customs, they idled in front of Bowie High School, the Salazar public housing apartments, the Chamizal Park, and in close proximity to Douglass Elementary and residences.

When TxDOT began designing I-10 Connect, it knew semi-truck traffic was a problem that imposed environmental costs on Southside neighborhoods. TxDOT *could have* advocated for the removal of 18-wheelers from the BOTA to prevent them from idling on their way *north and south*. TxDOT *could have prohibited* 18-wheelers from using I-10 Connect, thereby impeding their entry into the BOTA heading *south*. Instead, TxDOT removed the trucks from Paisano Drive and simply redirected them to I-10 Connect and next to homes, subsidized housing, Zavala Elementary and the El Paso Zoo. This relocation of the 18-wheelers is even more problematic for two reasons: (1) 18-wheelers now merge with passenger vehicles, causing safety hazards and increased bottlenecks, and (2) U.S. and Mexican Customs do not appear to be doing anything to accelerate inspections of 18-wheelers heading south.

TxDOT paid no heed to the risk of repeating history. Instead of attempting to mitigate the air pollution in southside neighborhoods like San Xavier through equitable transportation strategies, TxDOT only exacerbated the problem by repeatedly placing—and expanding—highways in historically neglected communities, and directing semi-truck traffic close to these communities, all while knowing it lacked the ability to speed up the commercial traffic heading south.

D. TxDOT’s Repeated Failures under NEPA to Provide the Community with Critical Information is Probative of Intentional Discrimination.

TxDOT repeatedly ignored NEPA’s procedural requirement to meaningfully inform the public throughout its project planning process. In other words, the

“extraordinary degree of [TxDOT’s] procedural irregularities” strongly indicates discriminatory intent²⁸ and cannot be attributed to mere negligence.

USDOT defines “discrimination” as:

[A]ny action or inaction, whether intentional or unintentional, in any program of a recipient of Federal financial assistance that results in disparate treatment (including retaliation under 49 C.F.R. §21.11(e)), disparate impact, or perpetuating the effects of prior discrimination based on race, color, or national origin (including limited English proficiency).²⁹

By repeatedly failing to divulge mandatory information to a protected class—one that has been subjected to discrimination and exclusion from major governmental decisions—TxDOT has caused a disparate impact and has “perpetuat[ed] the effects of prior discrimination.” Even more, TxDOT has violated Title VI requirements under the applicable El Paso MTP, which requires “full and fair participation by all potentially affected communities in the transportation decision-making process.”³⁰

Pursuant to NEPA, TxDOT led the environmental assessment analysis and planning process for I-10 Connect. TxDOT went through a scoping process and released a Draft Environmental Assessment (“EA”) that was only accessible in-person at TxDOT’s El Paso office.³¹ TxDOT released its Final EA for the I-10 Connect Project in August 2018.³² TxDOT concluded that the project **would not result in any significant adverse impacts, and thus, did not warrant an Environmental Impact Statement (“EIS”).**³³ But this finding was made without the requisite community input, as it was made after keeping San Xavier residents in the dark about the full extent of the impacts to the neighborhood in three key ways.

First, TxDOT failed to inform residents of the likelihood and impacts of increased air and noise pollution from increased vehicular traffic. NEPA requires government agencies to “consider every significant aspect of the environmental impact of a proposed

²⁸ See *Veasey*, 830 F.3d at 237–38, 238-241 (finding discriminatory intent where the Texas legislature engaged in “numerous and radical procedural departures[.]”).

²⁹ USDOT, Order 1000.12C, The U.S. Department of Transportation Title VI Program at 4 (June 11, 2021), available at <https://www.transportation.gov/mission/us-department-transportation-title-vi-program>.

³⁰ El Paso MPO Plan at 17.

³¹ TxDOT, July 30, 2018 Public Hearing Summary, at 10, *NOTICE: Draft Environmental Assessment Available for Public Review and Public Hearing I-10 Connect*. TxDOT’s El Paso Office is located approximately 13 miles away from the I-10 Connect project area and has regular hours of 8am-5pm on Monday through Friday. The impacted communities are low-income and working class, and thus may not have viable transportation options or the flexibility to go to TxDOT’s office during regular weekday hours. Historically, TxDOT has not made significant investments in public transportation projects that could help low-income communities like those around the I-10 Connect Project area access in-person resources such as TxDOT’s regional offices.

³² TxDOT EA.

³³ *Id.* at 33.

action”³⁴ and to “inform the public of the potential environmental impacts of proposed actions and explain how their decisions address those impacts.”³⁵ TxDOT failed on both counts.

TxDOT repeatedly told the public that the project would alleviate traffic congestion issues and address the public’s concerns with POE commercial semi-truck and passenger vehicle (“POV”) traffic.³⁶ While TxDOT did inform the public of altered access and travel patterns for the impacted community, it did not inform the public of any potential risk for increased traffic, which would make altered access even more burdensome and increase air pollution.³⁷ Without any supporting evidence provided, TxDOT falsely assured the public that the project would reduce traffic and even reduce air pollution. This also indicates that TxDOT did not make an informed decision in withholding further analysis on air quality impacts. For example, TxDOT decided that no further air quality impact analysis was necessary since the project was expected to reduce emissions.³⁸

TxDOT told the public:

[I-10 Connect] expands US 54, I-10, I-110, and US 62 (Paisano), and includes eight bridge replacements, one railroad overpass, five bridge widenings, and two new direct connectors. The project widens I-110, provides separate truck lanes for Southbound traffic going to Mexico, and provides multi-modal improvements along US 62 which experiences more than 1 million pedestrian crossings per year. Once complete, the project will provide **unprecedented connection** to multiple high-volume arteries and alternate routes.³⁹

Rather than provide “unprecedented connection,” I-10 Connect has provided **unprecedented congestion** into Mexico through I-10 East, I-10 West and US-54. Since its completion in December 2021, I-10 Connect has resulted in increased congestion from traffic heading south into Mexico from both passenger vehicles and semi-truck traffic. Significant congestion and idling now occurs on I-10 West from the Paisano exit (Exit 22B), I-10 East from the Piedras exit, and US-54 South. The traffic idles for hours next to

³⁴ For a discussion on TxDOT’s failure to consider every significant impact under NEPA, i.e. its substantive departures from normal procedures, *see infra* Section III.E.

³⁵ *Baltimore Gas & Elec. Co. v. Natural Resources Defense Council*, 462 U.S. 87, 97, 103 S.Ct. 2246, 76 L.Ed.2d 437 (1983).

³⁶ *See infra* at n. 52. This was particularly important since I-10 Connect was removing trucks from Paisano (east, heading into the POE) and redirecting them to I-10 Connect.

³⁷ TxDOT EA at 12, 13.

³⁸ *Id.* at 22 (TxDOT claimed that the “project [would] not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the No-Build Alternative.”).

³⁹ Antonio Santana PE *Transportation Engineering Supervisor, TXDOT - El Paso District*, <https://www.texasce.org/tce-news/i-10-connect-project-texas-department-of-transportation-el-paso-district/> (emphasis added).

residential neighborhoods and immediately next to Zavala Elementary,⁴⁰ and has resulted in an increase in air pollution, noise pollution, and a decrease in quality of life. San Xavier residents report truck drivers honking into late hours and using their community to urinate. To add insult to injury, residents of San Xavier who travel to Mexico must now go around their neighborhood and join the traffic idling on the way south. The traffic has also resulted in car accidents between passenger vehicles and 18-wheelers. **Exhibit C** shows photographs of the idling traffic and a recent accident involving an 18-wheeler.

Second, TxDOT repeatedly withheld the information necessary for the public to meaningfully evaluate TxDOT's bold traffic reduction claims. To satisfy public participation requirements under NEPA, TxDOT must provide the information necessary for the public to "check" TxDOT's work and submit informed comments.⁴¹ Specifically, TxDOT must provide the public with any "underlying environmental data" used to support expert opinions over a proposed project.⁴² NEPA's regulations require both EAs and EISs to "identify any methodologies used and [] make explicit reference to the scientific and other sources" relied upon for conclusions in the assessment.⁴³ Otherwise, "allowing [an agency] to rely on expert opinion without hard data either vitiates a plaintiff's ability to challenge an agency action or results in the courts second guessing an agency's scientific conclusions."⁴⁴

Throughout TxDOT's public meetings, voluminous claims were made about the Project's anticipated traffic benefits, but the studies and data to back these claims were never provided. For example, TxDOT provided the public with a summary of its Alternatives Analysis, but never provided any of the underlying studies or data. TxDOT explained that it started with evaluating 11 conceptual alternatives based on traffic mobility, engineering, and potential environmental impacts.⁴⁵ Four of these alternatives were then evaluated under an alternatives evaluation matrix that was available for public

⁴⁰ The traffic is the most severe during the morning hours and again after around 2pm through 10pm, but at times, well after midnight.

⁴¹ *Coal. for Healthy Ports v. United States Coast Guard*, No. 13-CV-5347 (RA), 2015 WL 7460018, at *16 (S.D.N.Y. Nov. 24, 2015).

⁴² *Idaho Sporting Cong. v. Thomas*, 137 F.3d 1146, 1150 (9th Cir. 1998), *as amended on denial of reh'g* (May 13, 1998), and *overruled on other grounds by The Lands Council v. McNair*, 537 F.3d 981 (9th Cir. 2008) (finding that Forest Service violated NEPA where it provided public with an expert report, but not the underlying data behind that report); *Klamath-Siskiyou Wildlands v. BLM*, 387 F.3d 989, 996 (9th Cir. 2004) ("NEPA documents are inadequate if they contain only narratives of expert opinions."); *Jones v. Nat'l Marine Fisheries Serv.*, 741 F.3d 989, 997 (9th Cir. 2013) (Corps did not violate NEPA's duty to inform the public where it cited the underlying environmental data in its EA and made the data available to the public); *Wildlaw v. U.S. Forest Serv.*, 471 F. Supp. 2d 1221, 1257 (M.D. Ala. 2007) (finding Forest Service did not violate NEPA where the underlying data used to determine the impacts of each individual project was provided to the public); *Coal. for Healthy Ports*, No. 13-CV-5347 at *16 (finding that Coast Guard satisfied NEPA's requirement to fully inform the public and support its conclusions by providing the induced growth analysis it relied on for its predictions of anticipated growth and additional truck trips per day at Port terminals).

⁴³ 40 C.F.R. § 1501.5 (referencing 40 C.F.R. § 1502.23).

⁴⁴ *Klamath-Siskiyou Wildlands Ctr.*, 387 F.3d at 996 (9th Cir. 2004) (quoting *Idaho Sporting Cong.*, 137 F.3d at 1150).

⁴⁵ TxDOT EA at 6.

review at the January 21, 2016 and July 7, 2017 public meetings.⁴⁶ The matrix ranked the alternatives by their effect on traffic and mobility through four criteria: access to major roadways, avoidance of queuing on I-10 DCs,⁴⁷ improvement of queuing at the Bridge of the Americas Port of Entry, and reduction of overall congestion.⁴⁸ Yet TxDOT never explained how it made the determinations for each criterion.

At every public meeting,⁴⁹ TxDOT repeatedly claimed that traffic would be reduced, all without providing any underlying studies or data, effectively denying the public the right to “check [its] work.”⁵⁰ For example, at each public meeting, TxDOT presented video simulations: one that demonstrated existing traffic conditions and projected future traffic conditions under a No-Build Alternative (January 2016 meeting), another projected reduced traffic under the preferred alternative (July 2016 and January 2017 meetings).⁵¹ However, no information was provided on the data used behind the simulations. TxDOT also made numerous claims about how the project was intended to—and would in fact—result in a reduction of traffic and congestion, notably the queuing of commercial trucks.⁵² But at every juncture, the public was kept in the dark about the underlying information used to support these claims.

When commentors raised concerns about increased traffic and pollution in the neighborhoods, TxDOT provided blanket assurances that traffic would be reduced in each instance, without an accompanying explanation, let alone any traffic studies. For example, at the initial January 21, 2016 public meeting, one commentor flagged “the extreme amount of pollution that already exists in the Chamizal neighborhoods” and suggested moving the trucks to the Zaragoza Port of Entry in order to “keep trucks out of heavily populated neighborhoods, such as Chamizal[.]”⁵³ Other commentors raised the issue of the noise made “till late hours” by the trucks⁵⁴ and TxDOT’s “glaring omission of air quality studies[.]”⁵⁵ Guillermo Glenn, a long-time advocate for Southside

⁴⁶ *Id.* at 30.

⁴⁷ TxDOT does not provide an explanation for what “DCs” is an abbreviation for.

⁴⁸ TxDOT EA at Appendix C: Alternatives Evaluation Matrix.

⁴⁹ TxDOT held public meetings on January 21, 2016, July 7, 2016, and January 31, 2017.

⁵⁰ *Coal. for Healthy Ports*, No. 13-CV-5347 at *16.

⁵¹ TxDOT, January 21, 2016 Public Meeting Presentation at 10-12; TxDOT, July 7, 2016 Public Meeting Summary at Attachment E, Video - Alternative 9 VISSIM Traffic.

⁵² TxDOT January 21, 2016 Public Meeting Summary at 1; *id.* at 5 (responding to comment); *id.* at 7 (responding to comment); *id.* at 14 (responding to comment); *id.* at 16 (responding to comment); TxDOT Public Notice for January 21, 2016 Public Meeting (“The improvements are needed to improve mobility and address congestion on the existing roadway network.”); TxDOT, July 7, 2016 Meeting Summary at Attachment A: Comment Response Matrix, at 8 (responding to comments); *id.* at 9 (responding to comments); *id.* at Attachment E: Figures, Port of Entry Queuing Projections (projecting reduced traffic in 2025 under preferred alternative); January 31, 2017 Meeting Summary at Attachment A: Comment Response Matrix, at 3 (responding to comment); *id.* at Attachment E: Figures, 01_Preferred_Alternative_Traffic_Simulation_Year2040 (video simulation of reduced flow of traffic for year 2040).

⁵³ January 21, 2016 Meeting Comment by Clavo Martinez, from TxDOT Summary of January 21, 2016 Public Meeting, Appendix E: January 21, 2016 Comment by Guillermo D. Glenn.

⁵⁴ January 21, 2016 Meeting Comment by Mando Espinoza.

⁵⁵ January 21, 2016 Meeting Comment by Alejandra Ponce.

neighborhoods commented that “there should be a solution to the maquila trucks entering the free bridge from Paisano. There should be other alternatives that do not take all the traffic through the Mexican American Barrios.”⁵⁶

At the July 7, 2016 public meeting, one commentor asked how TxDOT expected to reduce traffic by simply diverting traffic to the same amount of lanes.⁵⁷ Another commentor expressed similar concerns, noting that the pollution from the trucks “[is] still going to hit us” and noting several medical surveys about the impacts of emissions from 18-wheelers on children.⁵⁸ And at the January 31, 2017 public meeting, one commentor questioned the effectiveness of simply diverting traffic from Paisano to I-10/I-110 and noted that “you are still going to see heavy congestion in the area[.]”⁵⁹

In response to these concerns, TxDOT repeated its token claim—the same justification it would use to avoid further analysis of potential impacts and consideration of additional mitigation measures—that the project was “intended to improve mobility and reduce congestion,” which in turn would reduce air pollution.⁶⁰ TxDOT even assured the public that it evaluated ways to reduce the impacts of trucks to and from the Port of Entry,⁶¹ and that its strategy to re-rout[e] all traffic” would “provide[] for efficient operations at the Port of Entry.”⁶² Aside from succinct and lofty claims, TxDOT provided no supporting evidence or thorough analysis to the public.⁶³

By the July 20, 2018 public hearing—the last opportunity for the public to convene and comment on the project—the public was under the belief that the only adverse risk of the project had been addressed. Many of the commentors even responded favorably to the project under the assumption that it would reduce traffic.⁶⁴ Had the public received complete information from the beginning, they would have had the opportunity to meaningfully comment on the project—and not simply trust in TxDOT’s word—as NEPA requires.⁶⁵ However, TxDOT neglected its duty to provide information,

⁵⁶ January 21, 2016 Comment by Guillermo D. Glenn.

⁵⁷ July 7, 2016 Meeting Comment from Graciela Martell.

⁵⁸ July 7, 2016 Meeting Comment from Saul Sustaita.

⁵⁹ January 31, 2017 Public Meeting Comment from David Stout.

⁶⁰ January 21, 2016 Public Meeting Summary at 5-6, 7, 14, 16; July 7, 2016 Public Meeting Summary at 9; January 31 Public Meeting Summary at Attachment A: Comment Response Matrix, at 3.

⁶¹ TxDOT, January 21, 2016 Public Meeting Presentation at 4 (responding to comment).

⁶² TxDOT, July 7, 2016 Meeting Summary at Attachment A: Comment Response Matrix, at 8.

⁶³ At the July 27, 2018 Public Hearing, TxDOT made its only mention of its traffic models, and explained the increased congestion and traffic that would occur absent the project. The traffic models were not provided. TxDOT, July 27, 2018 Public Hearing, Final Public Hearing Script at 13.

⁶⁴ See *supra* at n. 52.

⁶⁵ The importance of meaningful public participation is clearly illustrated by the fate of the Lincoln Center under the I-10 Connect Project. While TxDOT conveniently kept the public in the dark about any risks of increased traffic, TxDOT could not hide the fact that the initially preferred alternative—which was first presented in detail to the public at the January 21, 2016 public meeting—meant tearing through the Lincoln Center. In response, the public submitted an overwhelming number of comments pleading for the preservation of the Lincoln Center and rapidly engaged in grassroots action to save the historic community center. KVIA ABC-7, *TxDOT Project to Spare Lincoln Center from Demolition* (July 28, 2018),

a practice that it seemed to find adequate for the community on multiple occasions,⁶⁶ demonstrating a brazen disregard for the public information and participation rights of the San Xavier community.

Third, TxDOT misled the San Xavier community about the significant impacts of construction. TxDOT falsely claimed that extended disruption of normal activities [was] not expected” because construction “normally occurs during daylight hours” and no one was “expected to be exposed to construction noise for a long duration[.]”⁶⁷ Contrary to TxDOT’s vague assurances,⁶⁸ construction went on at all hours of the day and night for months. Two residents living on opposite sides of I-10 Connect were dying from terminal cancer. Their relatives complained that the nonstop noise and vibrations from construction made it impossible to rest, but the contractor told each of them that they had to complete the project on time and could not stop making noise.

Even more alarming, TxDOT did not warn residents that construction would occur directly outside their homes and include the use of heavy machinery known to cause damage to nearby infrastructure. This failure is not surprising, as such a warning would have amounted to a bold admission that TxDOT was prepared to violate NEPA’s mitigation requirements.⁶⁹ TxDOT did not provide further information when requested to do so by commenters, maintaining its misleading assurances.⁷⁰ One commenter expressed “concern” about how the “alternatives will affect the residences around the construction area.”⁷¹ TxDOT merely reiterated its misleading assurances that residents would have access to their homes during construction, omitting the fact that construction with structure-damaging equipment would occur right outside their homes.

Even more, TxDOT excluded any meaningful consideration of the short-term air quality impacts from construction in its environmental justice analysis, further

<https://kvia.com/news/2018/07/28/txdot-project-to-spare-lincoln-center-from-demolition/>. TxDOT responded by reconsidering the impacts to the Lincoln Center and eventually modifying the preferred alternative to spare the Lincoln Center. TxDOT July 7, 2016 Public Meeting Summary at Attachment F: Description of Project Modifications Resulting from the Public Meeting; TxDOT, July 27, 2018 Public Hearing, Final Public Hearing Script at 16.

⁶⁶ See *infra* at p.30. In addition, on June 28, 2023, TRLA, on behalf of its clients in the San Xavier community, sent a Public Information Act Request to TxDOT seeking, among other things, “traffic studies/modeling related to the flow of traffic from East Paisano Drive to East San Antonio Street and back to East Paisano Drive” and “traffic expected to use I-10 Connect South, heading into Mexico once it was completed,” for which TxDOT provided no supporting studies in response. See Attachment D.

⁶⁷ TxDOT EA at 28.

⁶⁸ TxDOT claimed that: “Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.” *Id.*

⁶⁹ TxDOT’s violation of NEPA in regards to its failure to mitigate for the significant harms caused by the construction of I-10 Connect is further discussed *infra* Section III.E.4.

⁷⁰ In its EA, TxDOT claimed that “[i]mpacts to the character or community cohesion in the project vicinity [were] not anticipated because the proposed improvements would be constructed along existing transportation corridors, and access to adjacent properties would be maintained throughout the project area.” TxDOT EA at 11.

⁷¹ January 21, 2016 Comment by Alejandra Ponce.

demonstrating a significant lack of concern for San Xavier residents. TxDOT played down the harm of construction air quality impacts and only included a brief mention of potential impacts. TxDOT acknowledged that construction activities could produce PM and MSAT emissions, primarily from fugitive dust and diesel particulate matter from diesel powered construction equipment and vehicles.⁷² Yet the only explanation TxDOT provided for its claim that construction activities from the project would have no significant impact on air quality was that construction is temporary and transient, construction contractors would be encouraged—but notably, not required—to use the Texas Emissions Reduction Plan during construction, and “compliance with applicable regulatory requirements.”⁷³ TxDOT did not elaborate further what “regulatory requirements” would be followed, nor explained how such compliance supported the claim that air quality impacts would not be significant. One commentor noted TxDOT’s “glaring omission of air quality studies” and how “the impact of construction on our neighborhoods is of major concern. Please have the Jacobs Engineering provide this study.”⁷⁴ TxDOT never provided any studies.

Title VI compliance demands a public involvement process that is proactive and provides complete information, timely public notice, full public access to key decisions, and an opportunity for early and continuing involvement. Continuing to ignore and withhold information from communities that have been historically disregarded and underserved only serves to cement a legacy of discriminatory decisions and deny the community an equal opportunity to participate in the planning process. TxDOT’s egregious violations of NEPA in regard to meaningful public participation are so repetitive that they are indicative of discriminatory intent.

E. TxDOT Departed from the Normal Substantive Factor by Failing to Fully Evaluate the Impacts on an Environmental Justice Community.

NEPA’s mandate to fully evaluate environmental justice impacts naturally supplements an agency’s responsibility under Title VI. Under NEPA, “environmental justice is not merely a box to be checked,” and agencies are required to thoroughly evaluate the environmental justice impacts of a proposed project, and to inform communities of all potential impacts.⁷⁵ CEQ’s NEPA Guidelines specify:

Where a potential environmental justice issue has been identified by an agency, the agency should state clearly in the EIS or EA whether, in light of all the facts and circumstances, a disproportionately high and adverse human health or environmental impact on minority populations, low-income populations, or Indian tribe is likely to result from the proposed action and any alternatives. This

⁷² TxDOT EA at 23.

⁷³ *Id.*

⁷⁴ January 21, 2016 Comment by Xavier Miranda.

⁷⁵ *Friends of Buckingham v. St. Air Pollution Control Bd.*, 947 F.3d 68, 91–92 (4th Cir. 2020).

statement should be supported by sufficient information for the public to understand the rationale for the conclusion.⁷⁶

TxDOT has recognized this principle:

EJ and Title VI are good examples of considerations that can be addressed concurrently when working through the planning and environmental phase of project development. This is because both principles seek to involve protected populations in the decision-making process, lessen adverse impacts, and more equitably distribute the benefits and burdens of transportation projects.⁷⁷

1. TxDOT Ignored its inability to control Southbound traffic due to U.S. and Mexico Customs.

TxDOT recognized that the BOTA bears a significant role in traffic in its Project, yet nothing in the Final EA indicates that TxDOT analyzed this impact. TxDOT even claimed that I-10 Connect would involve “extensive coordination” with the BOTA,⁷⁸ but TxDOT never explained whether it ever communicated with Mexico or U.S. Customs about I-10 Connect. Indeed, nothing in TxDOT’s EA indicates that it considered the POE in calculating traffic projections. Contrary to NEPA’s mandate to make a fully informed decision and fully analyze environmental justice impacts, TxDOT ignored a critical factor and merely considered I-10 Connect in a vacuum.

TxDOT’s promises that traffic would flow faster than it did before could not be met without the collaboration and commitment from U.S. and Mexican Customs authorities. As noted previously, TxDOT told the public that it evaluated ways to reduce the impacts of trucks to and from the Port of Entry,⁷⁹ including through its re-routing of traffic, which would allegedly “provide[] for efficient operations at the Port of Entry.”⁸⁰ Yet all the information presented to the public throughout public meetings and in TxDOT’s final EA omitted any actual analysis, and potentially misrepresented a crucial fact TxDOT knew: I-110 would have heavy-duty traffic it did not have before because I-10 Connect feeds traffic directly into Mexico and TxDOT has no authority to expedite inspections by U.S. or Mexican Customs.

⁷⁶ Council on Environmental Quality, *Environmental Justice: Guidance Under the National Environmental Policy Act*, at 15.

⁷⁷ TxDOT Environmental Affairs Division, *Environmental Handbook: Community Impacts, Environmental Justice, Limited English Proficiency, and Title VI Compliance*, 12-13 (December 2020) (hereinafter *TxDOT Environmental Justice Handbook*).

⁷⁸ Antonio Santana PE, I-10 Connect Project: Texas Department of Transportation, El Paso District, <https://www.texasce.org/tce-news/i-10-connect-project-texas-department-of-transportation-el-paso-district/> (TxDOT told the public: “The I-10 Connect project consists of progressive highway design elements and involves extensive coordination with the largest US/Mexico Port of Entry in El Paso, the Bridge of the Americas (BOTA).”).

⁷⁹ TxDOT, January 21, 2016 Public Meeting Presentation at 4 (responding to comment).

⁸⁰ See *supra* note 61.

Because of TxDOT's glaring omissions, San Xavier residents and the entire El Paso air quality basin must now contend with two "bridges" saturated with idling heavy duty and passenger traffic: the BOTA heading north, and I-10 Connect heading south. I-10 West, Exit 22B has become notorious with residents who use the exit to enter US-54 North and South or I-10 West, and any El Pasoan travelling through I-10 East or West can see a line of heavy-duty trucks and passenger traffic extending for miles, a phenomenon that has not existed in El Paso history until TxDOT's failed I-10 Connect Project.

2. TxDOT Improperly Segmented I-10 Connect and Failed to Consider the Cumulative Impacts of I-10 Connect in conjunction with the GSA's planned modernization of the Bridge of the Americas.

In full contravention of NEPA, TxDOT improperly segmented the I-10 Connect project from its larger "Reimagine I-10" Project to avoid discussing the full extent of the impacts in one environmental analysis. Even more, TxDOT wrongfully omitted a discussion of the cumulative impacts of its past, present, and reasonably foreseeable projects—that is, the segments under the Reimagine I-10 Project and the BOTA Modernization Project—in its EA for the I-10 Connect Project.

Segmentation of projects is improper where actions are connected. NEPA's scoping regulations define "connected actions" as those which are closely related and must therefore be discussed in the same impact statement. Actions are connected if they:

- (i) Automatically trigger other actions which may require environmental impact statements;
- (ii) Cannot or will not proceed unless other actions are taken previously or simultaneously; or
- (iii) Are interdependent parts of a larger action and depend on the larger action for their justification.⁸¹

Failing to include connected components of a project in an EIS's scope of review is unlawful piecemealing or segmentation, in violation of NEPA.⁸²

Relatedly, under the applicable FHWA regulations, FHWA's compliance with NEPA's prohibition against improper segmentation requires that each action:

- (1) Connect to logical termini and be of sufficient length to address environmental matters on a broad scope;

⁸¹ 40 C.F.R. § 1508.25 (2019); *accord id.* § 1501.9(e) (2020) (stating same).

⁸² *See, e.g., Save Barton Creek Ass'n v. Fed. Highway Admin.*, 950 F.2d 1129, 1140 (5th Cir.1992) ("Segmentation' or 'piecemealing' is an attempt by an agency to divide artificially a 'major Federal action' into smaller components to escape the application of NEPA to some of its segments."); *Fritiofson v. Alexander*, 772 F.2d 1225 (5th Cir. 1985), abrogated on other grounds by *Sabine River Auth. v. U.S. Dep't of Interior*, 951 F.2d 669 (5th Cir. 1992) (requiring the preparation of a comprehensive EIS for the whole West Galveston Island in order to adequately consider "cumulative impacts" under NEPA).

- (2) Have independent utility or be of independent significance; i.e. be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
- (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.⁸³

When the segmentation determination is made “in the context of a highway within a single metropolitan area, as opposed to a highway connecting different cities, courts have focused primarily on whether the segment has “independent utility” and placed less emphasis on the other two factors.”⁸⁴

First, to evaluate whether a project connects logical termini, courts look to the purpose and need statement in the environmental analysis.⁸⁵ The purpose of I-10 Connect is “to reduce congestion along I-110, US 54, and US 62 (Paisano Drive) caused by queuing from the POE and thereby improve connections between I-10 and Loop 375 (Cesar Chavez Border Highway).”⁸⁶ TxDOT noted the need of the Project to address the lack of a direct connection between I-10 and Loop 375, substantial congestion due to the proximity of I-110 access points to the POE, and increased travel demand in the project area.⁸⁷ Further, in its need statement, TxDOT noted that “I-10 between N. Luna Street and Reynolds Street is a heavily traveled east-west corridor and a major connector that serves statewide and regional traffic as well as traffic within the City of El Paso.”⁸⁸ While I-10 Connect does contain termini that address the need to “improve connections,” it does not contain logical termini to address congestion. As noted, I-10 Connect has failed to deliver promised traffic reductions, a purpose of the project that might be better met in conjunction with the various expansions planned for TxDOT’s Reimagine I-10 Project.

Second, the independent utility test asks “whether each project would have taken place in the other’s absence.”⁸⁹ Despite TxDOT’s failure to mention Reimagine I-10 in its EA for I-10 Connect, TxDOT has clearly considered the latter as a necessary step for the implementation of its Reimagine I-10 Project. TxDOT began its corridor Study for Reimagine I-10 in 2017.⁹⁰ TxDOT has stated that the I-10 Connect Project “is intended to make it easier for motorists to use Loop 375 as an alternate route I-10 which will undergo significant reconstruction in Downtown El Paso, Central El Paso and East El Paso in the coming years.”⁹¹ Further, in its Alternatives Evaluation Matrix, TxDOT considered

⁸³ 23 C.F.R. 771.111(f).

⁸⁴ *N. Carolina All. for Transp. Reform, Inc. v. U.S. Dep't of Transp.*, 151 F. Supp. 2d 661, 680 (M.D.N.C. 2001) (citing *Coalition on Sensible Transp., Inc. v. Dole*, 826 F.2d 60, 69 (D.C.Cir.1987); *Piedmont Heights*, 637 F.2d at 440).

⁸⁵ *Defs. of Wildlife v. N. Carolina Dep't of Transp.*, 762 F.3d 374, 395 (4th Cir. 2014).

⁸⁶ TxDOT EA at 5.

⁸⁷ *Id.* at 4.

⁸⁸ *Id.*

⁸⁹ *Defs. of Wildlife*, 762 F.3d at 395 (citing *Webster v. U.S. Dep't of Agric.*, 685 F.3d 411, 426 (4th Cir. 2012))

⁹⁰ TxDOT, Downtown 10 Draft Range of Alternatives at 2, available at

<https://www.txdot.gov/content/dam/project-sites/downtown-10/docs/draft-range-alternatives.pdf>.

⁹¹ TxDOT, *I-10 Connect: About the I-10 Connect Project*, available at <https://www.i10connectelpaso.com/>.

”Improved Mobility during planned I-10 Reconstruction” as one of several evaluation criteria.⁹²

Even more, in its 2019 and 2020 Unified Transportation Plans (“UTP”), TxDOT explains that:

Just east of El Paso, the I-10 Connect Project will address congestion issues near the Bridge of the Americas Port of Entry by improving mobility and keeping commuters and commercial trucks off local roadways. This complex project affects ports of entry, impacts freight traffic, and requires multistate and multinational agency coordination. The I-10 Connect Project, planned years in advance to address future needs, *represents one in a sequence of projects to improve I-10.*(emphasis added)⁹³

The 2019 and 2020 UTPs further state:

One of the district’s most immediate needs is the I-10 corridor through El Paso, which is experiencing increased traffic and population growth. District staff are currently conducting an advanced planning study called “Reimagine I-10,” which will look for operational, corridor-wide, and technological solutions along the 55-mile length of the study area. I-10 carries nearly 200,000 vehicles a day along the study corridor, and because of the district’s geographical location, alternative routing options are limited. Category 2 helps district efforts in this area, which are both immediate and long-term.

In addition to the I-10 Connect project, several other significant projects will help achieve the district’s vision of I-10 working better for Texas residents and visitors. For instance, the proposed borderland Expressway project will address I-10 capacity issues by completing a loop around the northeast side of El Paso, providing travelers with an alternative route to I-10 and potentially diverting traffic around the city center.⁹⁴

The I-10 Connect Project is intrinsically related to project segments of Reimagine I-10 Connect, especially the downtown segment, which directly abuts the area of the I-10 Connect Project. The traffic from I-10 and I-110 cannot be viewed in isolation, and TxDOT itself, in the limited traffic information provided in its Final EA for I-10 Connect, evaluated the current and expected traffic across different stretches of I-10. While it is unclear if TxDOT accounted for its planned Reimagine I-10 project segments in any of these projections, it certainly understood that traffic on I-10 is a crucial factor for evaluating the efficacy of I-10 Connect.

⁹² TxDOT EA at 8.

⁹³ TxDOT 2020 UTP at 130 (emphasis added); 2019 UTP at 123, available at <https://www.txdot.gov/projects/planning/utp.html>.

⁹⁴ TxDOT 2020 UTP at 132; 2019 UTP at 124.

Finally, TxDOT's isolation of I-10 Connect has restricted consideration of alternatives for other reasonably foreseeable transportation improvements. Reimagine I-10 and the BOTA Land Port of Entry Modernization Project are reasonably foreseeable transportation projects. And TxDOT's redirection of semi-trucks from Paisano Drive to I-110 in the I-10 Connect Project, alongside its dismissal of any public transportation improvement additions or alternatives, has now limited the consideration of alternatives for both future projects. For example, the BOTA Modernization Project must now contend with the increased semi-truck and POV congestion from I-10 Connect, and will be limited in any consideration of public transportation strategies that would have been more effective had they been considered in cooperation with TxDOT and in consideration of the synergistic effects the projects can have on each other. Similarly, public transportation options along the stretches of Reimagine I-10 that are most impacted by the increased semi-truck and passenger traffic from I-10 Connect may now be limited in lieu of strategies to address the novel problem of congestion that TxDOT has created.

In its I-10 Connect Project, TxDOT was presented with a viable alternative to do exactly what it had the power to do—redirect traffic—but through an alternative route that would spare the community the brunt of traffic and pollution. However, it dismissed the alternative without further consideration. TxDOT's only explanation was that redirecting traffic outside of residential areas was “outside the scope of this project,” but provided no clarification as to how such an alternative could not achieve the project's purpose. TxDOT has failed in justifying its refusal to consider other alternatives and has set a dangerous precedent for the upcoming BOTA Modernization and Reimagine I-10 Projects.

Even if TxDOT properly considered I-10 Connect as a separate project—which it did not—TxDOT was still required to analyze the cumulative impacts of the entire Reimagine I-10 Project and the upcoming BOTA Modernization in connection with I-10 Connect. An EA informs whether an agency should perform an EIS, and must identify the direct, indirect, and cumulative impacts of the proposed action and consider alternative actions and their impacts.⁹⁵ TxDOT itself recognizes this within its EA.

When analyzing cumulative impacts, an agency must identify:

(1) the area in which effects of the proposed project will be felt; (2) the impacts that are expected in that area from the proposed project; (3) other actions—past, proposed, and reasonably foreseeable—that have had or are expected to have impacts in the same area; (4) the impacts or expected impacts from these other actions; and (5) the overall impact that can be expected if the individual impacts are allowed to accumulate.⁹⁶

Further, CEQ regulations define a cumulative impact as:

⁹⁵ 42 U.S.C. § 4332(2)(C); 40 C.F.R. §§ 1502.14, 1508.7, 1508.8.

⁹⁶ *Louisiana Crawfish Producers Ass'n-W. v. Rowan*, 463 F.3d 352, 357 (5th Cir. 2006) (citing *Fritiofson*, 772 F.2d at 1236).

[T]he impact on the environment resulting from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. Actions by federal, non-federal agencies, and private parties must be considered.⁹⁷

While the regulations do not define “reasonably foreseeable,” case law makes clear that agencies are required to look ahead and address actions that are “contemplated” or “potential,” and need not be formal NEPA proposals that may never trigger NEPA requirements.⁹⁸ The various segments of Reimagine I-10 and the BOTA Modernization Project are indisputably foreseeable projects that will impact “the area” that I-10 Connect would have—and already has—impacted. The BOTA Modernization Project is already in the NEPA scoping phase, and TxDOT has completed a Corridor Study for Reimagine I-10 and announced that “each segment will go into a preliminary engineering (schematic) and environmental process as TxDOT prioritizes projects across the El Paso region.”⁹⁹ Even more, the Downtown Segment for Reimagine I-10 has already obtained most of the estimated \$750,500,000 construction funding.¹⁰⁰

As I-10 Connect is impacted by traffic to and from the BOTA and I-10, any project involving the BOTA or I-10 must be considered under TxDOT’s cumulative impacts analysis for I-10 Connect. The San Xavier and other Southside communities are already concerned about additional environmental impacts on their communities from the BOTA Modernization and proposed expansions of I-10. The additional traffic and air pollution that inevitably follows the expansion of highways¹⁰¹ poses a significant concern affected communities, and with I-10 Connect creating a unique link between I-10 and I-110 and US-54, San Xavier residents may contend with exacerbated traffic impacts from expansions along I-10. TxDOT’s complete omission of these potential impacts does not merely violate NEPA, but adds on to its substantive departures that can only be summed up to a finding of discriminatory intent.

⁹⁷ 32 C.F.R. § 651.16(a).

⁹⁸ *Fritiofson*, 772 F.2d at 1243, 1245; accord, *Kern v. U.S. Bureau of Land Management*, 284 F.3d 1062, 1077 (9th Cir. 2002) (“contemplated” actions); *Blue Mountains Biodiversity Project v. Blackwood*, 161 F.3d 1208, 1214 (9th Cir. 1988) (“potential” actions).

⁹⁹ TxDOT, Reimagine I-10: Next Steps, <https://www.txdot.gov/reimaginei10/corridor-study/next-steps.html>.

¹⁰⁰ TxDOT, 2024 UTP at 96, available at <https://www.txdot.gov/projects/planning/utp.html>.

¹⁰¹ See Martin J.H. Mogridge, *The Self-Defeating Nature of Urban Road Capacity Policy: A Review of Theories, Disputes, and Available Evidence*, TRANSPORT POLICY Vol. 4, No. 1, 5-23 (1997); Noland, Robert B., and Lem L. Lewison, *A Review of the Evidence for Induced Travel and Changes in Transportation and Environmental Policy in the U.S. and the U.K.*, TRANSPORTATION RESEARCH Part D 7, 8-10, 11-15 (2002); Susan Handy, *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, U.C. DAVIS DEPT. OF ENV’T L SCIENCE AND POLICY: POLICY BRIEF (Oct. 2015), available at https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/10-12-2015-ncst_brief_inducedtravel_cs6_v3.pdf; See Kent Hymel, *If You Build It, They Will Drive: Measuring Induced Demand for Vehicle Travel in Urban Areas*, TRANSPORT POLICY, Vol. 76, pp. 57-66 (April 2019).

3. TxDOT Failed to Analyze Air Quality Impacts.

FHWA and USDOT require state DOTs to take steps to mitigate adverse environmental effects of highway construction, including increased air and noise pollution and any adverse environmental justice effects.¹⁰²

i. The increase in idling traffic has exposed Complainants to an increase in mobile source emissions.

I-10 Connect has resulted in the San Xavier neighborhood receiving increased exposure to mobile source air toxics due to the increased traffic flow. Numerous studies have shown that pollution from highways is very localized. These studies have also shown that those living in close proximity to the highways face significantly elevated exposure to a complex mixture of pollutants including air toxics, diesel particulate matter, and other highway emissions including tire wear, brake wear, resuspended road dust, and various metals.¹⁰³

Living, working, or attending school near major roadways or highways has been associated with negative respiratory effects such as:

- Asthma and bronchitis: exposure to diesel exhaust can induce histamine releases that result in allergic conjunctivitis, rhinosinusitis, pharyngitis, laryngitis, and chronic cough. This exposure can also lead to degradation of lung tissue.¹⁰⁴ Children are especially vulnerable to chronic negative respiratory issues, as living in close proximity to highway traffic can inhibit lung development during childhood and lead to lifelong weakened lung function.¹⁰⁵
- Negative cardiovascular effects: long-term exposure to air pollution from high traffic has been shown to increase incidences of coronary artery calcification¹⁰⁶ as well as increased coronary heart disease and strokes in women.¹⁰⁷
- Adverse birth outcomes and developmental effects: living in close proximity to heavy-traffic roadways can cause an increase in term low birth weight and preterm infants.¹⁰⁸

¹⁰² See, e.g., <http://www.fhwa.dot.gov/environment/noise/>.

¹⁰³ U.S. Environmental Protection Agency, Near-Road Air Quality Monitoring Research (Nov. 3, 2009).

¹⁰⁴ Irina N. Krivoshto et al., *The Toxicity of Diesel Exhaust: Implications for Primary Care*, J. AM. BOARD FAM. MED. 55, 58 (2008).

¹⁰⁵ W. James Gauderman et al., *Effect of Exposure to Traffic on Lung Development From 10 to 18 Years of Age: A Cohort Study*, THE LANCET 571, 574 (Jan. 26, 2007).

¹⁰⁶ B. Hoffman et al., *Residential Exposure to Traffic is Associated with Coronary Atherosclerosis*, 116 CIRCULATION 489 (2007).

¹⁰⁷ Kristin A. Miller et al., *Long-Term Exposure to Air Pollution and Incidence of Cardiovascular Events in Women*, 356 NEW ENG. J. MED. 447, 453-56 (2007).

¹⁰⁸ Michelle Wilhelm & Beate Ritz, *Residential Proximity to Traffic and Adverse Birth Outcomes in Los Angeles County, California, 1994-1996*, 111 ENVTL HEALTH PERSP. 207, 210-11 (2003).

- Premature mortality: epidemiological surveyors have discovered high acute and chronic respiratory disease morbidity rates from proximity exposure to diesel exhaust, as well as incidences of acute coronary syndrome (heart attacks) and ischemic effects (strokes).¹⁰⁹
- Increased incidences of cancer: many emissions released by heavy traffic flow, such as diesel exhaust fumes and particulate matter, have carcinogenic properties.¹¹⁰

TxDOT discussed none of these potential impacts. Even though TxDOT failed to perform local modeling of air pollution impacts, it still contended in the Final EA that the project would actually have a minimal impact on air pollution.¹¹¹ TxDOT determined that the project did not require a PM10 and CO Hot-Spot Analysis “due to it reducing congestion and improving traffic flow, particularly at intersections.”¹¹² These conclusions do not logically follow the fact that traffic volumes were projected to increase regardless of the project, which the project sought to address by redirecting traffic through an already-strained area without adding any capacity.¹¹³ With I-10 Connect now completed, the holes in TxDOT’s strategy became increasingly evident. Unprecedented traffic now plagues the San Xavier community, and the extent of the air quality impacts is uncertain, as TxDOT refused to consider any risks.

Despite the widely known and well-documented negative health effects associated with long-term exposure to highway emissions, TxDOT’s EA does not discuss these negative health effects and how they could impact the San Xavier and other surrounding neighborhoods. This is unacceptable, given that the community has already been burdened by increased air pollution from highway construction for decades.

The history of these neighborhoods, their minority make-up, their past exposure to mobile sources of air toxins, the high diesel truck fleet mix that passes regularly through the highway, and the history of TxDOT’s false claims of traffic reduction¹¹⁴ demanded otherwise. TxDOT should have performed a Hot Spot Analysis, and a detailed modeling study of toxic and diesel particulate matter. Such studies would have allowed a comparison of the air pollutant impacts on local populations from the proposed alternatives.

¹⁰⁹ Irina N. Krivoshto et al., *The Toxicity of Diesel Exhaust: Implications for Primary Care*, J. AM. BOARD FAM. MED. 55, 56-59 (2008).

¹¹⁰ Rachel A. Morello-Frosch, Tracey J. Woodruff, Daniel A. Axelrad, Jane C. Caldwell, *Air Toxics and Health Risks in California: The Public Health Implications of Outdoor Concentrations*, Risk Analysis, Volume 20 Issue 2, February 2000 (predicting 8600 excess cancer cases).

¹¹¹ TxDOT EA at 27.

¹¹² *Id.* at 22.

¹¹³ *Id.*

¹¹⁴ TxDOT’s Loop 375 border Highway West Extension Project (Cesar Chavez Border Highway) was completed in 2019, and TxDOT’s website indicates that there has been a significant increase in traffic since that road’s completion in 2019. *See*

https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html.

TXDOT ignored over 25 years of data demonstrating that the Southside neighborhoods around the Bridge of the Americas, the ports of entry in Segundo Barrio (to the west) and the Marathon refinery (to the east) have historically had some of the worst air quality in the region.

San Xavier residents were already exposed to significant levels of air pollution, including ultrafine particulates matter (those smaller than 0.1 μm in diameter), PM2.5, PM10, and ozone before I-10 Connect's completion in December of 2021. The passage of NAFTA in 1994 led to an increase in heavy-duty and passenger traffic in the Paso del Norte air basin, which encompasses parts of Dona Ana County in New Mexico, Cd. Juarez, Chihuahua, Mexico and El Paso, Texas. This led to the creation of the Joint Advisory Committee on Air Quality as part of the La Paz Agreement and millions of dollars being spent on studying air quality in the region, with a particular emphasis on vehicle emissions.

One of the most recent studies looked at the impact of traffic from highways and the ports of entry on nearby residents' respiratory and cardiovascular health. The study began with the premise that:

People with lower income are more likely to live in communities with higher pollution levels from traffic-related emissions. Traffic-related air emissions have been reported to have a strong association with urban air pollution and cause adverse respiratory health effects in near-road communities. Transportation parameters such as traffic density, vehicle miles traveled, and road length, as well as land-use data such as population density, land-use classification, proximity to heavy-traffic roads, distances to major point and area sources, and household income, are important variables for explaining a spatial variation of air quality and health outcomes.¹¹⁵

The study examined the short-term associations (24-, 48-, 72-, and 96-hr averages) of traffic-related air pollutants (PM2.5, PM10, NO₂, and O₃) with biomarkers of respiratory and cardiovascular disease in a group of uninsured participants from low-income communities in El Paso. Researchers found associations of short-term air pollutant concentrations with respiratory outcomes, which was expected. However, researchers also found associations with metabolic risk factors such as BMI, waist circumference, and fasting glucose. The study also found a correlation between PM2.5 and NO₂ and respiratory risk of COPD.¹¹⁶ Given the relationship between traffic-related air pollution and health outcomes, TXDOT should include bettering the health of El Pasoans in its purpose and need, or at least not worsen the health impacts.

¹¹⁵ Association of Traffic and Related Air Pollutants on Cardiorespiratory Risk Factors from Low-Income Populations in El Paso, TX, authored by Soyoung Jeon, Juan Aguilera, Leah Whigham, and Wen-Whai Li, February 2021, available at <https://www.carteeh.org/wp-content/uploads/2021/06/03-27-UTEP-Association-of-Traffic-and-Related-Air-Pollutants-on-Cardiorespiratory-Risk-Factors-from-Low-Income-Populations-in-El-Paso-TX-Jeon.pdf>

¹¹⁶ *Id.*

ii. Complainants are exposed to air pollution.

For PM10, El Paso has been in “Moderate Nonattainment,” since 1991.¹¹⁷ For the 8-hour Ozone standard, El Paso is “Attainment/Non-classifiable” due to the TCEQ’s insistence that but for emissions from outside the city, El Paso is in attainment. Complainants disagree with this designation and insist that they are entitled to measures that will reduce their exposure to ozone pollution.¹¹⁸

The El Paso area had 126 days of elevated air pollution in 2020, the second worst in Texas, according to Environment Texas Research & Policy Center, Frontier Group and TexPIRG Education Fund. The report’s findings mean that El Pasoans were breathing air with elevated levels of pollution on one out of every three days last year.¹¹⁹ The report measured days with elevated levels of small particulate matter and elevated ozone. The El Paso area had 78 days with elevated small particulate matter and 68 days of elevated ozone.

According to TCEQ data, on 40 days in 2022, El Paso County air quality monitors recorded ozone levels unhealthy for sensitive groups, like children, the elderly and people who are pregnant.¹²⁰ The American Lung Association has given El Paso’s an “F” ranking for ozone.¹²¹ According to TCEQ data, on 40 days in 2022, El Paso County air quality monitors recorded ozone levels unhealthy for sensitive groups, like children, the elderly and people who are pregnant.¹²¹ Data charted by the organization shows smog in El Paso has been on the rise since 2016.¹²² Hotter temperatures contribute to ozone pollution. El Paso, like the rest of the world, has seen a dramatic increase in average temperatures in recent decades.¹²³ As shown by a recently created map of the heat island effect, the hottest streets in El Paso are along I-10.¹²⁴ The summer of 2023 was the hottest summer on record for El Paso.¹²⁵ The average temperature in El Paso between June and August surpassed 88 degrees Fahrenheit for the first time ever.¹²⁶ The season saw 60 days of 100-plus temperatures, including a record-shattering 44 days in a row from mid-June through the end of July.¹²⁷

Air monitors in El Paso have recorded high levels of air pollution despite the inadequacies of the current air monitoring network in the area. The UTEP monitor was

¹¹⁷ *Id.*

¹¹⁸ <https://www.tceq.texas.gov/airquality/sip/elp/elp-status>.

¹¹⁹ <https://environmentamerica.org/texas/resources/trouble-in-the-air/>.

¹²⁰ <https://www.lung.org/research/sota/city-rankings/states/texas/el-paso>.

¹²¹ El Paso, *Las Cruces rank high in ozone pollution in 2023 report*, El Paso Matters (April 2023), available at <https://elpasomatters.org/2023/04/25/el-paso-texas-american-lung-association-ozone-pollution-f-grade-2023/#:~:text=El%20Paso%20recorded%2040%20unhealthy,days%20than%20the%20previous%20year>

¹²² *Id.*

¹²³ <https://climatexas.tamu.edu/files/ClimateReport-1900to2036-2021Update>.

¹²⁴ Available at: <https://www.utep.edu/liberalarts/sega/environmental-injustice-hurricane-harvey-in-greater-houston12.html>.

¹²⁵ <https://elpasomatters.org/2023/09/01/el-paso-record-summer-heat/>.

¹²⁶ *Id.*

¹²⁷ *Id.*

close to Interstate 10, an identified source of particulate matter pollution in El Paso. The UTEP monitor recorded the highest ozone levels of any El Paso monitor in 2021 and consistently recorded some of the highest levels of ozone pollution in El Paso. The UTEP monitor has been down since November 2021 and is still not up.¹²⁸ Air monitoring data is crucial for understanding the existing impact of I-10 on human health and additional impacts that can be expected if I-10 is expanded. TXDOT must work with the TCEQ in reinstating the UTEP monitor immediately.

iii. Ultrafine Particulates from Heavy-Duty Vehicles are a Health hazard for San Xavier Residents and Students at Zavala Elementary.

Motor vehicle emissions usually constitute the most significant source of ultrafine particles (diameter <0.1 m) in an urban environment.¹²⁹ The highest concentrations are closest to highways, POEs, etc., and dissipate with distance.¹³⁰ Exposure to diesel-emitted particles has been linked to increased cancer risk and cardiopulmonary diseases. Because of their size (<100 nm), exposure to ultrafine particles (“UFPs”) emitted from heavy-duty diesel vehicles (“HDDV”) might result in greater health risks than those associated with larger particles.¹³¹ A 2013 study found that “[c]ommercial traffic, mostly composed of HDDV, heavily influenced UFP concentrations in the BOTA vicinity.”¹³² The study also found that on Sundays, when commercial traffic was absent, the UFP numbers were the lowest. Populations near the BOTA’s traffic zone and within 400 m are exposed to UFP’s above the background level and include residents on both sides of the border, including a church and several schools, law enforcement officers, street vendors, private commuters, and commercial vehicle drivers.”¹³³

Jason Sarate, who oversees the city of El Paso’s Air Quality Program stated, “[o]ne of the largest contributing sources to ozone in El Paso is the vehicle emissions. I think the biggest challenge is the vehicles that are idling for multiple hours at our ports of entry. When you have vehicles and semi-trucks lined up on the freeways waiting to cross into Mexico or cross into El Paso, those are real issues.”¹³⁴

¹²⁸ Smog in El Paso increased in summer 2022 while key air quality monitor was offline, El Paso Times, September 7, 2022, available at <https://www.elpasotimes.com/story/news/local/el-paso/2022/09/07/el-paso-smog-increased-in-summer-2022-key-air-quality-monitor-offline/65467942007/>.

¹²⁹ Study of Ultrafine Particles Near a Major Highway with Heavy-Duty Diesel Traffic, https://cfpub.epa.gov/si/si_public_record_Report.cfm?Lab=NCER&dirEntryId=83813.

¹³⁰ *Id.*

¹³¹ Ultrafine Particle Levels at an International Port of Entry Between the US and Mexico: Exposure Implications for Users, Workers, and Neighbors. Hector A. Olvera, Mario Lopez, Veronica Guerrero, Humberto Garcia and Wen-Whai Li., available at <https://pubmed.ncbi.nlm.nih.gov/23321858/>

¹³² *Id.*

¹³³ *Id.*

¹³⁴ El Paso, Las Cruces rank high in ozone pollution in 2023 report, El Paso Matters, April 2023, available at <https://elpasomatters.org/2023/04/25/el-paso-texas-american-lung-association-ozone-pollution-f-grade-2023/#:~:text=El%20Paso%20recorded%2040%20unhealthy,days%20than%20the%20previous%20year.>

4. TxDOT Failed to Mitigate Construction Impacts and Refused to Address Resident’s Concerns from Construction Damages.

In addition to increasing traffic, congestion, and noise and air pollution throughout the day, TXDOT’s I-10 Connect has directly impacted residents through construction activities. The demolition and construction activities, and the Project’s design flaws caused structural damage to homes.. These harms include, among other things: cracks along ceilings, roofs, walls, and flooring; leaning structures, damaged plumbing; windows and doors that do not close right; and neighborhood drainage issues.

NEPA requires agencies to consider all environmental impacts from a proposed project, including impacts during construction.¹³⁵ TxDOT’s Guidance for Preparing an Environmental Assessment provides that the EA “must identify and explain any impacts associated with construction activities.”¹³⁶ The Guidance further requires the EA to list the “expected duration of any construction impacts,” and “any [Best Management Practices] or other strategies that will be used to mitigate such impacts.”¹³⁷ The Guidance also provides standard language to reduce noise impacts during construction:

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receptors is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.¹³⁸

TxDOT’s proposed mitigation plan discarded NEPA’s clear mandate and its own Guidance by failing to include mitigation measures to reduce the disproportionate harms the residents could—and did--suffer during construction.

TxDOT failed to take straightforward mitigation measures to prevent damages to complainants’ homes. TxDOT failed to conduct or require a pre-assessment of the homes, soil, infrastructure, etc. in the neighborhood.¹³⁹ TxDOT allowed the contractor to use the streets in the neighborhood as a right of way for construction vehicles and heavy machinery. TxDOT also allowed the contractor to use equipment known in the industry to cause damage to homes when used in close proximity to residential structures, such as from repeated strong vibrations.

¹³⁵ See *Baltimore Gas & Elec. Co.*, 462 U.S. at 97.

¹³⁶ TxDOT, *Environmental Handbook: Preparing an Environmental Assessment* (November 2023) at 30.

¹³⁷ *Id.*

¹³⁸ *Id.*

¹³⁹ Exhibit E: TxDOT’s letter to State Senator Cesar Blanco; TxDOT response to PIA request.

TxDOT also neglected to mitigate the increased noise impacts from construction and increased traffic that San Xavier residents faced and continue to endure. Populations that live in close proximity to noise can suffer various adverse health effects. Acute exposure to noise can cause increased blood pressure, heart rate, and release of stress hormones.¹⁴⁰ Furthermore, exposure to normal urban levels of noise during the night has been associated with sleep disturbances.¹⁴¹ Residential exposure to road traffic noise is also associated with a risk of stroke, with a 14% higher risk per 10 decibels higher exposure.¹⁴² Two residents were dying from cancer at the time of I-10's construction. Their relatives pleaded with TxDOT's contractor to please stop working at night so that they may have rest. The contractor refused.

To address increased noise from traffic, TxDOT only provided noise barriers for sixteen residences, leaving the vast majority of residences impacted by the increased traffic and noise from the project with no mitigation measures.¹⁴³ TxDOT further determined that the construction of a visual barrier—which could have mitigated some of the impacts San Xavier residents currently face—was not necessary since the project would be aesthetically compatible with “existing transportation features[.]”¹⁴⁴ Yet the increased traffic and endless queuing of vehicles that the project has caused comes with—in addition to the air pollution and noise disturbances—a visual toll for the San Xavier neighborhood.

Notably, TXDOT never warned residents that the construction would be ongoing 24 hours a day, 7 days a week. Throughout the public meetings, TxDOT failed to make a single mention of potential construction impacts. After construction began, and the dangers became clear to residents, residents asked TxDOT for a meeting. TxDOT proceeded to give them a PowerPoint about the wonders of the I-10 Connect. Only after TRLA requested information about filing a complaint did TxDOT inform residents about the process. After San Xavier residents filed formal complaints, TxDOT denied any responsibility and closed their complaints.

TXDOT has also failed to address its removal of street lighting, the new traffic accident hot spots, and the new San Antonio Street entrance, which is confusing to drivers and is full of debris and runoff. The neighborhood must now also contend with ongoing drainage issues. Since the haphazard construction of I-10 Connect, San Xavier residents have faced repeated flooding that was not present before. After rain events, water collects in puddles near homes that continues to damage the foundation of the homes because the rainwater collection site was built with the wrong pitch. TxDOT's

¹⁴⁰ H. Ising, B. Kruppa, *Health Effects Caused by Noise: Evidence in the Literature From the Past 25 Years*, NOISE HEALTH 5, 5-13 (2004).

¹⁴¹ H.M. Miedema, H. Vos, *Associations Between Self-Reported Sleep Disturbance and Environmental Noise Based on Reanalyses of Pooled Data From 24 Studies*, BEHAV. SLEEP MED. 1, 1-20 (2007).

¹⁴² Mette Sorensen et al., *Road Traffic Noise and Stroke: A Prospective Cohort Study*, EUROPEAN HEART JOURNAL 737, 740-41 (Jan. 2011).

¹⁴³ TxDOT EA at 24; TxDOT Traffic Noise Analysis Technical Report: I-10 Connect From Yandell Drive to Loop 375 (Cesar Chavez Border Highway, El Paso County, Texas (September 2017).

¹⁴⁴ TxDOT EA at 14.

failure to adequately plan for altered hydraulics in a FEMA 100-year floodplain is unacceptable. TxDOT claimed that the “project would not result in adverse direct or indirect effects on the floodplain[.]”¹⁴⁵

TxDOT cannot now claim ignorance to avoid the clear discrimination it has inflicted on San Xavier, for it was given ample opportunity to rectify and prevent many of the harms caused by I-10 Connect. While the chosen alternative was set in stone once construction commenced, the full extent of the damage to properties and stormwater drainage infrastructure could have been minimized. Residents became aware of the full extent of harm posed by ongoing construction in their neighborhood and raised the alarm to TxDOT, but TxDOT repeatedly turned a blind eye and denied any wrongdoing. This flagrant and repetitive pattern of dismissing San Xavier resident’s concerns and ongoing harms demonstrates a clear discriminatory intent.

5. Deficient Environmental Justice Analysis.

TxDOT’s EA is woefully deficient in its environmental justice analysis. As discussed above, the project has numerous impacts on the San Xavier neighborhood—an environmental justice community. In its EA, TxDOT merely recites the obvious fact that the project is predominantly located around environmental justice communities, without acknowledging the history of highway pollution, let alone the potential impacts of the project, such as increased air pollution.¹⁴⁶ Numerous commentors asked TxDOT to take the community into consideration, highlighting the many struggles of having to deal with a legacy of environmental pollution.¹⁴⁷ However, TxDOT’s only mention of community impacts occurred within a perfunctory overview of the displacement of one commercial property, and two sentences on the unsupported guarantees of the project:

In addition, one of the primary objectives of the project is to address regional traffic utilizing local roadways in the adjacent EJ neighborhoods. The proposed project is intended to improve mobility and reduce congestion, which can also reduce vehicle idling and thereby potentially reduce emissions.¹⁴⁸

TxDOT’s blatant omission is in clear contravention of NEPA’s environmental justice analysis requirements, and TxDOT’s duties under Title VI. Even TxDOT’s own Environmental Justice and Title VI Compliance Handbook acknowledges the history of

¹⁴⁵ *Id.* at 18.

¹⁴⁶ TxDOT EA at 13.

¹⁴⁷ Hilda Villegas, a longtime community organizer and advocate for the Chamizal community group Familias Unidas del Chamizal, noted: “Families, women, and our Barrios suffered after Nafta was signed, and are still feeling the effects. Our communities should not have to pay once more to accommodate these transnational. Completing any alternative that proposes to go through any Barrio would contribute to the destruction of our environment, history, culture, and existence. July 7, 2016 Public Meeting Comment by Hilda Villegas; Another commentor echoed this sentiment, noting that “there should be a solution to the maquila trucks entering the free bridge from Paisano. There should be other alternatives that do not take all the traffic through the Mexican American Barrios.” January 21, 2016 Comment by Guillermo D. Glenn.

¹⁴⁸ TxDOT EA at 13.

discrimination in waste and industrial sightings, and provides for the Community Impact Analysis to ensure “recurring burdens” are not unjustly imposed on underserved populations like San Xavier.¹⁴⁹ TxDOT’s Handbook further requires that all EJ mitigation commitments are clearly listed in the CIA technical report and the EA/EIS, as applicable.”¹⁵⁰ Yet TxDOT made no mitigation commitments beyond a few noise barriers, leaving the community to trust in the anticipated traffic benefits of the project, benefits which never came.

TxDOT also refused to analyze the full extent of traffic impacts, including through its severe failure to account for the impact of Mexican and U.S. Customs. TxDOT’s claims that it was “evaluating options to reduce the impacts of trucks to and from the Port of Entry” and dutifully considering ways to minimize impacts to the environmental justice communities ring hollow in the face of its numerous glaring omissions under NEPA. TxDOT’s perfunctory environmental justice analysis marks a fitting summation of its effort to evaluate the project’s impacts and provide the community with adequate information under NEPA. Even a conservative inference of the plethora of TxDOT’s failures and demonstration of apathy and neglect to the San Xavier community can only lead to a finding of intentional discrimination.

F. DISPARATE IMPACT

TxDOT’s I-10 Connect project has had a disproportionate impact on a protected group, further cementing the history of past discrimination. TxDOT could have avoided this by addressing the history of past projects and by admitting its own limitations, including its inability to control U.S. and Mexican Customs. Instead, TxDOT short-circuited the process by stating it did not have to evaluate the impact further because the project would reduce traffic, and no one was being displaced. By failing to fully evaluate the impacts of its proposed alternative and failing to justify its refusal to evaluate an alternative that would avoid sending POE traffic through environmental justice neighborhoods, TxDOT violated Title VI. Even if TxDOT establishes a “legitimate need” for the project, there were “less discriminatory alternatives” available, mentioned by commentors, and reiterated here—namely, to remove heavy truck traffic from the POE or redirect heavy truck traffic away from the neighborhoods and to implement a robust public transportation alternative along that stretch of the highway. DOJ Title VI Manual § VIII(B). As with its failure to fully consider the history of past discrimination, TxDOT failed to seriously consider any alternative to remedy past discrimination or at least prevent its continuation and exacerbation.

As extensively discussed above, the residents of the San Xavier neighborhood are disproportionately suffering from the harmful impacts of I-10 Connect. TxDOT failed to properly evaluate and mitigate the impacts that the I-10 Connect Project has had on communities, including increased air and noise pollution, increased traffic, damage to properties, and ongoing flooding and other infrastructure problems.

¹⁴⁹ TxDOT Environmental Justice Handbook at 12.

¹⁵⁰ *Id.* At 15.

IV. DOT and FHWA Should Take All Necessary Steps to Correct TxDOT's Violations of Title VI.

For the reasons set forth above, TxDOT is not in compliance with Title VI of the Civil Rights Act of 1964. Accordingly, FHWA should take all necessary steps to ensure that TxDOT comes into full compliance with the requirements of Title VI pursuant to the FHWA and DOT's powers under 23 C.F.R. § 200.11, 28 C.F.R. § 42.108, and 49 C.F.R. § 21.13. If necessary, such steps should include launching an investigation, discontinuing all present and future federal funding to TxDOT for road projects, including the I-10 Connect Project, requiring TxDOT to take any necessary steps to comply with Title VI into the future, and/or referring the matter to the U.S. Department of Justice for further investigation. *See* 49 C.F.R. § 21.23.

Complainants request that:

1. Homeowners whose homes were damaged by I-10 Connect be compensated financially;
2. The neighborhood's infrastructure be repaired (flooding, car accident hot spot, debris, noise, etc.);
3. 18-wheelers be prohibited from using I-10 Connect;
4. TxDOT adopt and enforce written construction rules that will prevent future harm, including a prohibition of the use of heavy machinery known to cause vibrations that can damage residential structures within a certain proximity; pre-assessments of nearby homes; and pre-assessments of the soil composition;
5. TxDOT adopt and enforce requirements to ensure the full dissemination of information to communities during and after the public participation process;
6. TxDOT support the Complainant's requests as part of the upcoming BOTA NEPA process to remove 18-wheelers from BOTA heading both north and south and incorporating a robust public transportation component to the GSA's modernization of the Port of Entry and nearby areas; and
7. A comprehensive health study and monitoring of residents close to I-10 Connect.

Thank you for your prompt attention to prevent further discrimination related to the I-10 Connect Project. Please let us know if we can provide any additional information to assist FHWA in addressing these serious concerns.

Respectfully Submitted,

TEXAS RIOGRANDE LEGAL AID, INC.

1331 Texas Ave.
El Paso, TX 79901

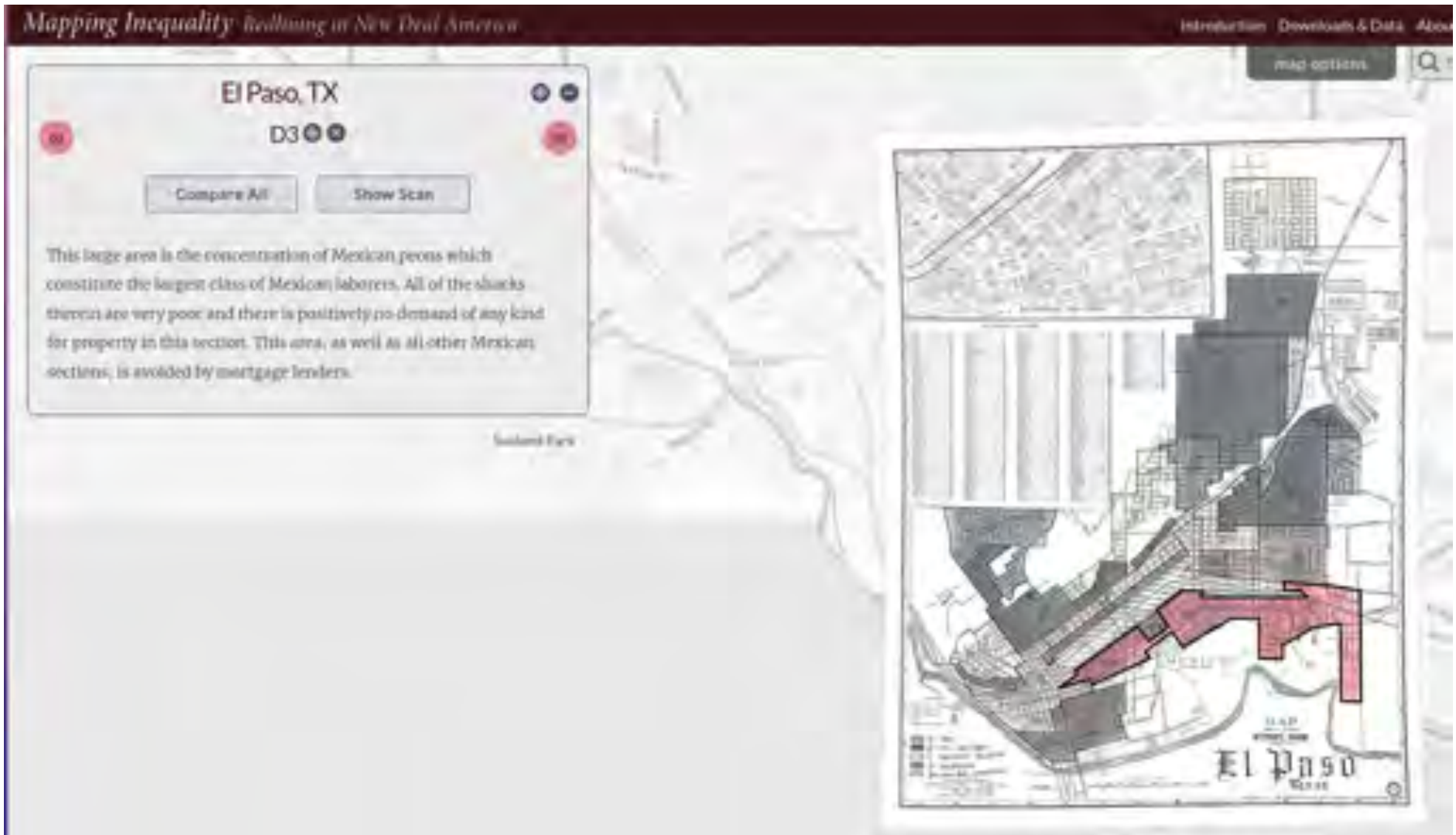
/s/ Paola Camacho

Paola Camacho
Attorney at Law
State Bar No. SC105267
Tel: (915) 585-5118
Fax: (915) 544-3789
E-mail: pcamacho@trla.org

/s/ Verónica Carbajal

Verónica Carbajal
Attorney at Law
TX State Bar No. 24045617
Tel: (915) 585-5107
Fax: (915) 544-3789
E-mail: vcarbajal@trla.org

EXHIBIT A



Mapping Inequality, Robert K. Nelson and Edward L. Ayers, accessed July 7, 2023, <https://dsl.richmond.edu/panorama/redlining/>

EXHIBIT B

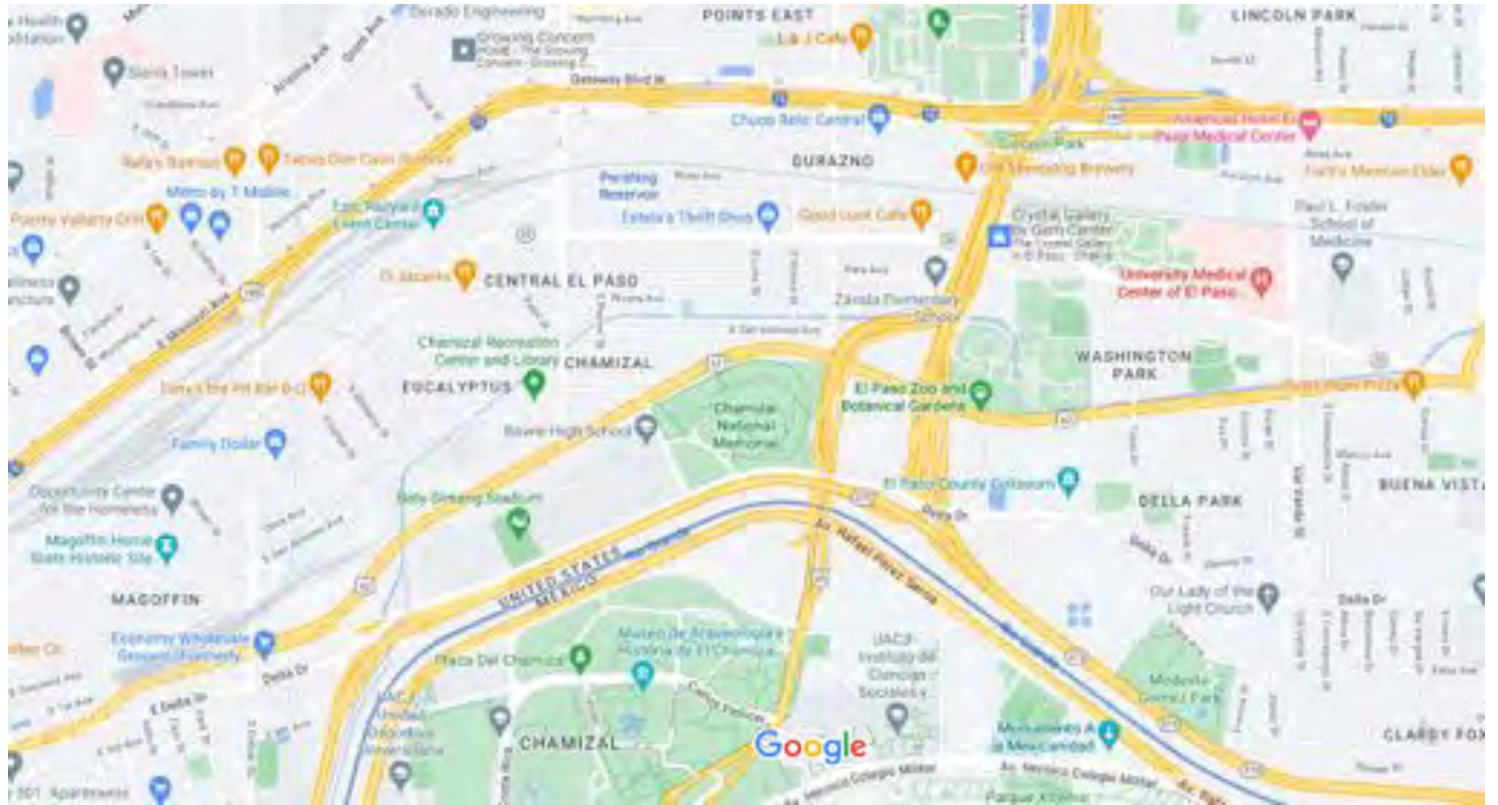


EXHIBIT C

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

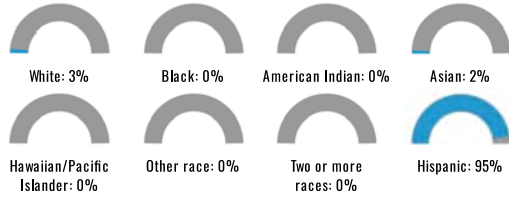
El Paso, TX

Tract: 48141002900
 Population: 1,134
 Area in square miles: 0.50

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

A3 Landscape



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	5%
Spanish	92%
French, Haitian, or Cajun	1%
Chinese (including Mandarin, Cantonese)	1%
Total Non-English	95%

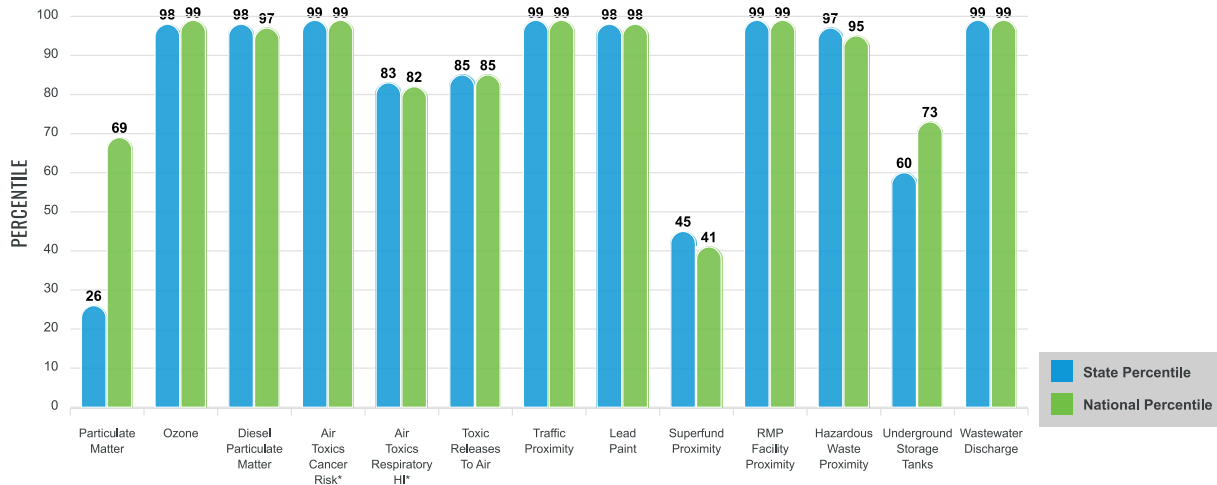
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

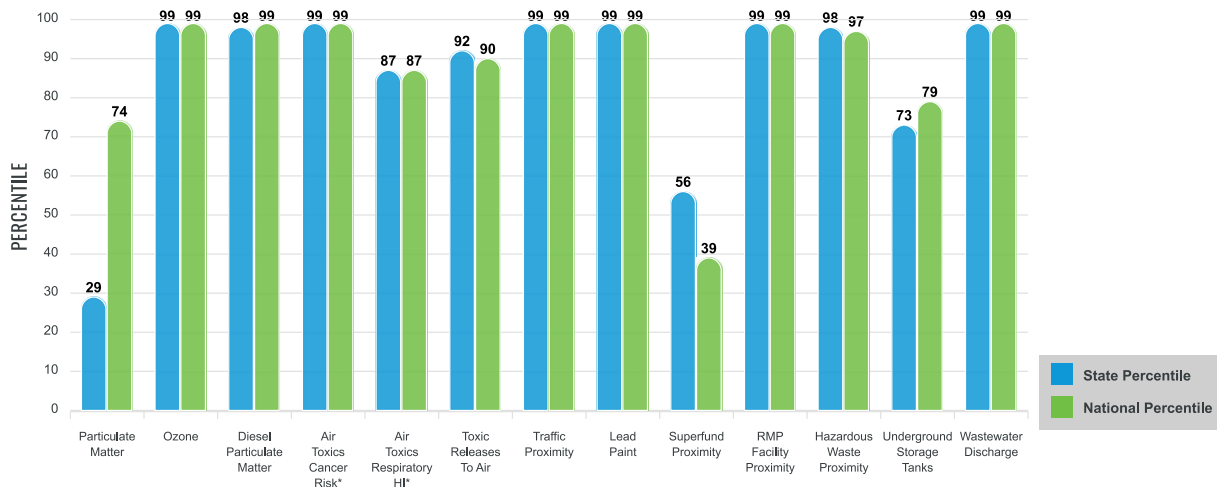
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Tract: 48141002900

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	7.23	9.11	8	8.08	25
Ozone (ppb)	69.9	64.6	88	61.6	93
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.352	0.218	89	0.261	77
Air Toxics Cancer Risk* (lifetime risk per million)	40	28	89	25	94
Air Toxics Respiratory HI*	0.3	0.3	29	0.31	31
Toxic Releases to Air	370	12,000	53	4,600	41
Traffic Proximity (daily traffic count/distance to road)	1,200	150	99	210	96
Lead Paint (% Pre-1960 Housing)	0.58	0.17	91	0.3	78
Superfund Proximity (site count/km distance)	0.015	0.085	17	0.13	10
RMP Facility Proximity (facility count/km distance)	2	0.63	93	0.43	96
Hazardous Waste Proximity (facility count/km distance)	1.5	0.75	85	1.9	69
Underground Storage Tanks (count/km ²)	1.1	2.3	43	3.9	49
Wastewater Discharge (toxicity-weighted concentration/m distance)	1.5	0.91	97	22	92
SOCIOECONOMIC INDICATORS					
Demographic Index	87%	46%	96	35%	98
Supplemental Demographic Index	40%	17%	97	14%	98
People of Color	97%	58%	90	39%	94
Low Income	76%	34%	95	31%	96
Unemployment Rate	5%	5%	63	6%	61
Limited English Speaking Households	44%	8%	97	5%	98
Less Than High School Education	47%	16%	94	12%	98
Under Age 5	5%	6%	42	6%	49
Over Age 64	28%	14%	90	17%	86
Low Life Expectancy	24%	20%	89	20%	87

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	1
Air Pollution	0
Brownfields	0
Toxic Release Inventory	1

Other community features within defined area:

Schools	1
Hospitals	0
Places of Worship	1

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Tract: 48141002900

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	24%	20%	89	20%	87
Heart Disease	9.9	5.9	97	6.1	97
Asthma	10.8	9.2	93	10	75
Cancer	4.2	5.2	29	6.1	14
Persons with Disabilities	20.5%	12.3%	90	13.4%	87

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	10%	10%	73	12%	64
Wildfire Risk	0%	30%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	53%	15%	97	14%	98
Lack of Health Insurance	28%	18%	83	9%	97
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for Tract: 48141002900

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

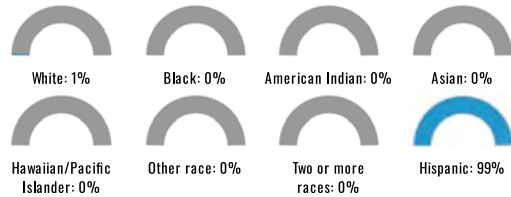
El Paso, TX

Tract: 48141002800
 Population: 3,892
 Area in square miles: 0.93

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

A3 Landscape



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	8%
Spanish	92%
Total Non-English	92%

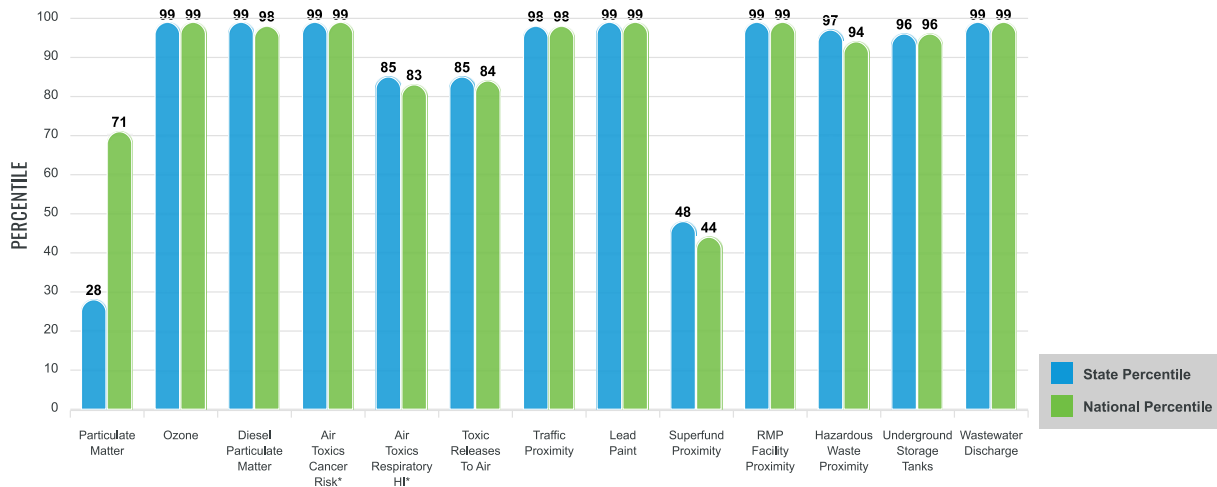
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

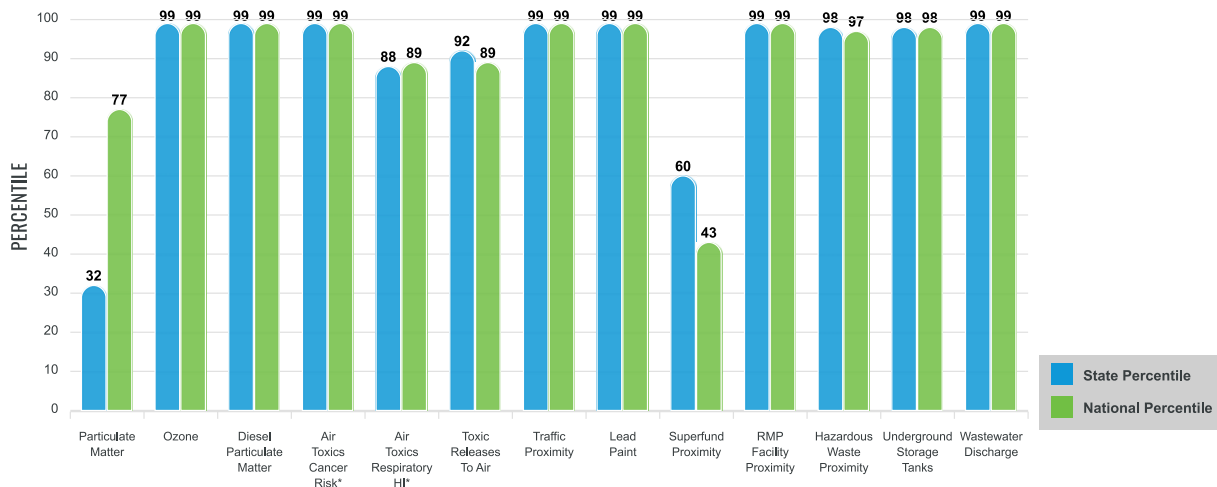
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Tract: 48141002800

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	7.24	9.11	8	8.08	25
Ozone (ppb)	70.3	64.6	91	61.6	94
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.353	0.218	89	0.261	77
Air Toxics Cancer Risk* (lifetime risk per million)	40	28	89	25	94
Air Toxics Respiratory HI*	0.3	0.3	29	0.31	31
Toxic Releases to Air	270	12,000	48	4,600	36
Traffic Proximity (daily traffic count/distance to road)	380	150	91	210	87
Lead Paint (% Pre-1960 Housing)	0.7	0.17	95	0.3	86
Superfund Proximity (site count/km distance)	0.015	0.085	17	0.13	10
RMP Facility Proximity (facility count/km distance)	1.7	0.63	91	0.43	95
Hazardous Waste Proximity (facility count/km distance)	1.1	0.75	78	1.9	62
Underground Storage Tanks (count/km ²)	3.9	2.3	79	3.9	72
Wastewater Discharge (toxicity-weighted concentration/m distance)	1.5	0.91	97	22	92
SOCIOECONOMIC INDICATORS					
Demographic Index	94%	46%	99	35%	99
Supplemental Demographic Index	44%	17%	98	14%	99
People of Color	99%	58%	94	39%	96
Low Income	89%	34%	98	31%	99
Unemployment Rate	5%	5%	59	6%	57
Limited English Speaking Households	51%	8%	98	5%	98
Less Than High School Education	57%	16%	97	12%	99
Under Age 5	10%	6%	77	6%	84
Over Age 64	13%	14%	52	17%	38
Low Life Expectancy	23%	20%	80	20%	79

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	6
Air Pollution	0
Brownfields	0
Toxic Release Inventory	0

Other community features within defined area:

Schools	1
Hospitals	0
Places of Worship	3

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	No

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Tract: 48141002800

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	23%	20%	80	20%	79
Heart Disease	10.6	5.9	98	6.1	98
Asthma	11.4	9.2	96	10	85
Cancer	4.3	5.2	32	6.1	15
Persons with Disabilities	16.6%	12.3%	78	13.4%	73

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	5%	10%	52	12%	41
Wildfire Risk	0%	30%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	39%	15%	92	14%	94
Lack of Health Insurance	45%	18%	98	9%	99
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for Tract: 48141002800

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

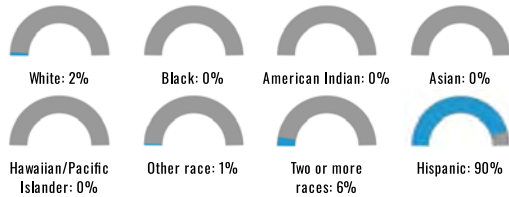
El Paso, TX

Tract: 48141003000
 Population: 4,196
 Area in square miles: 1.03

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

A3 Landscape



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	12%
Spanish	87%
French, Haitian, or Cajun	1%
Total Non-English	88%

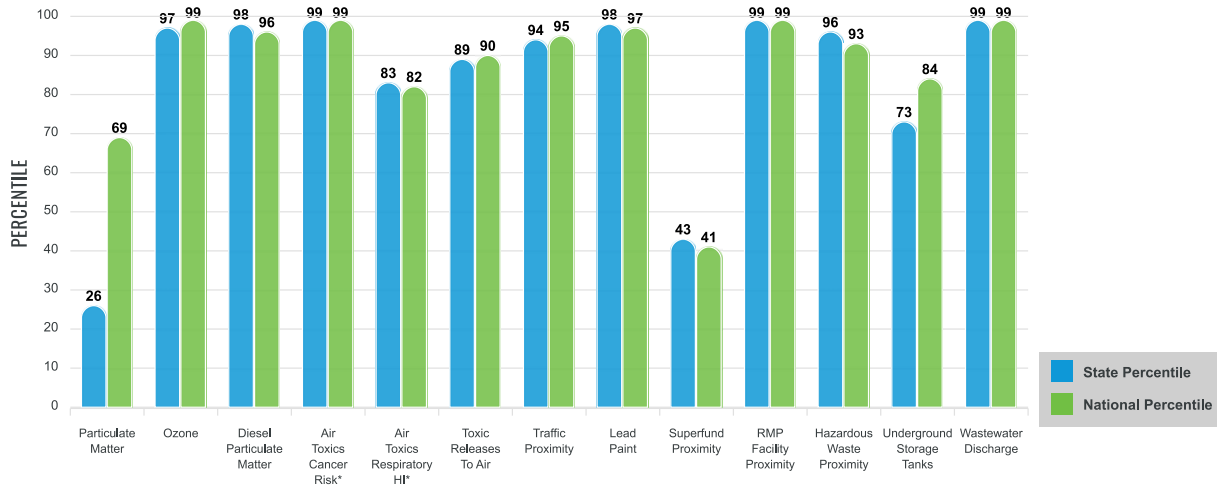
Environmental Justice & Supplemental Indexes

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EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

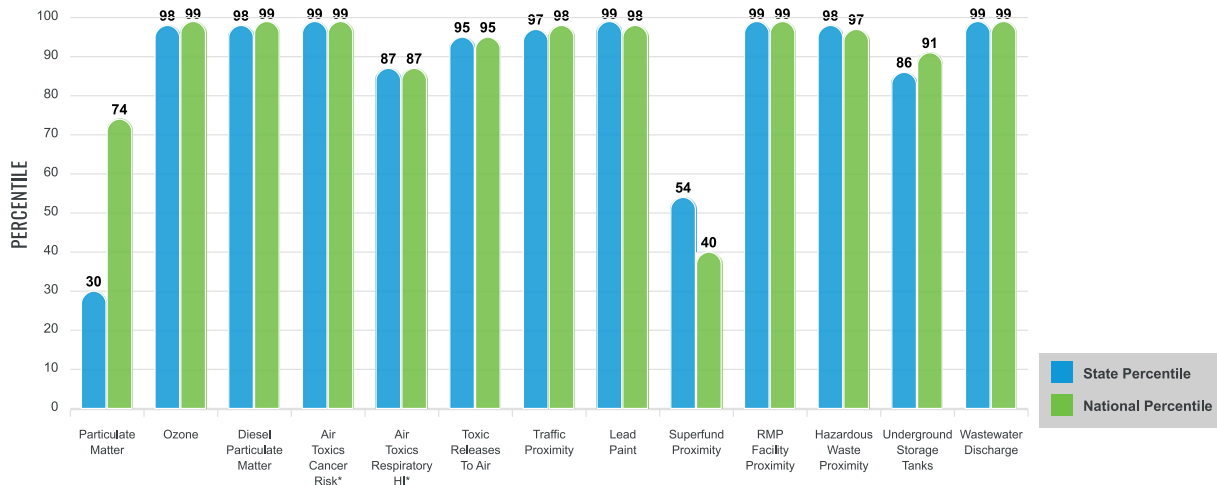
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Tract: 48141003000

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	7.23	9.11	8	8.08	25
Ozone (ppb)	69.5	64.6	84	61.6	93
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.346	0.218	88	0.261	76
Air Toxics Cancer Risk* (lifetime risk per million)	40	28	89	25	94
Air Toxics Respiratory HI*	0.3	0.3	29	0.31	31
Toxic Releases to Air	680	12,000	61	4,600	52
Traffic Proximity (daily traffic count/distance to road)	250	150	84	210	79
Lead Paint (% Pre-1960 Housing)	0.56	0.17	90	0.3	77
Superfund Proximity (site count/km distance)	0.015	0.085	16	0.13	10
RMP Facility Proximity (facility count/km distance)	2.1	0.63	93	0.43	96
Hazardous Waste Proximity (facility count/km distance)	1.3	0.75	82	1.9	66
Underground Storage Tanks (count/km ²)	1.5	2.3	51	3.9	54
Wastewater Discharge (toxicity-weighted concentration/m distance)	1.8	0.91	98	22	93
SOCIOECONOMIC INDICATORS					
Demographic Index	86%	46%	96	35%	98
Supplemental Demographic Index	40%	17%	98	14%	98
People of Color	98%	58%	91	39%	95
Low Income	75%	34%	94	31%	96
Unemployment Rate	10%	5%	82	6%	81
Limited English Speaking Households	44%	8%	97	5%	98
Less Than High School Education	49%	16%	94	12%	98
Under Age 5	12%	6%	88	6%	92
Over Age 64	14%	14%	56	17%	42
Low Life Expectancy	18%	20%	30	20%	38

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	9
Air Pollution	0
Brownfields	0
Toxic Release Inventory	0

Other community features within defined area:

Schools	2
Hospitals	2
Places of Worship	1

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Tract: 48141003000

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	18%	20%	30	20%	38
Heart Disease	9.3	5.9	95	6.1	94
Asthma	9.9	9.2	78	10	52
Cancer	4.8	5.2	44	6.1	22
Persons with Disabilities	24.8%	12.3%	96	13.4%	94

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	2%	10%	30	12%	22
Wildfire Risk	0%	30%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	24%	15%	77	14%	81
Lack of Health Insurance	27%	18%	79	9%	97
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for Tract: 48141003000

EXHIBIT D

Photographs of traffic on I-110



Photo of southbound traffic on I-110 next to Zavala Elementary, Sept. 28, 2022, 8:15a MT



Photo of southbound traffic on I-110 next to Zavala Elementary/San Xavier, November 29, 2022, 2p MT



Photo of southbound traffic on I-110 next to Zavala Elementary/San Xavier, November 29, 2022, 7p MT



Photo of southbound traffic on I-110 next to Zavala Elementary/San Xavier, November 29, 2022, 7p MT

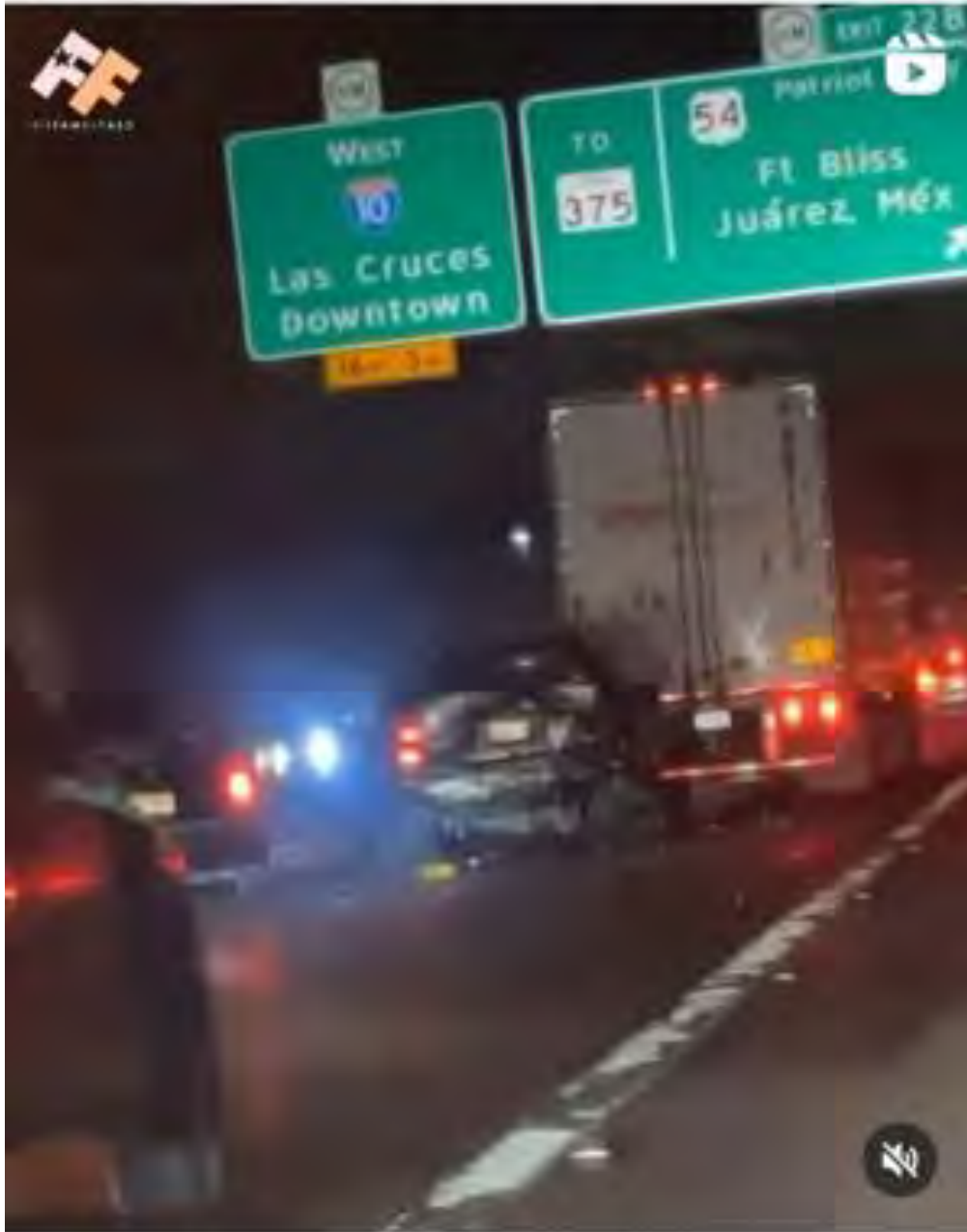


Photo of southbound traffic on I-110 next to Zavala Elementary/San Xavier, November 1, 2023, 7:50p MT



therealfitfamelpaso
therealfitfamelpaso • Original a...

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14,964 likes

therealfitfamelpaso Just happened on I-10 West right before the US-54 interchange; everyone appea... more

Screenshot of social media post on Instagram by @therealfitfamelpaso on November 3, 2023.



Photo of TxDOT traffic warning sign on I-10 West, January 21, 2023 at 2:13p MT.

EXHIBIT E

From: Tomasz Tomiano
To: Alejandra Villanuel
Subject: RE: San Xavier Community
Date: Friday, February 3, 2023 8:14 AM

Good morning Alejandra,

Before accepting any project we perform a final walk through with the contractor. We do this to ensure that the terms and conditions of the contract have been met. We do not perform a walk-through of the adjacent neighborhoods as they are not part of any contract and are outside our right of way. Please let me know if you need anything else.

Thanks

Tomasz Tomiano
UT Pima District Engineer

From: Alejandra Villanuel
Sent: Friday, February 3, 2023 9:44 AM
To: Tomasz Tomiano
Subject: RE: San Xavier Community

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Tomiano,

Thank you for this information. Additionally, could you clarify with our office if it is within practice for FIDOT to visit and do a walkthrough of the area where construction will be taking place, including adjacent neighborhoods?

And,

Alejandra Villanuel | Constituent Caseworker

Office of Texas State Senator César J. Ramos (SD39)

8440 Viscount Blvd. #205 El Paso, Texas 79925

O: (915) 835-5944 **F:** (915) 535-5944 **M:** (915) 835-5944

avillanuel@senatorramos.com

For more information, visit www.senatorramos.com or call for assistance at (915) 835-5944.

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Communication errors, while rarely or immediately detectable, can sometimes result in lost phone and services. We apologize for this and any inconvenience from your system.

From: Tanya Trower
Sent: Friday, January 31, 2023 2:35 PM
To: Alejandra Villarreal
Subject: Re: San Xavier Community

Good evening Alejandra

We have not received any new complaints from the residents at the San Xavier neighborhood. In addition we completed many of the things we agreed to address from the residents that we had spoken on originally. Please let me know if I may be of any further assistance

Thanks and Stay Safe

Tommy Howard
El Paso District Engineer

From: Alejandra Villarreal
Sent: Tuesday, January 31, 2023 at 24:14 PM
To: Tanya Trower
Subject: San Xavier Community

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Trower,

I hope your day went well I am reaching out because we have received some questions from the San Xavier Community. I know the last time we spoke TxDOT informed our office that no complaints had been submitted through the formal process by any of the community members. We are hoping to receive an update if this information has changed since July of 2022. Any information or assistance you may provide in this matter is greatly appreciated.

Please let me know if you have any questions, look forward to hearing from you.

Best,

Alejandra Villarreal Constituent Caseworker
Office of Texas State Senator César J. Blanco -SD29
9440 Vantage Blvd, #205 El Paso, Texas 79925
D: (915) 495-0751 | **F:** (915) 595-5944 | **M:** (915) 111-4744
alejandra.villarreal@cesarblanco.com

*District Office Staff at Texas works remotely and can be reached via their mobile number.

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[EXTERNAL EMAIL] TxDOT Public Records Request :: R028058-062823

TxDOT Records Request Center <txdot@govqa.us>

Fri 8/4/2023 6:06 PM

To:Veronica Carbajal(ELP) <vcarbajal@trla.org>

--- Please respond above this line ---



RE: PUBLIC RECORDS REQUEST of June 28, 2023, Reference # R028058-062823.

RE: PUBLIC RECORDS REQUEST of June 28, 2023, Reference # R028058-062823.

Good afternoon Ms. Carbajal,

TxDOT received a public information request from you on June 28, 2023. Your request mentioned:

"We are requesting the following documents related only to TXDOT's I-10 Connect Project (I-10 Connect) in El Paso, Texas.

TRLA is a 501c3 that provides free legal services to low-income Texans, in this case, residents of the San Xavier community. On behalf of our clients, we request a waiver of all fees and charges and/or a discount pursuant to TPIA § 552.267 and 43 TAC § 3.13 (b).

- 1. Names of contractors and point of contact.**
- 2. Name of designer (s).**
- 3. Drainage analysis that demonstrates the flow of rainwater before and after I-10 Connect was completed.**
- 4. Geotechnical, site geology, and potholing evaluations.**
- 5. Pre-assessment of the residential structures within a .5 mile of any of the construction.**
- 6. Traffic studies/modeling related to the flow of traffic from East Paisano Drive to East San Antonio Street and back to East Paisano Drive.**
- 7. Traffic studies/modeling related to the traffic expected to use I-10 Connect South, heading into Mexico once it was completed.**
- 8. TXDOT's contracts for the I-10 Connect Project from 2016 to the present day.**
- 9. Construction drawings.**
- 10. Specification book.**
- 11. Scope of work.**
- 12. Field change orders.**
- 13. Plans for the project at 30%.**
- 14. Plans for the project at 90%.**
- 15. Progress reports.**
- 16. Notes from weekly meetings with the contractor.**
- 17. A list of the heavy equipment that was used, identified by make and model.**
- 18. Guidelines and/or limitations and/or precautions given by TXDOT to the contractor related to the use of heavy equipment within 30-50 feet of residential structures.**

19. Vibration readings and measurements taken during the construction.
20. Noise readings taken during the construction.
21. Photographs of the construction.
22. Analysis and/or complaints of the cut through rate and deposits of debris at East San Antonio Street.
23. Complaints by other government entities, including the City of El Paso, El Paso Water Utility, and Texas Gas, EPISD.
24. Reports of damage to City of El Paso owned infrastructure, including but not limited to streets, sidewalks, water lines, sewage lines, and gas lines.

Thank you,

Verónica Carbajal

Attorney

Group Coordinator: Community Preservation & Empowerment

Texas RioGrande Legal Aid, Inc.

1331 Texas Ave.

El Paso, TX 79901

Direct Tel.: (915) 585-5107"

We are in receipt of your final payment of \$531.00.

TxDOT has reviewed its files and has located responsive records to your request. Regarding items #5, 17, 18, 19, 20, 22 and 24, we do not have documents in response.

Please log in to TxDOT Records Request Center to retrieve the appropriate responsive documents.

Public Records Request - R028058-062823

If you have any questions, please contact me at (915) 790-4207.

If you need any additional information, please submit a new request.

Your request is now closed.

Thank you,

Susan Ryde

Open Records Coordinator

El Paso District

To monitor the progress or update this request please log into the [TxDOT Records Request Center](#)



EXHIBIT B

ORIGINAL ARTICLE

Ultrafine particle levels at an international port of entry between the US and Mexico: Exposure implications for users, workers, and neighbors

Hector A. Olvera¹, Mario Lopez², Veronica Guerrero³, Humberto Garcia⁴ and Wen-Whai Li⁵

Exposure to diesel-emitted particles has been linked to increased cancer risk and cardiopulmonary diseases. Because of their size (<100 nm), exposure to ultrafine particles (UFPs) emitted from heavy-duty diesel vehicles (HDDV) might result in greater health risks than those associated with larger particles. Seasonal UFP levels at the International Bridge of the Americas, which connects the US and Mexico and has high HDDV traffic demands, were characterized. Hourly average UFP concentrations ranged between $1.7 \times 10^3/\text{cc}$ and $2.9 \times 10^5/\text{cc}$ with a mean of $3.5 \times 10^4/\text{cc}$. Wind speeds $<2 \text{ m s}^{-1}$ and temperatures $<15^\circ\text{C}$ were associated with particle number concentrations above normal conditions. The presence of HDDV had the strongest impact on local UFP levels. Varying particle size distributions were associated with south- and northbound HDDV traffic. Peak exposure occurred on weekday afternoons. Although in winter, high exposure episodes were also observed in the morning. Particle number concentrations were estimated to reach background levels at 400 m away from traffic. The populations exposed to UFP above background levels include law enforcement officers, street vendors, private commuters, and commercial vehicle drivers as well as neighbors on both sides of the border, including a church and several schools.

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Keywords: US–Mexico border crossing; nanoparticles; heavy duty; diesel; gasoline; principal component analysis

INTRODUCTION

Exposure to diesel-emitted particles has been linked to pulmonary inflammation, increased susceptibility to respiratory infections, chronic obstructive pulmonary diseases, exacerbation of asthma, and increased risk of cancer.^{1–11} In this regard, the US Environmental Protection Agency has diesel-emitted particles listed as a likely carcinogen, while the World Health Organization considers diesel-engine exhaust carcinogenic.^{12–14} Although, diesel-emitted particles denote particles of all sizes, there is reason to believe that exposure to ultrafine particles (UFPs) emitted from heavy-duty diesel vehicles (HDDV) might result in higher health risks than those associated with coarser particles.^{15–17} Because of their small size (<100 nm), UFP can evade human defense mechanisms, penetrate deep into the body, reach the bloodstream, and be distributed to potentially sensitive sites, such as bone marrow, lymph nodes, spleen, and heart.^{18–22} Particularly, UFP have been shown to impact the cardiovascular, pulmonary, and central nervous systems, even more so in compromised individuals.^{15,23–25}

Accurate characterizations of exposure conditions at both occupational and urban environments are necessary for the advancement of UFP health risk assessments. Particularly critical is the identification of settings of exposure of large populations to extreme UFP levels. Such scenarios are plausible in close proximity to dense traffic conditions. Especially near dense HDDV traffic as UFP emissions from these vehicles have been observed to be considerably greater than from light-duty gasoline vehicles.²⁶ The International Bridge of the Americas (BOTA), as one of the busiest

ports of entry between US and Mexico, has an elevated traffic demand and stringent security inspections, which result in long queues of idling vehicles on both sides of the border. A peculiarity of the BOTA, as compared with other ports of entry on the US/Mexico border, is that it has the largest combined traffic demand of privately owned (mostly light-duty gasoline) and commercially operated (mostly HDDV) vehicles.²⁷ The combined traffic conditions at the BOTA are expected to induce UFP exposure on large numbers of private commuters and law enforcement officers. Furthermore, exposure to combined gasoline and diesel-engine emissions might produce amplified impacts to the cardiovascular system as compared with gasoline or diesel only exposures.^{28–30}

In this study, UFP number concentrations at the BOTA were characterized. Specifically, the temporal variations of particle number concentrations (PNCs) and their associations with traffic and meteorological conditions were assessed, and exposure scenarios and populations at risk identified. Also, the specific size fractions associated with HDDV traffic were determined. The measurements for this study were performed as part of a comprehensive air quality characterization at the BOTA.³¹

MATERIALS AND METHODS

Study Site

The BOTA is located near the geographic center of the border separating the El Paso, Texas, USA and Ciudad Juarez, Chihuahua, Mexico urban

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region (Figure 1a). Customs and immigration inspection areas as well as administrative offices are located at both the US and Mexican sides of the BOTA (Figure 1b). Five additional ports of entry operate within the urban region. The BOTA traffic demands of both commercial and private vehicles account for > 50% of the regional total.²⁷ It has been reported that 89% of the northbound commercial vehicle fleet at the bridge is composed of HDDV, whereas private traffic is mostly composed of light-duty gasoline-fueled vehicles.³² Considering that traffic is mostly composed of local commuters and drayage trucks, similar traffic fleet characteristics are expected for both north- and southbound traffic. The bridge is permanently open to private vehicle and pedestrian traffic. Northbound commercial traffic services are limited to 0600 hours to 1800 hours from Monday to Friday and from 0600 hours to 1400 hours on Saturdays. Southbound commercial lanes are open from 0800 hours to 2100 hours on weekdays and Saturdays. The bridge is closed for commercial traffic on Sundays.

Study Period

Four measurement campaigns were conducted between December 2008 and September 2009. Each campaign lasted 2 weeks. The seasonal 2-week monitoring scheme has been shown to produce good estimates of annual averages for urban air pollutants.^{33–35} The monitoring dates and corresponding meteorological variables are listed in Table 1.

Measurement Equipment

The monitoring site was located within a storm pumping station operated by the El Paso Water Utilities, at approximately 30 m from the traffic centerline and 80 m from the US customs inspection station (Figure 1b). Particle size distributions and number concentrations were measured with a Scanning Mobility Particle Sizer (SMPS) Model 3936-L75 (TSI, Shoreham, MN, USA) and an Aerodynamic Particle Sizer (APS) Model 3321 (TSI, Shoreham, MN, USA). The SMPS produced size distributions composed of 102 size bins for particle diameters between 6 nm and 225 nm. The APS produced size distributions composed of 52 size bins for particle diameters between 500 nm and 20 μm . The SMPS scan time was 120 s with a retrace of 30 s performed at 10-min intervals. The APS produced real-time measurements for 2 min at 10-min intervals. The instruments operated continuously during the measurement campaigns and were stopped periodically for quick maintenance (e.g., nozzle and impactor cleaning).

Meteorological information recorded at a monitoring station (CAMS 41) located approximately 400 m (~ 1/4 mile) from the BOTA was obtained from the Texas Commission on Environmental Quality website. Wind speed and direction were also measured on site with a portable AutoMet Model 466A (MetOne Instruments, Grants Pass, OR, USA). Yearly northbound traffic data were obtained from the University of Texas at El Paso Border Modeling Database. Daytime hourly crossing rates for both north- and southbound traffic were determined via manual counts from video recordings performed during 4 days per monitoring campaign. Nighttime crossing rates were not determined. Reduced video quality during the nighttime hours impeded identification of crossing vehicles. Furthermore, traffic queues were short during nighttime hours and were outside the recording angle. Video recordings did not include the area near inspection stations for security purposes.

Data Analysis

PNCs are reported in number of particles per cubic centimeter (No./cc). PNCs were processed as both 10-minute and 1-h averages. Some analyses were performed exclusively for downwind or upwind conditions relative to traffic. Traffic queues near the monitoring site are approximately parallel to the north–south orientation as shown in Figure 2b, allowing downwind conditions to be defined by an east wind direction ($90^\circ \pm 45^\circ$) and upwind conditions by a west wind direction ($270^\circ \pm 45^\circ$). The Pearson correlation coefficient was used to evaluate associations between variables. Time-dependent graphs were used to study pollutant peaks and diurnal trends. Principal component analysis was used to synthesize the 154-bin size-resolved particle data set into a reduced set of variables (principal components (PCs)) that capture independent variation between particle size ranges.³⁶ The PCs were subsequently used to study the associations between specific particle size distributions, traffic, and meteorological variables. The analysis was done on the *varimax* rotated matrix.

Quality Assurance

The SMPS and the APS were calibrated by the manufacturer previous to the start of the study. Sampling flows and equipment performance parameters (e.g., voltage and laser intensity) were checked on a daily basis. The SMPS inlet impactor and the APS inlet nozzles were cleaned on a daily basis. Data was corrected for diffusion losses inside the SMPS by the instrument software.³⁷

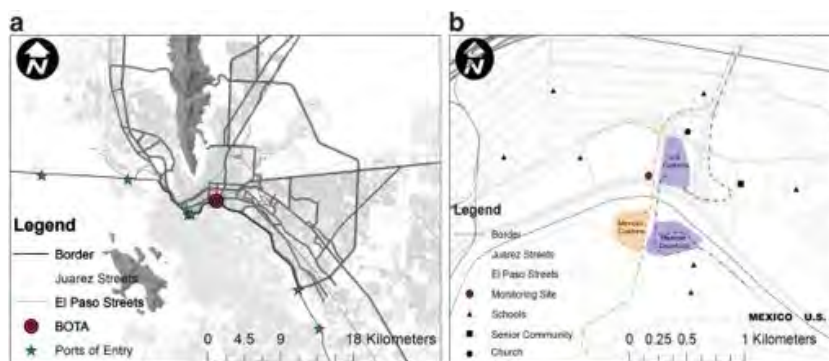


Figure 1. Study site; (a) El Paso regional map with shaded areas representing mountains, (b) study site at the International Bridge of the Americas, with arrows indicating commercial traffic routes and shaded areas indicating inspection areas.

Table 1. Monitoring periods and corresponding meteorological summary.

Campaign	Start date	End date	Wind speed ^a (m s^{-1})	Wind direction ^b				Temperature ^a ($^\circ\text{C}$)	Relative humidity ^a (%)
				North	East	South	West		
Winter	5-Dec-08	19-Dec-08	1.5 (1.4)	16.9	23.7	46.8	12.6	10.3 (5.0)	26.2 (6.5)
Spring	6-Mar-09	21-Mar-09	2.1 (1.1)	11.9	32.2	10.7	45.2	16.7 (6.1)	25.5 (10.6)
Summer	26-May-09	11-Jun-09	2.4 (1.1)	10.4	15.5	6.7	67.4	26.7 (4.3)	33.2 (9.5)
Fall	29-Aug-09	14-Sep-09	2.2 (1.1)	22.8	43.8	13.9	19.5	25.4 (4.5)	40.7 (16.7)

^aAverage for period (SD).

^bPercentage of seasonal measurements.

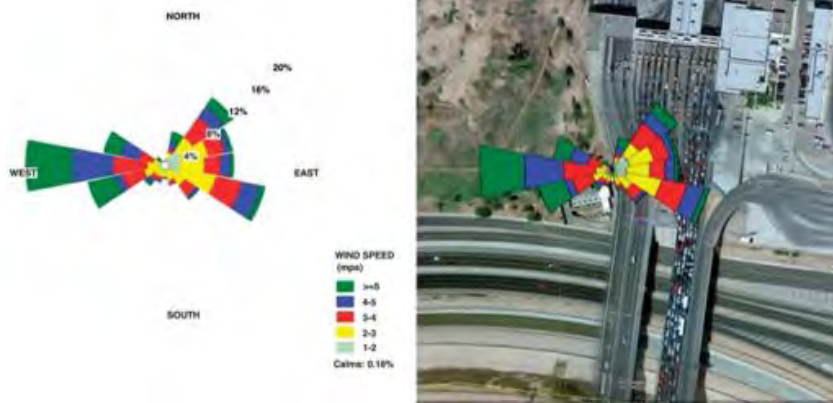


Figure 2. Wind distribution during the study; (left) wind rose, (right) wind rose over study site.

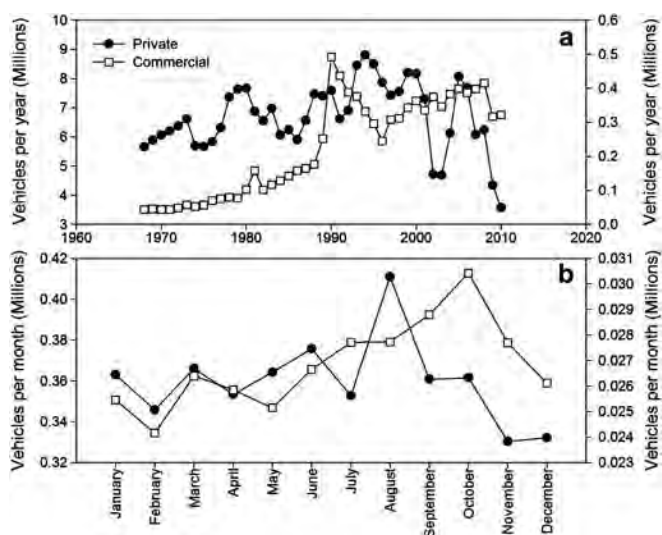


Figure 3. Northbound traffic; (a) yearly crossing rates, (b) monthly crossing rates. Private traffic is plotted on right axis and commercial traffic on left axis.

RESULTS AND DISCUSSION

Traffic Characteristics

In 2009, the total northbound crossings at the BOTA were 4.7 million vehicles, of which 7.3% were commercial vehicles (Figure 3a). Ten years before, in 1999, the total northbound crossings were 8.5 million vehicles, of which 4.2% were commercial vehicles. The decrease of private vehicle crossings during the 10-year period was 45%, compared with a 4% decrease of commercial vehicles. Private traffic crossing rates decreased after 2001, coinciding with the implementation of stringent security measures by US law enforcement agencies. Private crossings increased after 2003 but decreased considerably again after 2008. Commercial traffic increased gradually from the mid 1990s until a noticeable decrease also in 2008. The 2008 total traffic decrease coincides with the start of a national economic recession, which impacted the region's industry and commercial activity. Figure 3b shows the monthly northbound crossing rates for 2009. During that year, private traffic crossing rates were highest in August and lowest in November. Commercial traffic was lowest in February, increased gradually from June to October, and decreased afterwards. The percentage of total crossings represented by commercial vehicles was lowest in

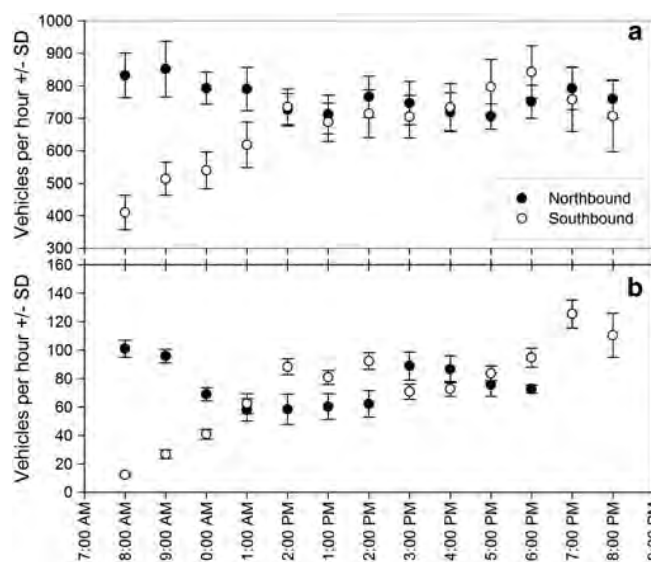


Figure 4. Hourly vehicle crossing rates; (a) private traffic, (b) commercial traffic.

August (6.6%) and highest in October (8.3%). Future traffic trends at the BOTA cannot be determined from these results. Still, based on the substantial industrial activity of the region, elevated commercial traffic demands can be reasonably expected at the BOTA in the upcoming years.

Daytime hourly crossing rates by vehicle type and traffic direction are presented in Figure 4. Northbound private traffic was highest in the morning at around 0900 hours and remained above 700 vehicles per hour during the day. Southbound private traffic crossing rates increased from 0800 hours to 1200 hours and varied minimally until peaking at 1800 hours. South- and northbound private vehicle crossing rates were comparable between 1200 hours and 1600 hours. However, due to stringent inspections by US customs, northbound private traffic queues were constantly present, whereas southbound traffic moved rapidly and queue formation was intermittently observed. During daytime hours, routine inspections of southbound traffic by US law enforcement officials were observed to induced traffic queues towards the north of the study site. Private traffic weekend patterns were similar to those observed during weekdays, with the exception that on weekends northbound private traffic peaked in the afternoon at later hours than on weekdays.

Commercial northbound traffic crossing rates peaked at 0800 hours and again at 1500 hours. Southbound commercial traffic crossing rates increased from 0800 hours to 1200 hours and peaked in the afternoon at 1900 hours. During weekdays, long southbound queues were common between 1700 hours and 1900 hours.

UFP Levels

Total PNC represents the measured size range between 6 nm and 20 μm. The UFP range (<100 nm) represented 93.9% (SD 5.4) of the total particle concentrations. The hourly average PNC at the BOTA ranged between 1.7×10^3 /cc and 2.9×10^5 /cc with a mean of 3.5×10^4 /cc (SD 3.5×10^4). Seasonal and daily PNC variations are presented in Figure 5. Seasonally, particle concentrations were highest in winter and lowest in summer independent of wind direction (Figure 5a). Stable atmospheric conditions, common in winter, have been shown to inhibit dilution and affect the particle concentration gradients away from traffic.³⁸ During the week, PNC peaked on Wednesdays, with comparable levels observed on Thursdays and Fridays. The lowest concentrations were observed on Sundays (Figure 5b). Bearing in mind that PNCs are strongly influenced by nearby sources,³⁹ and that commercial traffic was absent on Sundays when lowest concentrations were observed, PNC appears to be strongly associated with commercial traffic.

Hourly PNC variations by season are shown in Figure 6. Overall, during weekdays, the average PNC increased rapidly in the morning between 1700 hours and 1900 hours (Figure 6). During the day, the overall averaged PNC varied minimally and peaked above 5×10^4 /cc at 1800 hours. During winter, the hourly PNC variation had clear morning (0800 hours) and evening (1800 hours) peaks above 7×10^4 /cc. During spring, the morning and evening peaks were also observed but at lower concentrations. The hourly variations during the fall were comparable with the overall average. The summer PNC was consistently lower than the overall average.

The local background PNC was estimated as the average number concentration between 0200 hours and 0300 hours under upwind conditions. Local background estimates were considered a good approximation of actual values considering that: (a) between 0200 hours and 0300 hours traffic was minimal or absent, (b) the BOTA is mostly surrounded by parks, (c) the nearest major highway is more than a 1.3 km away, and (d) contributions from other sources are unlikely as UFP levels decay sharply away from sources.⁴⁰ During the study, the estimated local background levels averaged 1.0×10^4 /cc. Background levels varied minimally by season ranging between 1.3×10^4 /cc and 0.9×10^4 /cc, with the highest level observed in winter and lowest in fall (Figure 6). Figure 7 shows the hourly variations of PNC categorized by meteorological parameters. The impact of meteorology on PNC levels between 0200 hours and 0300 hours was minimal (Figure 7).

Wind direction had the smallest effect on nighttime PNC, confirming the absence of a meaningful source at that time (Figure 7b).

Wind Effects

During this study, downwind and upwind conditions represented 31.8% and 33.4% of the measurements, respectively (Figure 2). Calm conditions were observed during 0.18% of the measurements. High wind speeds were predominately associated with upwind conditions. Both wind speed and wind direction impacted PNC (Figure 7). As shown on Figure 2b, most particle measurements under downwind conditions ($90^\circ \pm 45^\circ$) would be associated with emissions from vehicles in the north end of the BOTA, rather than those in the queue towards the south. Considering the low frequency of winds from the south and the minimal percentage of calm conditions (0.18%), the impact of queue length on the measurements was considered minimal. Wind speeds <2 m/s were associated with PNC above the average (Figure 7a). Expectedly, PNC were lowest under upwind conditions (west) and highest under downwind conditions (east) as shown in Figure 7b. To isolate the effects of wind speed from the effects of traffic, PNC averages were calculated for categorized wind direction and time period as shown in Figure 8. The daytime period was selected based on the presence of traffic (0600 hours–0900 hours) while the nighttime period included the complementary hours. Independent of wind direction and the presence of traffic, PNC decreased as wind speed increased (Figure 8). Between 2005 and 2009, the wind speed measured near the BOTA at CAMS 41 was <2 m/s during 36% of the time.

Temperature Effects

Previous studies have shown that ambient temperature affects particle concentrations.^{41,42} During the study, ambient temperature varied between -1°C (30 F) and 35°C (95.5 F). Temperature impacted PNC considerably as shown in Figure 7c.

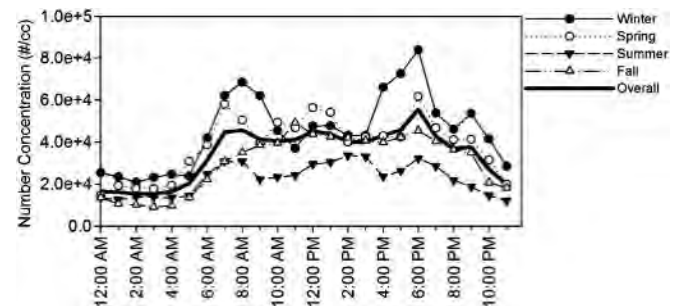


Figure 6. Hourly variation of particle number concentration by season.

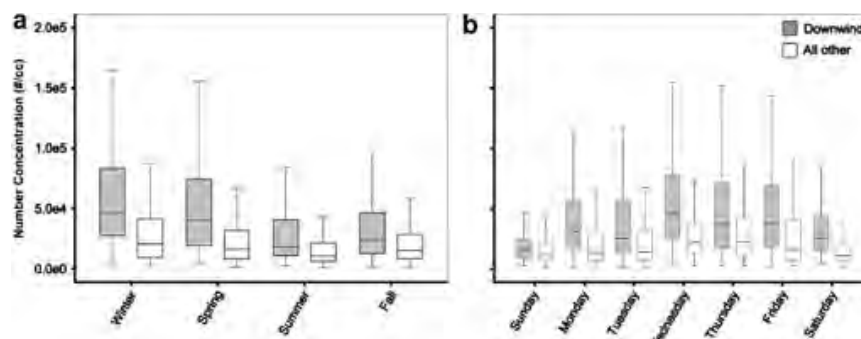


Figure 5. Temporal variation of particle number concentrations; (a) by season, (b) by day.

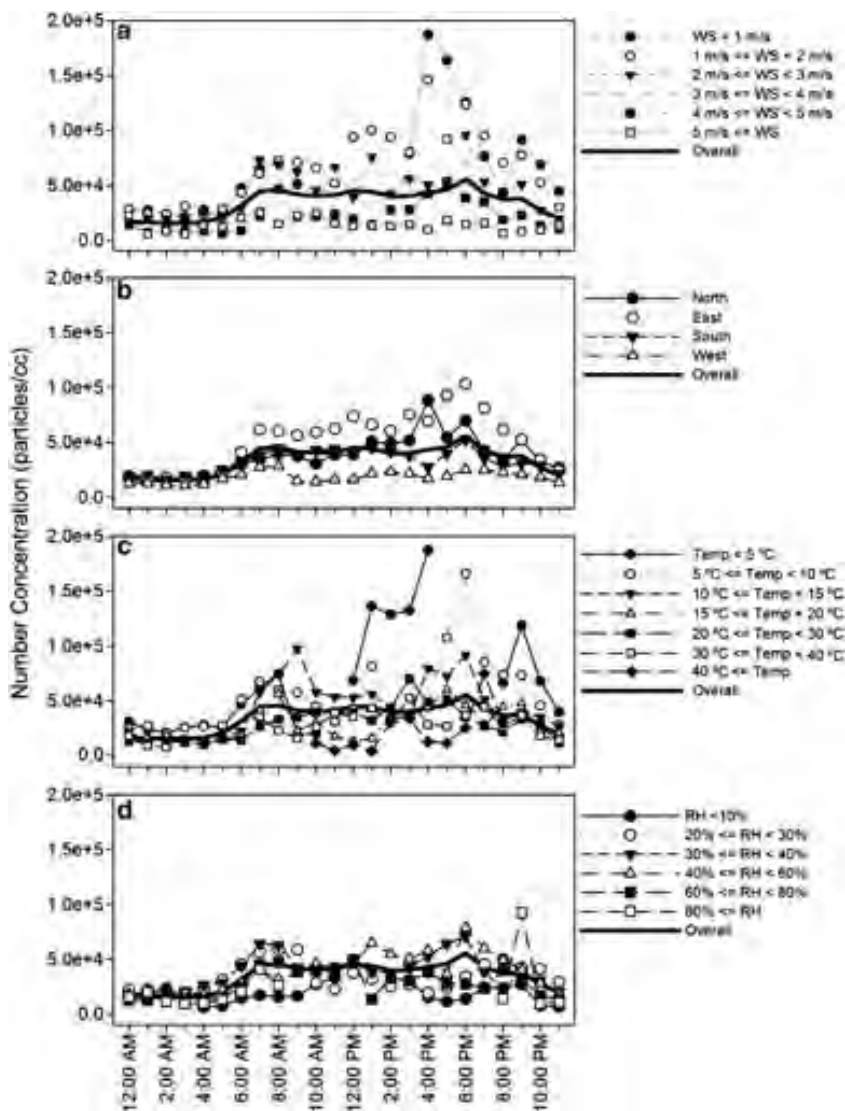


Figure 7. Impact of meteorological parameters on hourly particle number concentrations; (a) wind speed, (b) wind direction, (c) temperature, and (d) relative humidity.

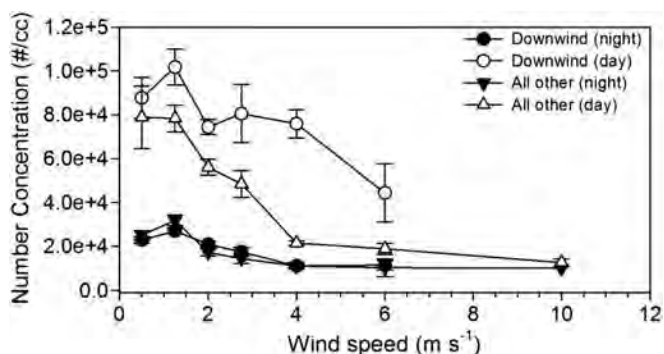


Figure 8. Wind effect on particle number concentrations.

Temperatures < 15 °C (~60 F) were usually associated with PNC above the average. The impact of temperature on PNC was comparable with that of wind speed, whereas relative humidity had a reduced impact on PNC (Figure 9d). Figure 9a shows the temperature variation by hour and season. The consistent diurnal

temperature pattern across seasons facilitated the standardization of PNC by time segment and the isolation of the temperature effect on PNC (Figure 9b). The standardization consisted of subtracting the averaged PNC, for a specific time segment, from each PNC value and dividing over the corresponding SD. Hourly standardized PNC averages were categorized by temperature range as shown in Figure 9b. Again, a PNC above the mean was associated with temperatures < 15 °C. Particle concentrations increase sharply as temperature decreases < 15 °C but vary slightly at higher temperatures. It has been suggested that lower exhaust temperatures favor new particle formation particularly in the nuclei mode (< 40 nm).⁴² Also low ambient temperatures have been observed to inhibit particle agglomeration and limit the decay of the particle plume.⁴² Furthermore, stable atmospheric conditions common during colder periods dampen dilution and extend the concentration gradients away from traffic. The temperature effect explains the higher averaged PNC observed in winter (Figure 5a). Between 2005 and 2009, the temperature at CAMS 41 was < 15 °C during 42% of the time, but mostly during nighttime hours. During daytime hours, the temperature was < 15 °C during 15% of the time.

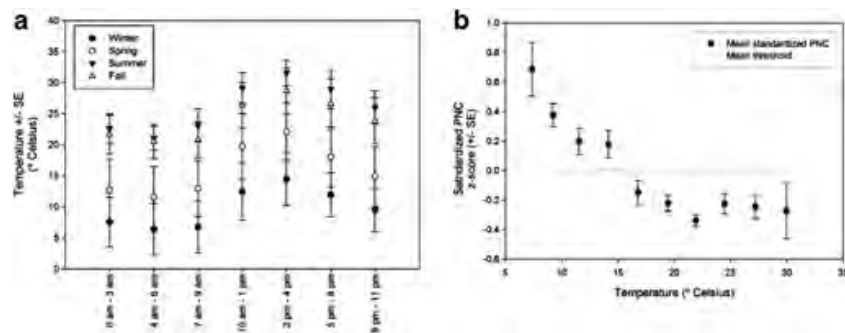


Figure 9. Temperature effect on particle number concentrations; (a) diurnal temperature profile, (b) standardized PNC summarized by temperature category.

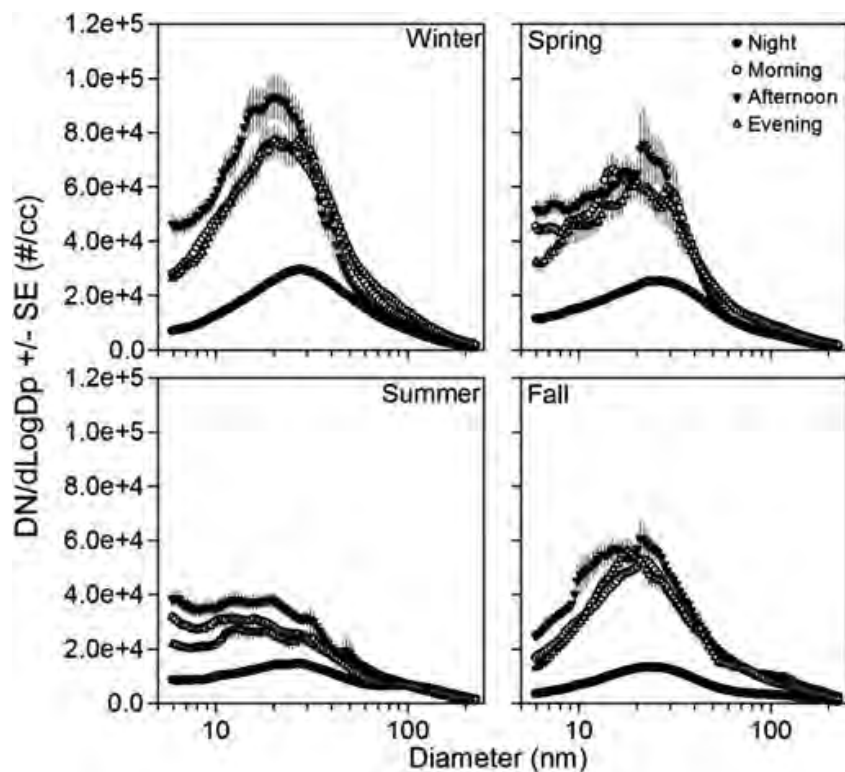


Figure 10. Average particle size distributions by season and diurnal time periods.

Particle Size Distributions

The average size distributions shown in Figure 10 were obtained by averaging PNCs by size bin for the respective time periods. The size distributions reflect the seasonal variation already observed in Figure 5a, with highest levels observed in winter and lowest in summer. Overall the size distributions had one distinct mode with geometric mean diameter ranging between 15 nm and 30 nm. Single-mode size distributions were consistent throughout the year. The size distribution during nighttime hours was comparable among seasons, suggesting a minimal impact of traffic at this time. Within each day, the size distribution change minimally throughout the day. Between seasons, the size distributions had some noticeable differences. The size distributions in the spring and summer show higher fractions of the smallest particles (<15 nm). Such increase was more pronounced in the summer. This could be attributed to vehicle fleet characteristics as the percentage of commercial vehicles varied by season as previously discussed (Figure 3b). Also a decreased rate of coagulation due to a smaller particle size difference could have influenced the higher

fraction of the smallest particles.^{43,44} Considering the average temperature and humidity values presented in Table 1, the seasonal size distribution variation shown in Figure 10 agrees with the impacts of humidity and temperature on size distributions assessed by Zhu et al.⁴⁵ in Los Angeles. However, because humidity is predominately lower in the semi-arid climate of El Paso, in this study temperature had a greater impact on particle size distributions, as compared with humidity in Los Angeles where the climate is sub-tropical.

Traffic Effects

The impact of diesel *versus* gasoline traffic was evaluated by studying the mean differences of PNCs between weekdays and Sundays. The comparisons were reasonable, because on Sundays commercial traffic was absent and private traffic patterns were similar to those observed on weekdays. The daily variation shown in Figure 5b illustrates the considerable drop of PNCs on Sundays as compared with weekdays. Averaged particle concentrations for

Table 2. Principal component analysis of the size-resolved particle number concentrations.

Component	Initial Eigenvalues			Rotation sums of squared loadings		
	Total	% of variance	Cumulative %	Total	% of variance	Cumulative %
1	65.9	72.8	42.8	34.6	22.4	22.4
2	32.9	21.3	64.2	33.0	21.4	43.9
3	15.3	10.0	74.1	27.7	18.0	61.9
4	8.3	5.4	79.5	27.1	17.6	79.5

weekdays and Sundays were 39,217/cc and 17,363/cc, respectively. For daytime hours (0600 hours–2100 hours), when commercial traffic is present during weekdays, averaged particle concentrations for weekdays and Sundays were 49,217/cc and 17,699/cc, respectively. The ratio of average PNC over local background levels for weekdays and Sundays were 4.8 and 1.7, respectively. Considering the independent increase of PNCs above local background levels (10,362/cc) induced by the presence of each type of traffic, the impact of commercial traffic is 4.3 times greater than that of private traffic. Exposure to UFP at the BOTA is considerably higher when commercial traffic is present.

By means of principal component analysis, the data set composed of 154 size bins was reduced to four PCs that explained 79.5% of the variability (Table 2). The factor loads and the reconstructed particle size distributions are shown in Figure 11. The factor loads represent the correlation between each variable (size bin) and the corresponding component. The size distributions associated with each PC were reconstructed by multiplying factor loads > 0.6 by the SD of the PNC of the corresponding size bin.⁴⁶ The PCs are ordered by percentage of explained variation according to statistical convention (see Table 2). Based on the reconstructed size distributions, the four components approximate nucleation (PC2; from 6 nm to 30 nm), ultrafine (PC4; from 15 nm to 100 nm), accumulation (PC3; from 50 nm to 450 nm), and fine (PC1; from 800 nm to 20 μm) particle size ranges (Figure 11b). The gaps between the four size distributions in Figure 11b represent the particle sizes that did not correlate strongly (load < 0.6) with any component or were due to a measurement gap between 225 nm and 500 nm associated with the instrument's detection limits. To determine the temporal variation of the components, factor scores were estimated using a linear regression approach.⁴⁷ PC2 and PC4 cover the size range of the size distributions shown in Figure 10. By definition PCs are independent of each other. The principal component analysis captured the independent temporal variation of the particle size ranges represented by each component. Therefore, the independence of PC2 and PC4 suggests that UFPs might have been affected by two or more distinctive sources and/or physical phenomena during the study. Identifying the source of this distinctive variation is relevant if exposure reduction is to be undertaken via emission reduction strategies.

To further investigate the associations of the PCs against traffic, each component was characterized by averaging all measured values of a specific variable (e.g., traffic, number concentration) for which the factor score was above its 90th percentile and then normalizing by the overall average of that variable (see Table 3).⁴⁶ Within each column, the variable with the highest value was considered to have the best association with the corresponding component.⁴⁶ Southbound private traffic showed a slight association with both PC2 and PC4 components. Note that the lack of association of northbound private traffic with the PCs indicates that vehicle-crossing rates were not a proper surrogate of private vehicle emissions rather than the lack of an actual physical association. Northbound private vehicle crossings had minimal variation during daytime hours when heavy traffic was constantly present at the BOTA. Total commercial traffic

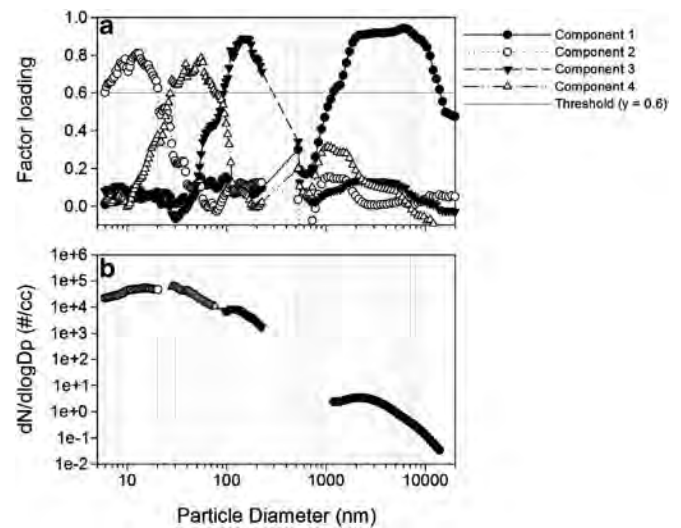


Figure 11. Size distributions of principal components; (a) factor loads, (b) reconstructed size distributions.

associated with all for components but more strongly with PC2, which represents particles in the nuclei size range. The association of northbound commercial traffic with PC2 was also strong, whereas southbound commercial traffic associated strongly with PC4. Overall, the results indicate that PNCs at the BOTA are strongly associated with the presence of commercial traffic. However, it appears that emissions from northbound commercial traffic specifically have a strong and distinctive impact on number concentrations of the smallest particles. Distinctive UFP emission characteristics between commercial traffic might be associated with the vehicle load. Northbound commercial vehicles haul loaded trailers while southbound vehicles bring back a greater number of empty trailers.³²

Table 4 shows reported PNCs near dense traffic conditions in other US cities. Average particle concentrations at the BOTA were lower than those observed near two major highways in Los Angeles, CA.^{40,48} The distances between the monitoring sites and traffic were comparable between most studies (~30 m). Traffic flows at the BOTA were at least eight times less than the 12,000 vehicles per hour observed in Los Angeles.^{40,48} However, PNCs at the BOTA were 4–5 times less than those observed in Los Angeles. Note that the water-based particle counters without a sheath flow design, as those used in Los Angeles, have been shown to underestimate vehicle-emitted PNCs, particularly for particles < 20 nm.⁴⁹ In Los Angeles, higher relative humidity was associated with higher PNCs.⁴⁵ Also, traffic speeds were considerably distinct between studies. A drop in UFP concentrations with traffic slowdown conditions, indicating that fewer UFPs are emitted under such conditions, have been previously reported.⁴⁰ Specifically, higher particle number emission rates from diesel engines under cruise driving cycles as compared with idling conditions have been measured.⁵⁰ The driving cycles at the BOTA are mostly under idling and creep idling (< 5 mph) conditions.³²

Table 3. Associations of principal components with traffic and particle concentrations.

	Private traffic			Commercial traffic			TNC
	Total	Northbound	Southbound	Total	Northbound	Southbound	
PC1	0.92 ± 0.05	1.00 ± 0.064	0.81 ± 0.101	1.20 ± 0.207	1.08 ± 0.236	1.03 ± 0.127	1.19 ± 0.20
PC2	1.05 ± 0.04	0.99 ± 0.042	1.13 ± 0.081	1.46 ± 0.163	1.38 ± 0.183	1.13 ± 0.122	3.03 ± 0.23
PC3	1.04 ± 0.06	1.03 ± 0.078	1.06 ± 0.085	1.21 ± 0.153	0.95 ± 0.177	0.96 ± 0.135	1.89 ± 0.25
PC4	1.08 ± 0.05	1.03 ± 0.063	1.13 ± 0.092	1.34 ± 0.205	1.11 ± 0.238	1.32 ± 0.194	2.67 ± 0.20

Table 4. Reported ultrafine particle concentrations near traffic.

Location	Site description	TNC (#/cc)	Size range	Distance	Source
El Paso, TX	BOTA	3.50E + 04	6 nm–20 μm	30 m	This study
Los Angeles, CA	Interstate highway	1.5E + 05	6–220 nm	30 m	Zhu et al., 2002 ⁴⁰
El Paso, TX	BOTA	1.40E + 04	20–100 nm	1000 m	Noble et al., 2003 ⁵⁵
Cincinnati, OH	Interstate highway	3.20E + 04	20–1000 nm	80 m	Reponen et al., 2003 ⁵⁶
Los Angeles, CA	Interstate highway	1.6E + 05	6–220 nm	30 m	Zhu et al., 2002 ⁴⁸
Austin, TX	Interstate highway	1.20E + 05	6–300 nm	30 m	Zhu et al., 2007 ⁵¹
Beeville, TX	Inside moving vehicle	3.40E + 04	7.6–289 nm	On vehicle	Zhang et al., 2010 ⁵⁷

Furthermore, at the BOTA the commercial vehicle fleet is mostly composed of older models used exclusively for drayage transport between Juarez and El Paso.³² Differences between PNCs and traffic flows measured at the BOTA and the highways in Los Angeles might be associated with distinctive traffic flows, driving conditions, fleet characteristics, and ambient conditions between studies.

Local Impact

The customs and immigration workforce might be at highest risk as their occupational exposure extends through their work shifts, which have been reported to commonly exceed 12h. The UFP concentrations observed at the monitoring site are a conservative estimate of the exposure levels expected at the inspection areas, which are closer to traffic. Higher exposure is expected at the commercial traffic inspection areas on both sides of the border. Private vehicle crossing times commonly extend beyond an hour. Commuters driving with open windows would be exposed to in-cabin levels at least as high as those observed at the monitoring site. Lower in-cabin exposures would be expected for those commuters driving with close windows. The filtering efficiency for UFPs of vehicle air conditioning fans has been observed to be approximately 50% and increased to 85% when operated in recirculation mode.⁵¹ Because north- and southbound sidewalks are closest (<10m) to commercial traffic lanes and particle concentrations increase exponentially near traffic,⁴⁰ pedestrian commuters might be exposed to particle levels considerably greater than those observed during this study. In 2009, northbound pedestrian crossings were above 2500 per day. Furthermore, street vendors might be exposed to the highest levels as they usually move in between vehicles in close proximity to vehicle exhaust systems.

Peak 10-minute exposures at the BOTA were observed above 7.0×10^5 /cc, which are comparable to the peak exposures above 5.0×10^5 /cc reported in settings where soldering, welding, and plasma-spraying processes occurred.^{52–54} The health impact of severe acute exposure to UFP levels remains undetermined. Still peak UFP exposures near dense urban traffic at the BOTA are comparable with the severest occupational exposures.

Neighborhood Impact

Ambient UFP levels measured in 1999 at CAMS 41, which is located approximately 400m away from the BOTA, were of

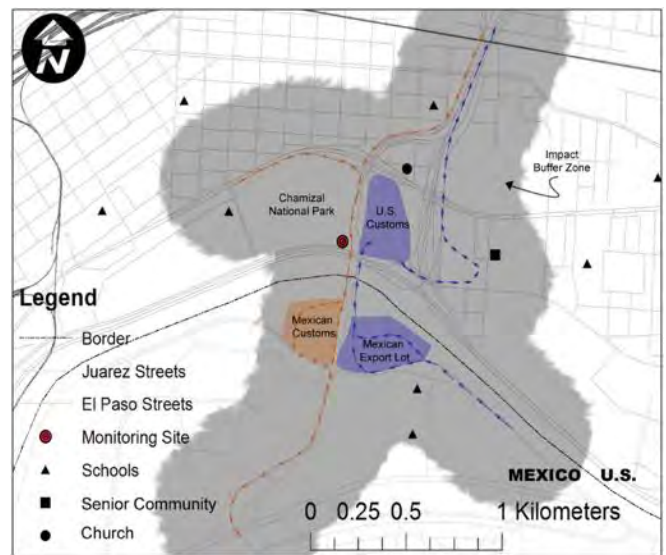


Figure 12. Areas of expected ultrafine particle exposure above background levels.

14,600/cc.⁵⁵ Supplemental, daytime measurements were performed from August 14 through August 16, 2012 at CAMS 41. The hourly PNC averages ranged between 0.7×10^4 /cc and 1.7×10^4 /cc, and averaged 1.2×10^4 /cc. The averaged PNC under upwind conditions, which constituted 67% of the measurements, was 1.1×10^4 /cc. The daytime UFP concentrations are in the same range as that of the estimated local background levels and are comparable with the values measured at this site in 1999. Considering that traffic was and still is the major source of UFP near the BOTA, that PNC subsides rapidly in short distances from dense traffic,⁴⁰ and that background concentrations are not expected to vary drastically over time, the concentrations observed at CAMS 41 in 1999 are considered to be close to the local background. In this regard, UFP exposures above background levels can be realistically expected within distances of 400 m from the traffic centerline. Figure 12 shows the region near the BOTA, where particle number concentrations above background levels are expected. On the US side, a public park (<50 m), an elementary school (<50 m), a church (<50 m), and a

high school (<300 m) are all within the 400 m buffer zone of the BOTA traffic queues. On the Mexican side, a public park (<50 m), a sports recreation facility (<50 m), a high school (<100 m), and a university campus (<300 m) are also within the buffer zone. The UFP exposure of the populations at the above-mentioned locations might be considerably above background levels.

CONCLUSION

The hourly average UFP number concentrations at the BOTA ranged between $1.7 \times 10^3/\text{cc}$ and $2.9 \times 10^5/\text{cc}$ with a mean of $3.5 \times 10^4/\text{cc}$. During the study, the estimated background levels were $1.0 \times 10^3/\text{cc}$. Meteorological conditions had a significant impact on particle concentrations. PNCs increased during colder weather periods and decreased as wind speed increased. More specifically, PNCs increased for temperatures $<15^\circ\text{C}$ and wind speeds $<2\text{ m/s}$. Between 2005 and 2009, daytime temperature near the BOTA was $<15^\circ\text{C}$ during 15% of the time, while wind speed was $<2\text{ m/s}$ during 36% of the time. Commercial traffic, which is mostly composed of HDDV, strongly influenced UFP concentrations in the vicinity of the BOTA. On Sundays when commercial traffic was absent, the UFP number concentrations were the lowest. Northbound commercial traffic had a strong and distinctive impact on number concentrations for particles in the nucleation size range. Southbound commercial traffic was also associated with UFP concentrations but with a size distribution dominated by larger particles. At the BOTA, traffic flows were at least eight times less than those observed near highways in Los Angeles. Yet, PNCs at the BOTA were only 4–5 times less than those observed in Los Angeles. Exposures to UFPs near dense idling traffic conditions, such as those at the BOTA, and in semi-arid conditions such as those in El Paso are different than those near highways in Los Angeles. Published UFP concentration gradients near highways and under dense traffic conditions are useful as part of exposure assessment protocols. However, exposure assessments to UFPs near dense traffic should take into consideration differences in: (a) total traffic flows, (b) fractions of heavy-duty diesel truck, (c) average vehicle speed, (d) fleet characteristics, and (e) ambient meteorological conditions.

The populations in close proximity of the BOTA-induced traffic buffer zone (including immigration, customs and law enforcement officers, street vendors, private commuters, and commercial vehicle drivers) are exposed to UFPs considerably above the background level. In addition, neighbors at a local church and several schools on both sides of the border are susceptible to UFP exposures well above the background level.

CONFLICT OF INTEREST

The authors declare no conflict of interest.

ACKNOWLEDGEMENTS

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EXHIBIT D



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September 2023

Code	Name	Units	POC	Sep 03	Sep 06	Sep 09	Sep 12	Sep 15	Sep 18	Sep 21	Sep 24	Sep 27	Sep 30
88101	Pm2.5 - Local Conditions	ug/m3 (LC)	01	14.80000	<u>16.20000</u>	11.30000	5.90000	<u>4.20000</u>	9.60000	6.70000	4.80000	9.80000	9.70000

August 2023

Code	Name	Units	POC	Aug 01	Aug 04	Aug 07	Aug 10	Aug 13	Aug 16	Aug 19	Aug 22	Aug 25	Aug 28	Aug 29	Aug 31
88101	Pm2.5 - Local Conditions	ug/m3 (LC)	01	IV	11.30000	<u>20.10000</u>	4.70000	<u>3.80000</u>	12.30000	6.50000	15.50000	6.70000	IV	6.30000	10.80000

July 2023

Code	Name	Units	POC	Jul 02	Jul 05	Jul 08	Jul 11	Jul 14	Jul 17	Jul 20	Jul 23	Jul 26	Jul 29
88101	Pm2.5 - Local Conditions	ug/m3 (LC)	01	IV	11.50000	8.50000	8.80000	<u>6.90000</u>	<u>14.90000</u>	11.10000	IV	IV	IV

June 2023

Code	Name	Units	POC	Jun 02	Jun 05	Jun 08	Jun 11	Jun 14	Jun 17	Jun 20	Jun 23	Jun 26	Jun 29
88101	Pm2.5 - Local Conditions	ug/m3 (LC)	01	6.00000	6.80000	6.00000	<u>5.10000</u>	6.10000	9.90000	10.40000	14.60000	<u>21.60000</u>	9.90000

May 2023

Code	Name	Units	POC	May 03	May 06	May 09	May 12	May 15	May 18	May 21	May 24	May 27	May 30
88101	Pm2.5 - Local Conditions	ug/m3 (LC)	01	<u>8.90000</u>	4.80000	8.50000	IV	<u>4.00000</u>	IV	IV	IV	5.80000	6.60000

April 2023

Code	Name	Units	POC	Apr 03	Apr 06	Apr 09	Apr 12	Apr 15	Apr 18	Apr 21	Apr 24	Apr 27	Apr 30
88101	Pm2.5 - Local Conditions	ug/m3 (LC)	01	6.80000	7.60000	IV	<u>12.40000</u>	6.30000	4.50000	IV	IV	<u>4.00000</u>	10.00000

March 2023

Code	Name	Units	POC	Mar 01	Mar 04	Mar 07	Mar 10	Mar 13	Mar 14	Mar 16	Mar 19	Mar 22	Mar 25	Mar 28	Mar 31
88101	Pm2.5 - Local Conditions	ug/m3 (LC)	01	<u>15.10000</u>	<u>15.10000</u>	IV	IV	IV	IV	IV	IV	IV	IV	IV	IV



February 2023

Code	Name	Units	POC	Feb 02	Feb 05	Feb 08	Feb 11	Feb 14	Feb 17	Feb 20	Feb 23	Feb 26
88101	Pm2.5 - Local Conditions	ug/m3 (LC)	01	8.20000	<u>28.30000</u>	3.50000	8.00000	3.50000	IV	<u>3.20000</u>	9.30000	23.20000

		January 2023											
Code	Name	Units	POC	Jan 03	Jan 06	Jan 09	Jan 12	Jan 15	Jan 18	Jan 21	Jan 24	Jan 27	Jan 30
88101	Pm2.5 - Local Conditions	ug/m3 (LC)	01	2.50000	12.80000	17.60000	4.00000	6.20000	<u>1.90000</u>	3.90000	2.90000	<u>17.70000</u>	IV

Maximum values for each parameter are **bold underlined** within the table. Minimum values are ***bold italic***.
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EXHIBIT C

Paso del Norte Air Quality Report | February 20, 2024

Dr. Carlos Rincon, US EPA Region 6



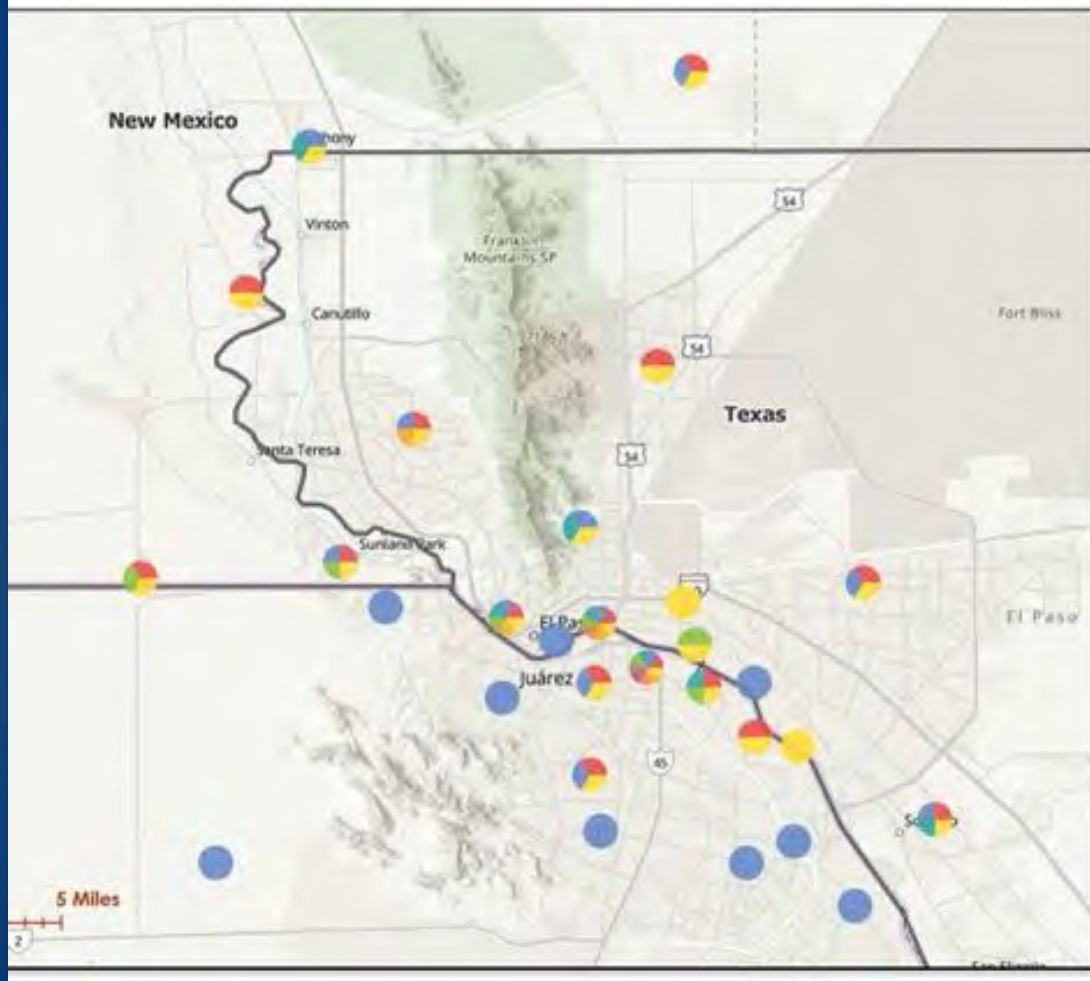
Overview

- Current air monitoring networks
- January – December 2023 data by pollutant with design values for each country
- Open discussion

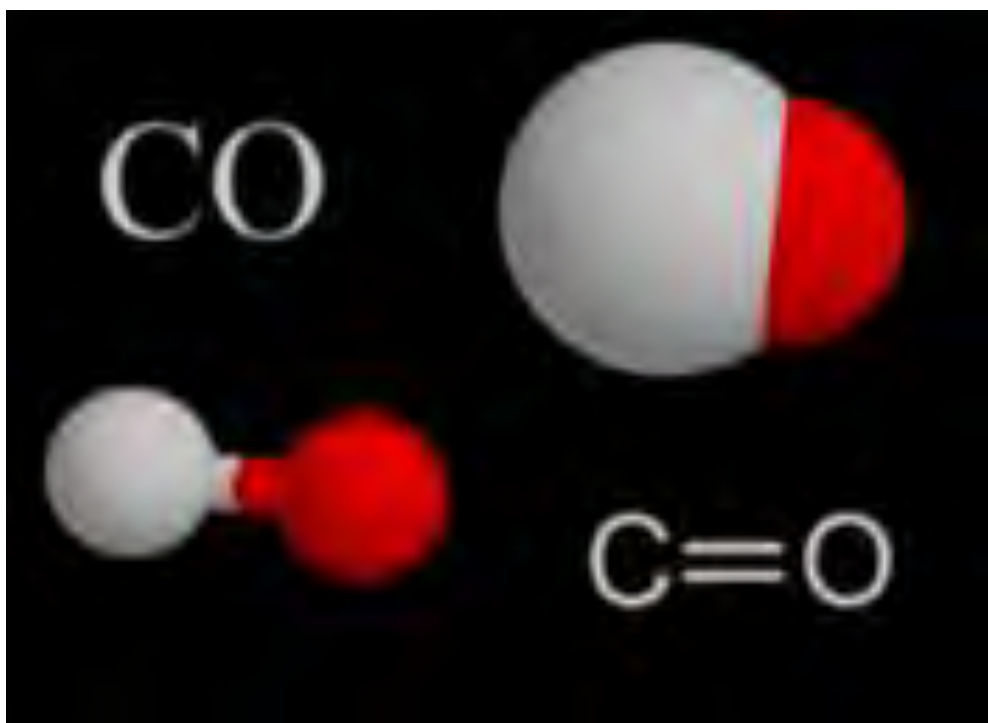
El Paso del Norte Airshed Air Quality Monitors

April 2021

Map Requested by TCEQ Office of Air

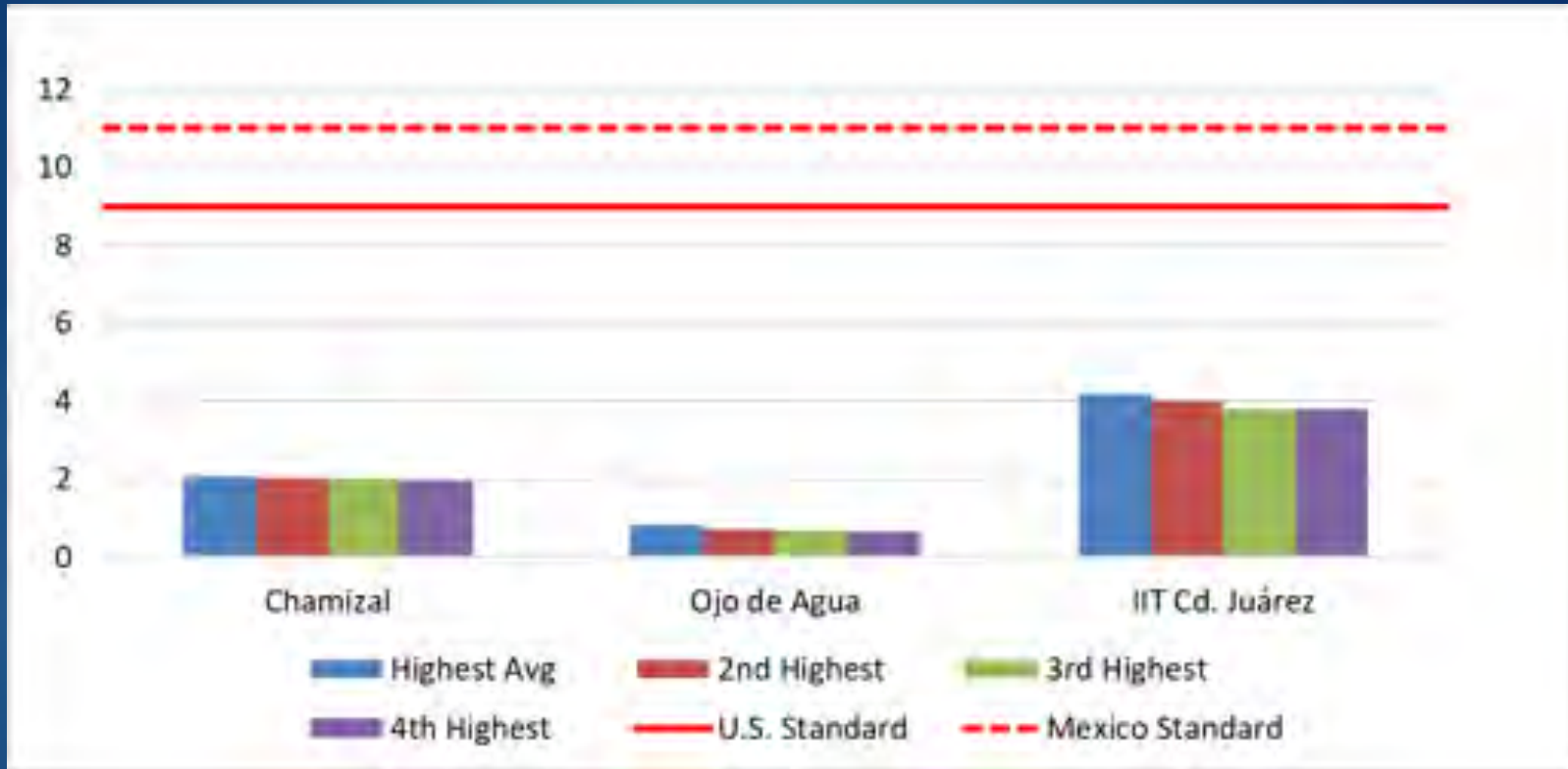


Paso del Norte Air Monitoring Stations



Carbon
monoxide
(CO)
Monóxido
de
carbono

CO 8 Hr. Averages Four Highest Values in (ppm) El Paso and Ciudad Juárez (January – December 2023)



The **U.S. federal standard, 9.0 ppm**, is violated when more than one reading at the same monitor in one calendar year is at or above that value.

The **Mexico federal standard** is a highest allowable limit of 11 ppm.

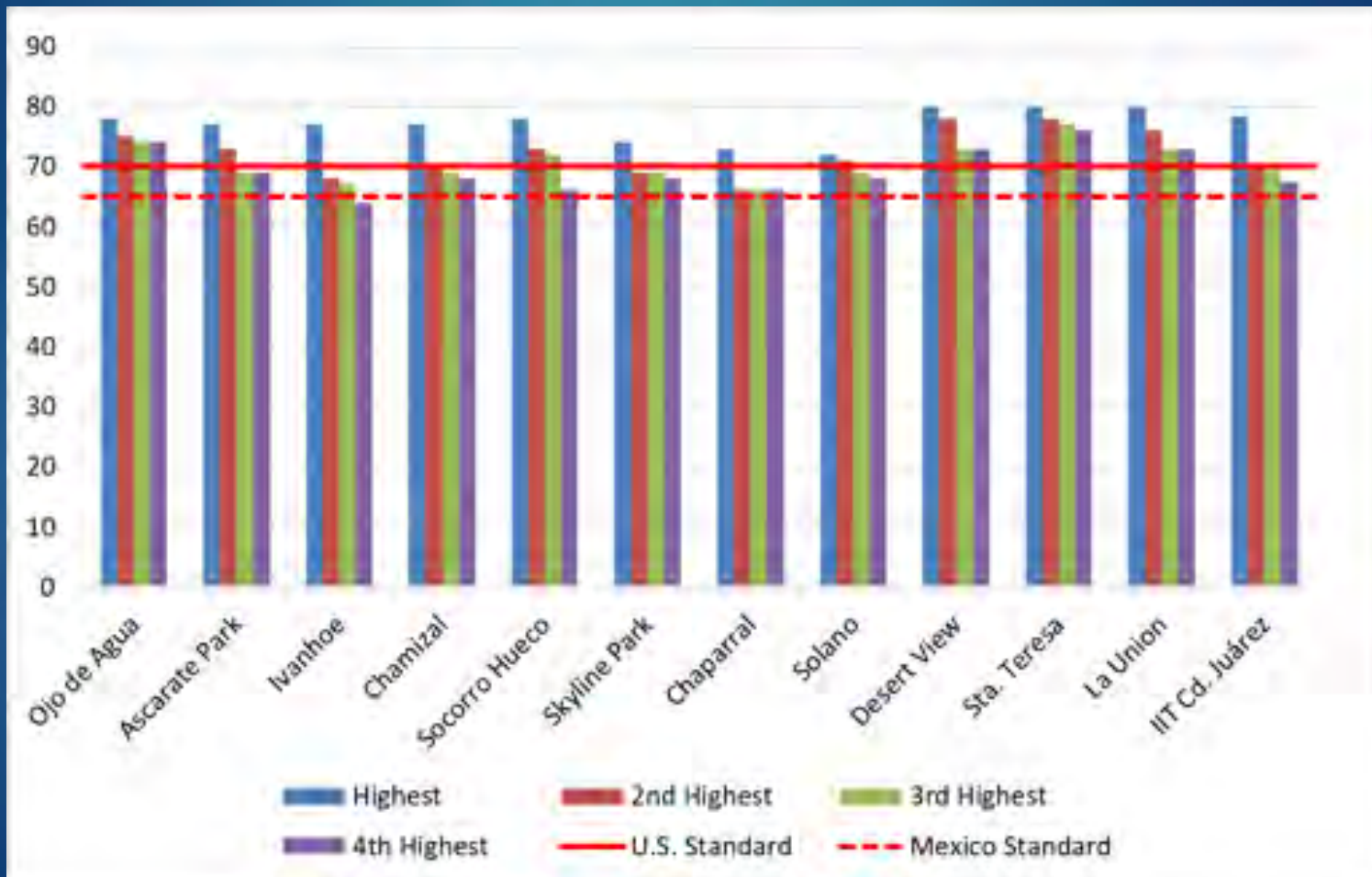


Ozone
(O₃)
Ozono

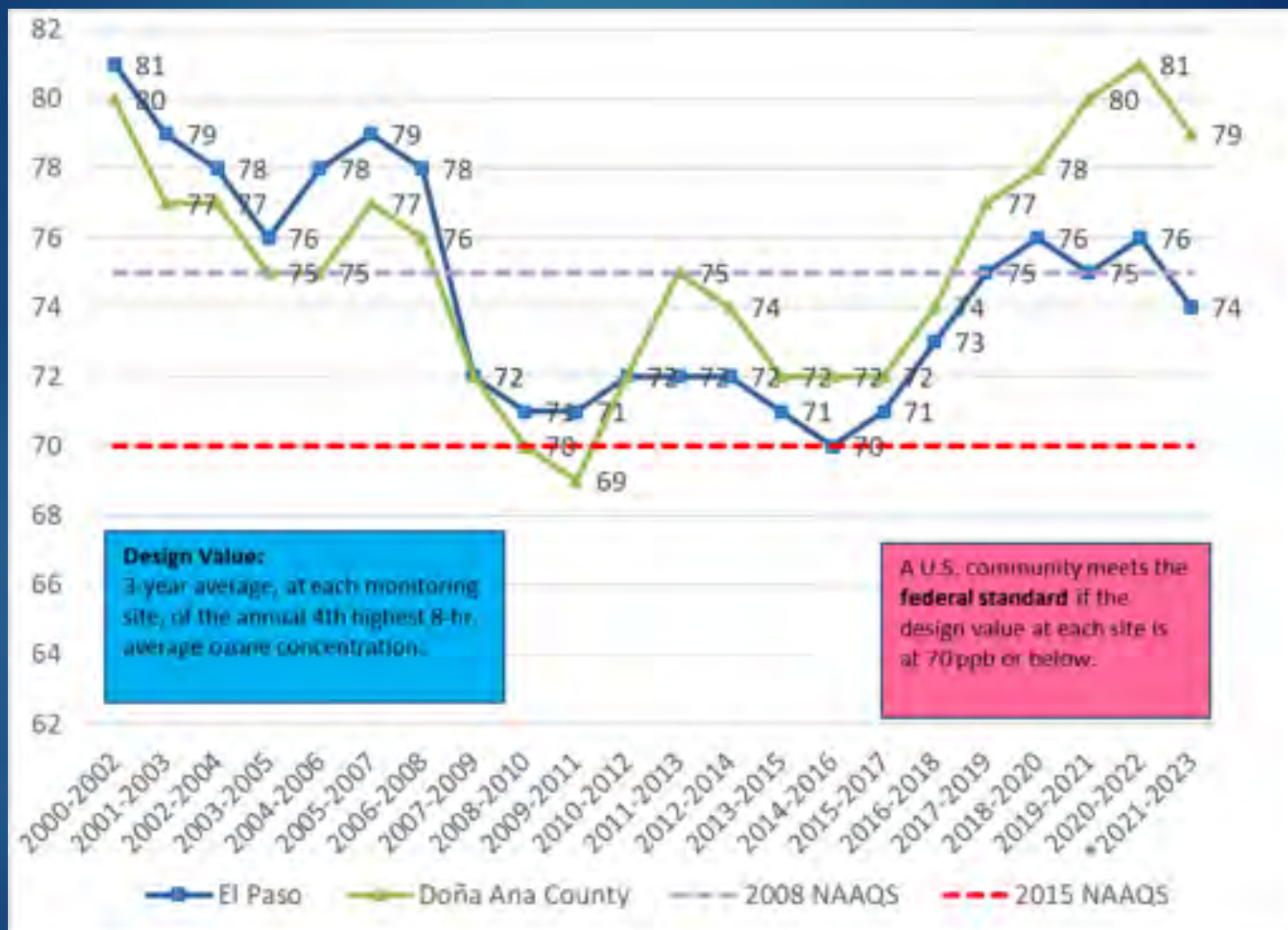
Ozone 8-Hour Averages Highest Values at Monitors in the Paso del Norte (January – December 2023)

U.S. federal standard:
70 ppb for the 3-year average of the 4th
highest value

The maximum permissible limit in Mexico:
65ppb on an 8-hour moving average



Ozone 8-Hr. Design Values | El Paso and Doña Ana County (highest value of all sites in each area, 2002 – 2023*)



Particulate Matter (PM) Material Particulado

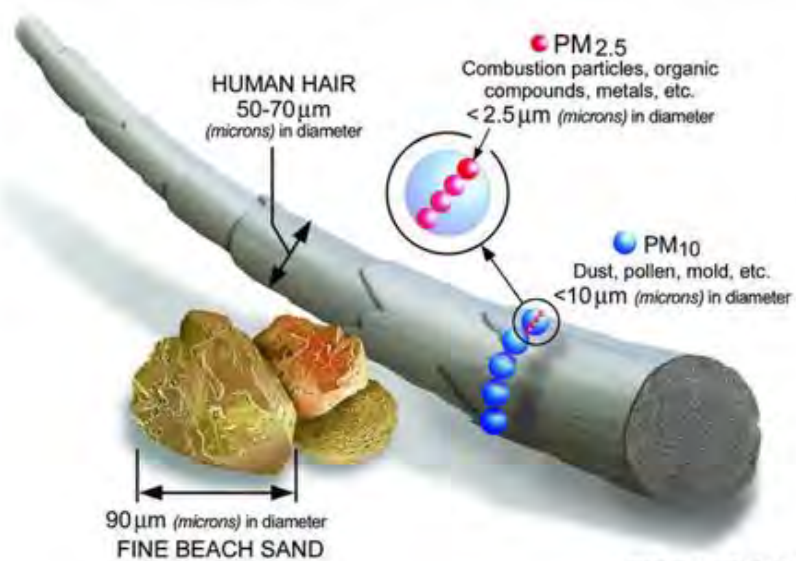


Image courtesy of the U.S. EPA

PM_{2.5} 24-Hour Averages (µg/m³) Four Highest El Paso, Doña Ana County, and Ciudad Juárez January – December 2023



U. S. federal standards:

The standard for 24-hr averages, 35 µg/m³, is violated if it is exceeded by the average over any three-year period, of the annual 98th percentile

The highest allowable limit in Mexico for PM_{2.5} is 41 µg/m³, in 24-hour averages.

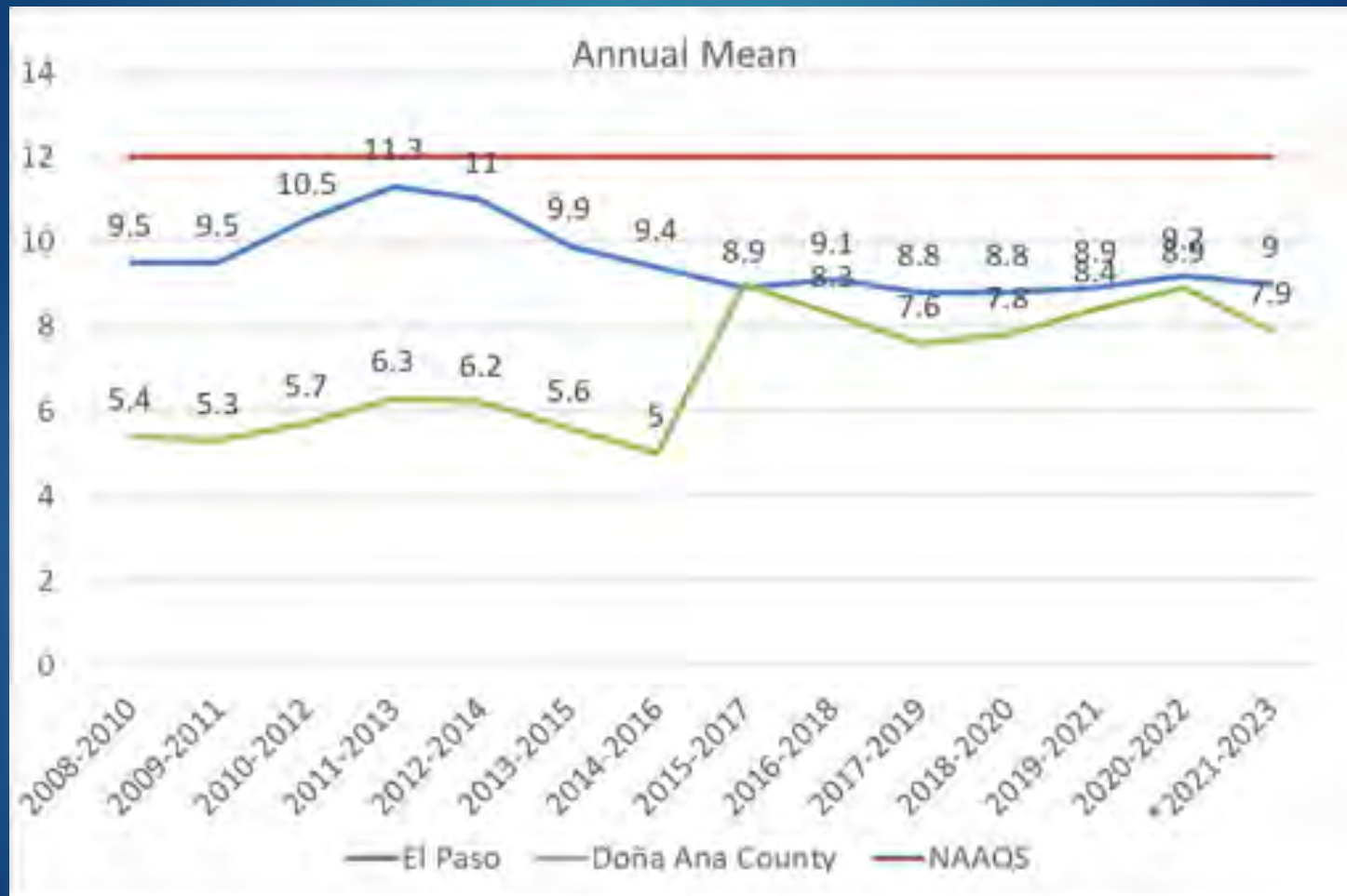
Special Purpose Monitors-Non-validated Data

Note: El Paso County (Ascarate Park and Socorro Huevo) data are Federal Reference Methods (FRM) monitors while DAC are Federal Equivalent Method (FEM).

PM_{2.5} Compliance with U.S. Federal Standard El Paso and Doña Ana Counties

Annual Design Value

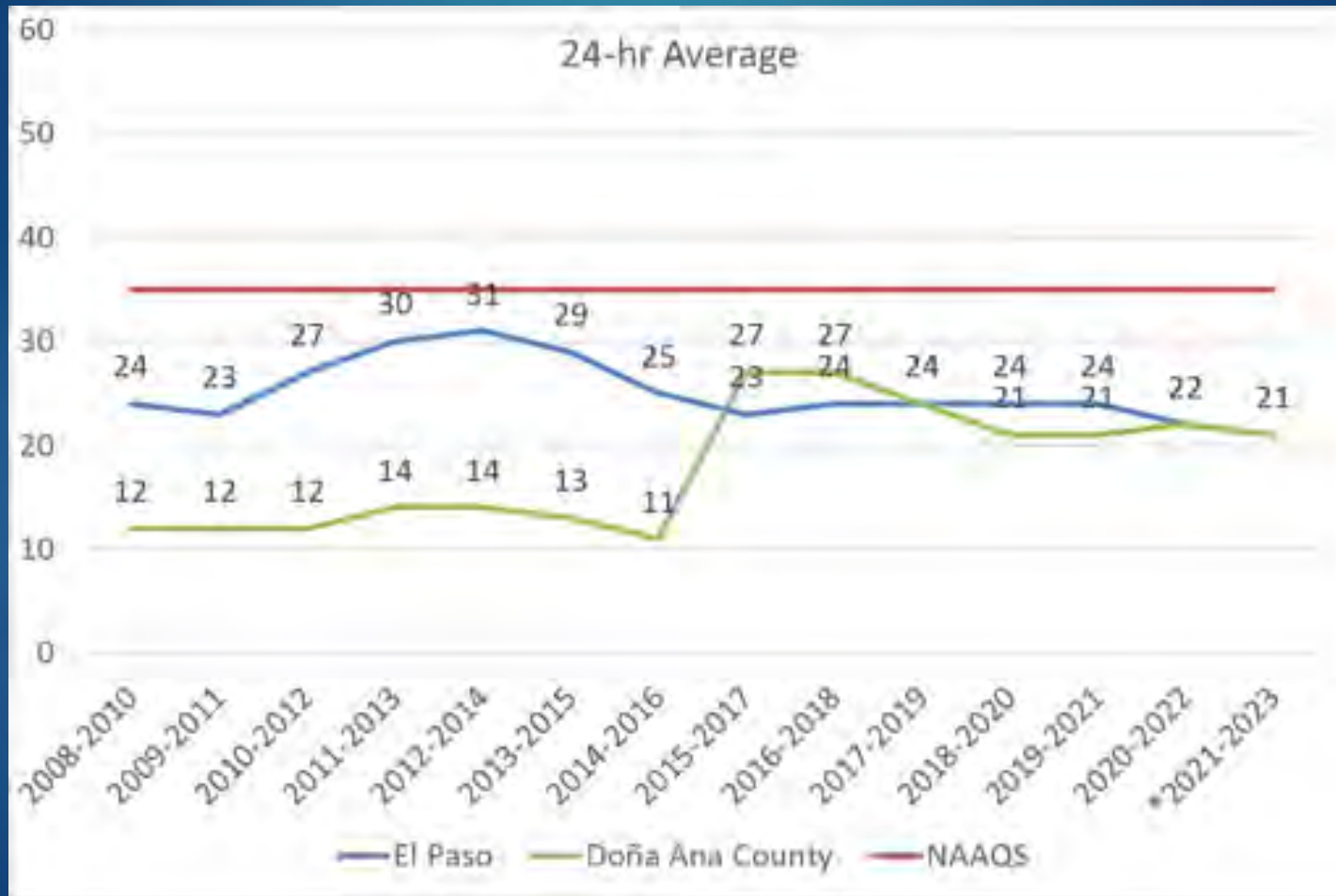
U.S. Standard: 12 $\mu\text{g}/\text{m}^3$



PM_{2.5} Compliance with U.S. Federal Standard El Paso and Doña Ana Counties

24-Hour Design Value

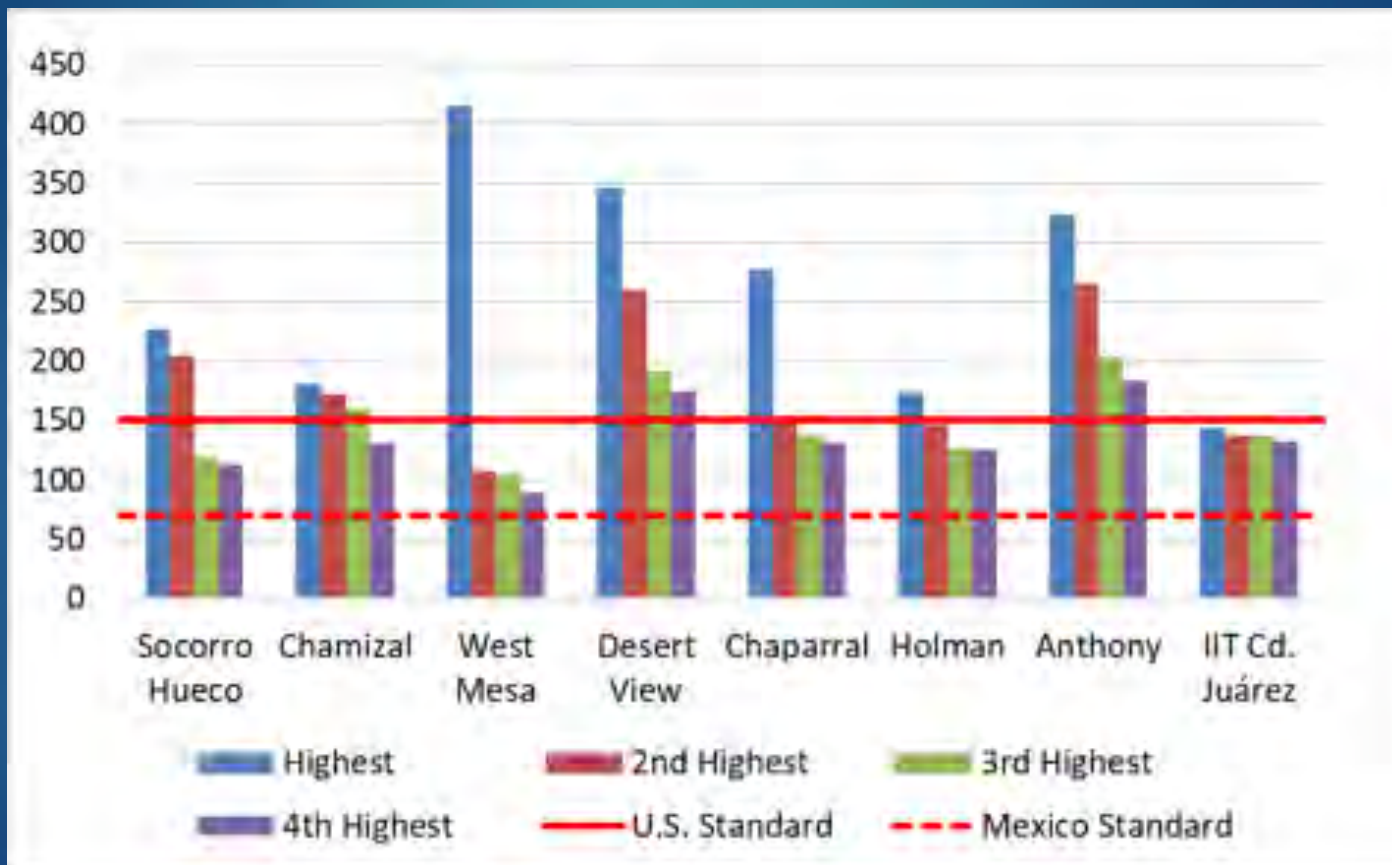
U.S. Standard 35 µg/m³



PM₁₀ 24-Hour Averages (µg/m³) Four Highest El Paso, Doña Ana County, and Ciudad Juárez January – December 2023

U.S. federal standard:
150 µg/m³ not to be exceeded more than once per
year on average over three years at any one monitor.

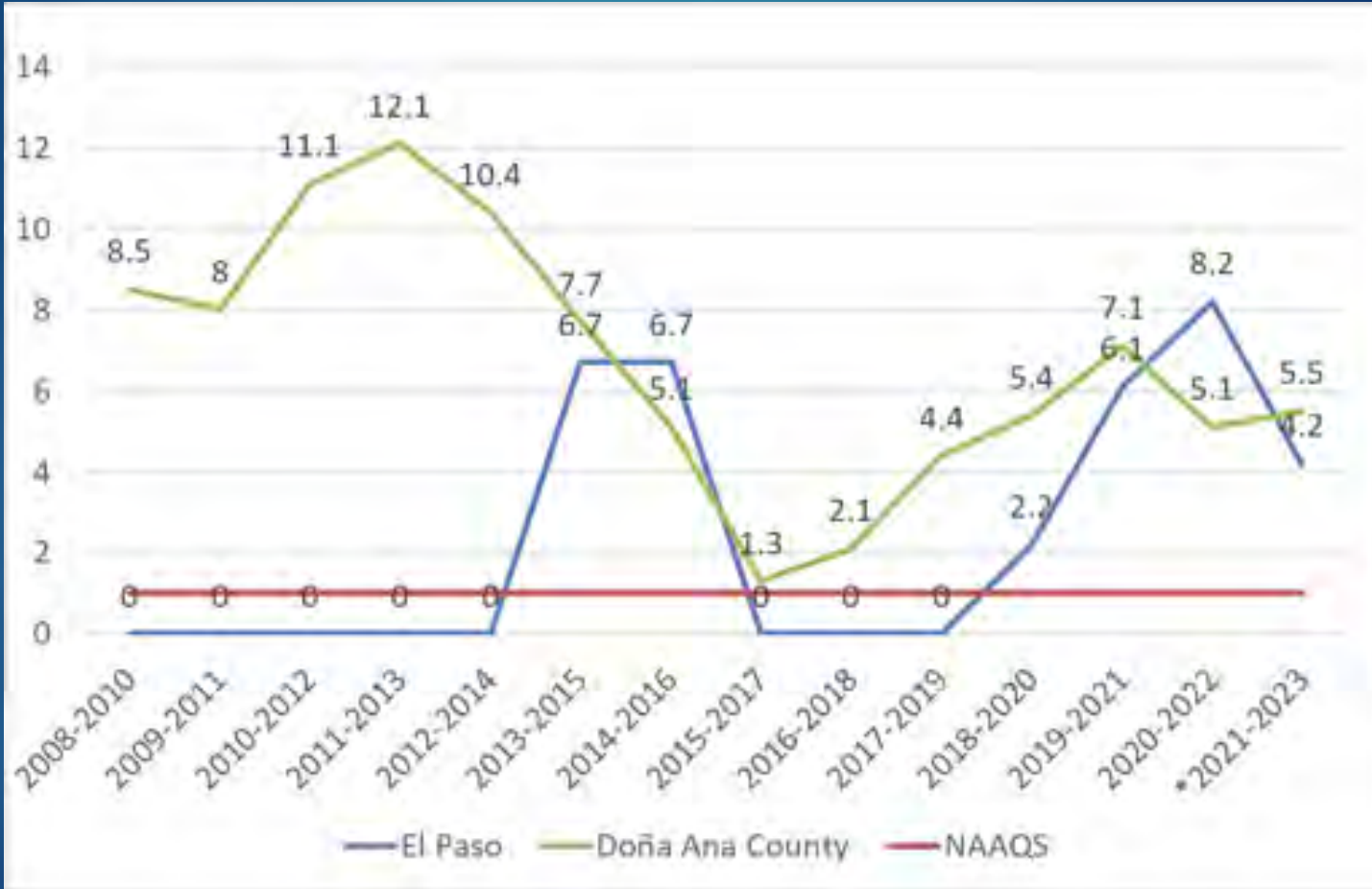
The maximum permissible limit in Mexico
for PM₁₀ is 70 µg/m³ on a 24-hour
average



Note: All NMED data has been flagged
as exceptional events for high wind.

PM₁₀ 24-Hour Design Values El Paso and Doña Ana County | 2008 – 2023

Estimated Number of Exceedances



*EPA exceptional events concurrences not reflected for Doña Ana County. -
EPA Currently has an EE packet on hand from NMED

Exceptional Events | Doña Ana County

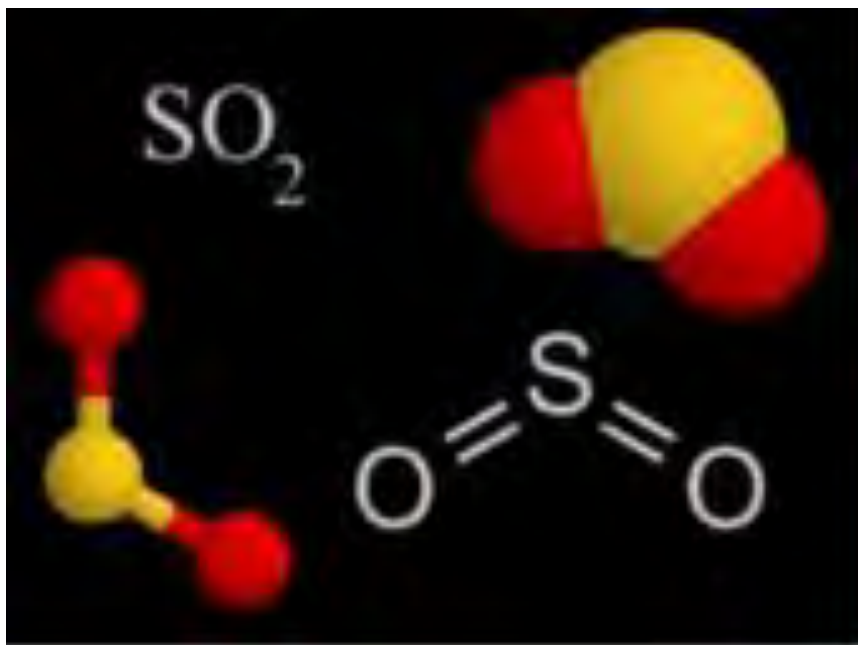
► High-Wind Blowing Dust
PM₁₀ Exceedances of
NAAQS

Year	Events	Observed Exceedances	Concentrations (µg/m ³)	EPA Review Process
2022	15	30	157 - 879	Internal QA/QC
2021	15	31	157 - 769	Submitted
2020	8	13	157- 504	Concurrence
2019	8	25	156-734	Concurrence
2018	7	18	158-326	Concurrence
2017	11	27	157-721	Concurrence
2016	11	28	162-689	Concurrence

Compliance with exposure limits: Annual arithmetic mean of PM 2023 in Ciudad Juarez

Parameter	Annual exposure limit	Annual mean
PM _{2.5}	10 µg/m ³	*22 µg/m ³
PM ₁₀	28 µg/m ³	*59 µg/m ³

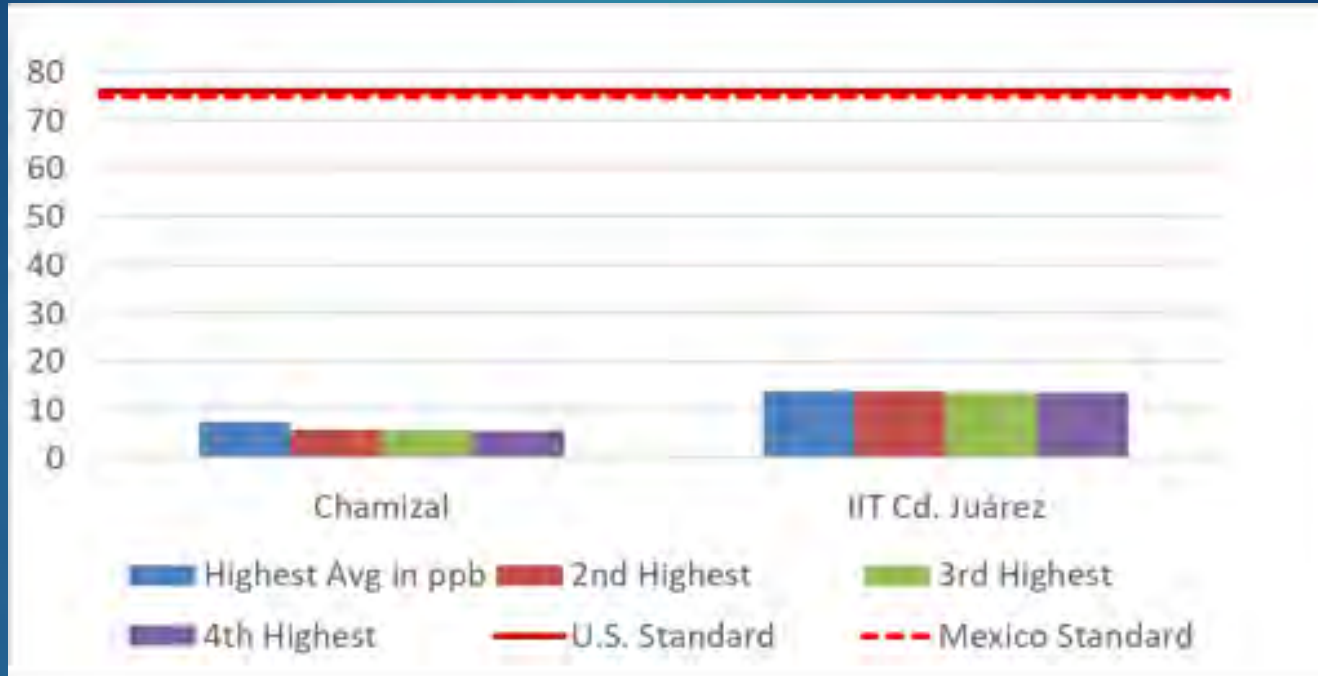
*Dust storm events are considered within this information.



Sulfur
Dioxide
 SO_2
Dióxido de
azufre

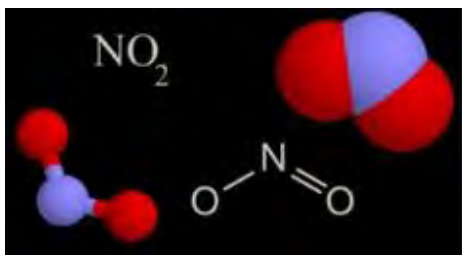
SO₂ 1-Hour Averages | Four Highest

El Paso and Ciudad Juárez | January – December 2023



U.S. federal standard:
76 ppb 99th percentile of 1-hour daily maximum concentrations, averaged over 3 years

The highest allowable limit in Mexico for SO₂ is 75 ppb in 1-hour average.



Nitrogen
Dioxide NO₂

Dióxido de
nitrogéno

NO₂ 1-Hour Averages (ppb) Four Highest El Paso del Norte January – December 2023

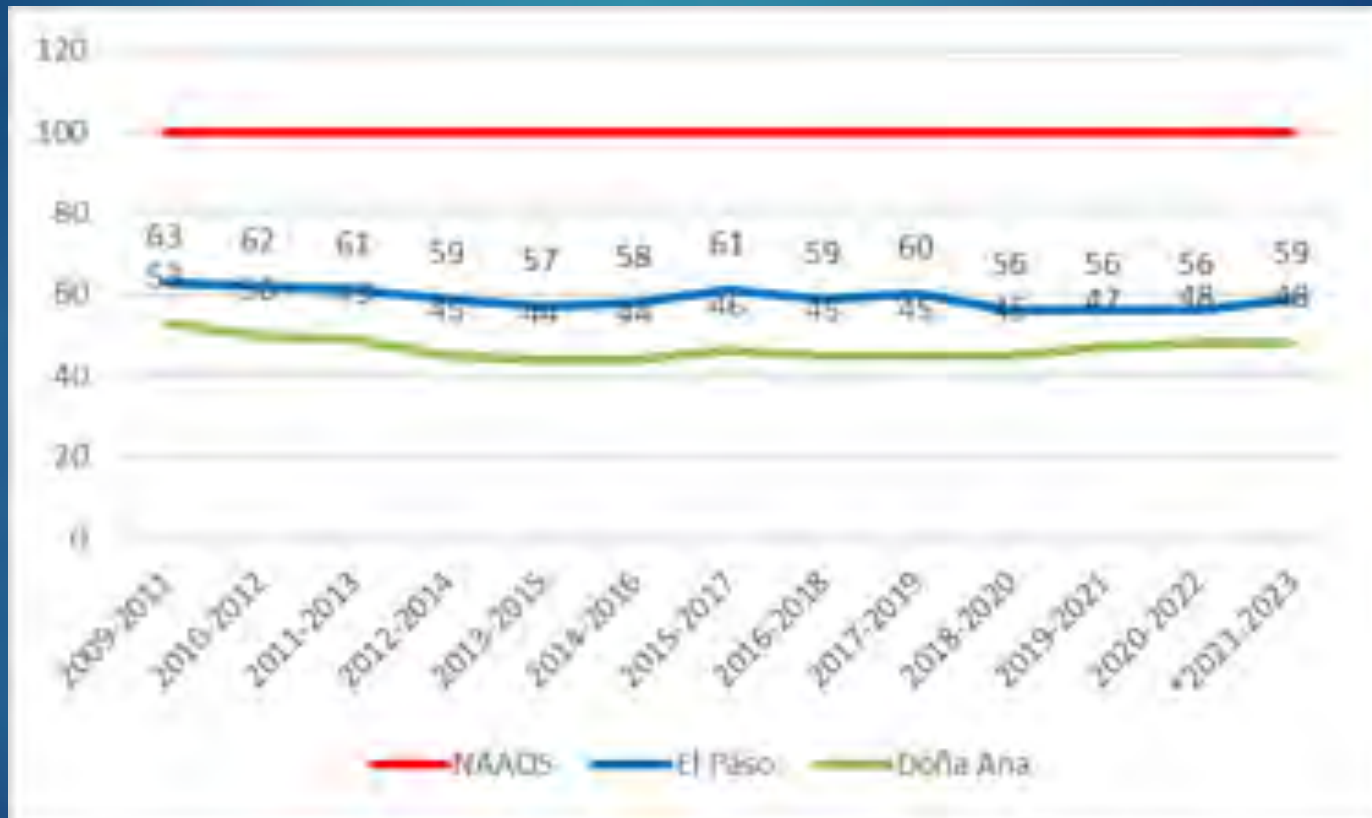
U.S. federal standard:
100 ppb 98th percentile of 1-hour daily maximum
concentrations, averaged over 3 years

The highest allowable limit in Mexico
for NO₂ is 106 ppb in
hourly averages.



NO₂ Design Values 1-Hour Averages (ppb) El Paso & Doña Ana Counties

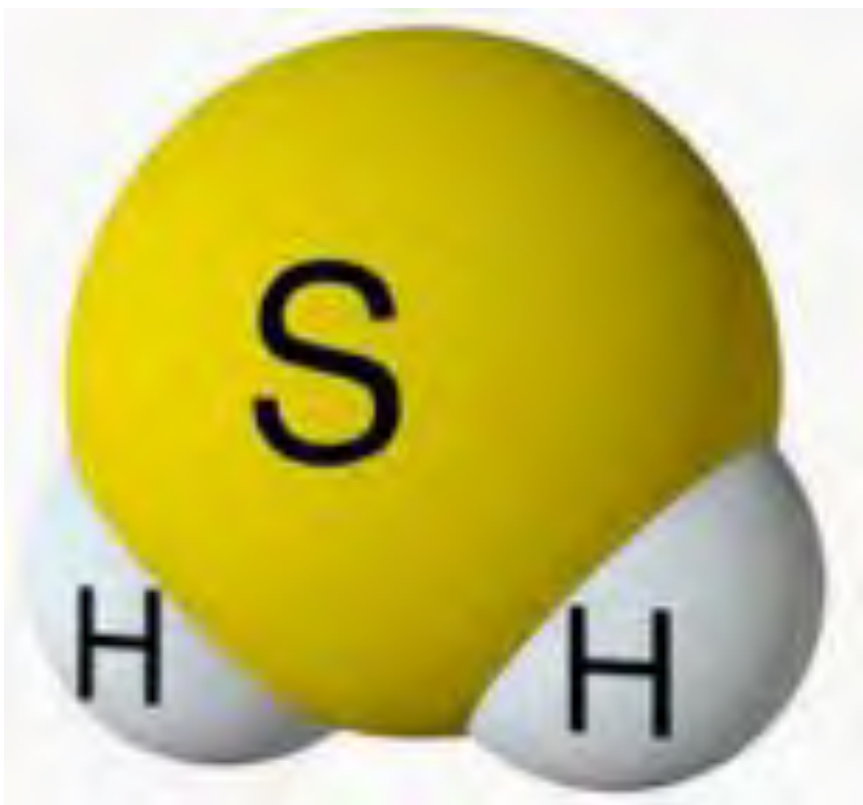
The 1-hour NO₂ NAAQS (**100 ppb**) is the 3-year average of the annual 98th percentile of the daily maximum 1-hour average concentrations.



NO₂
Design Values Annual Mean (ppb)
El Paso & Doña Ana Counties

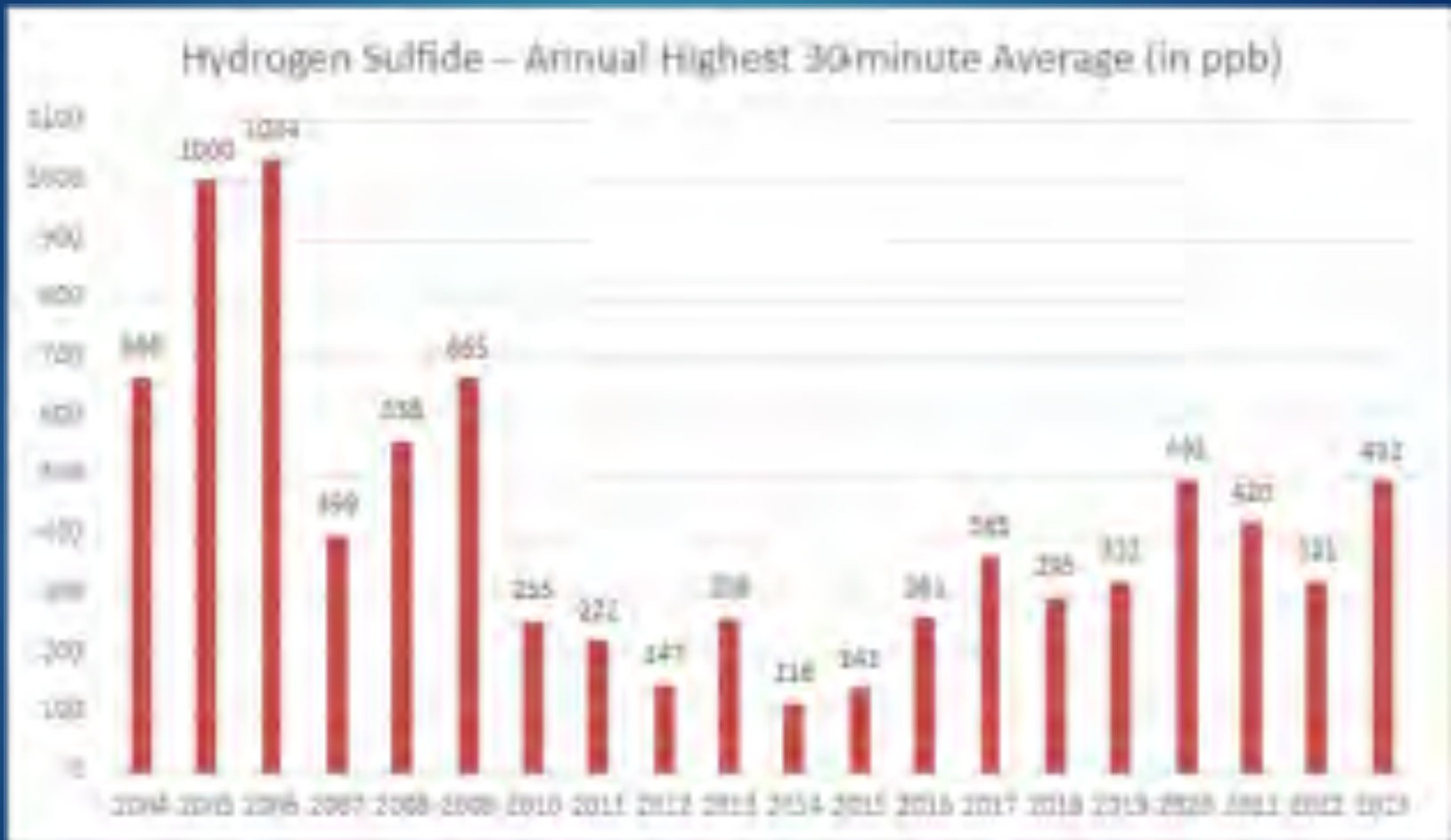
The annual NO₂ NAAQS (53 ppb) is the annual average concentration, averaged over three years.



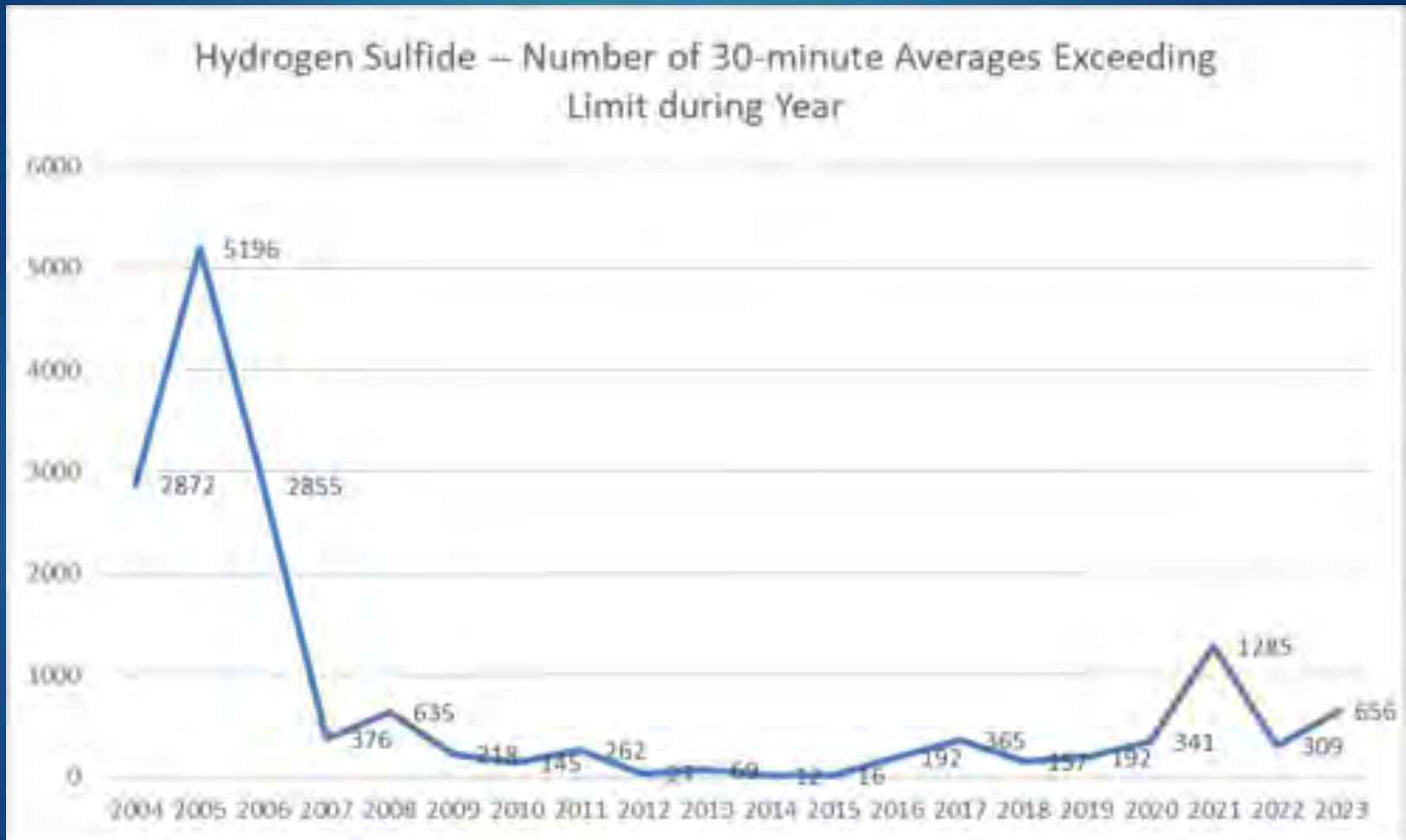


Hydrogen
Sulfide
(H_2S)
Sulfuro de
hidrógeno

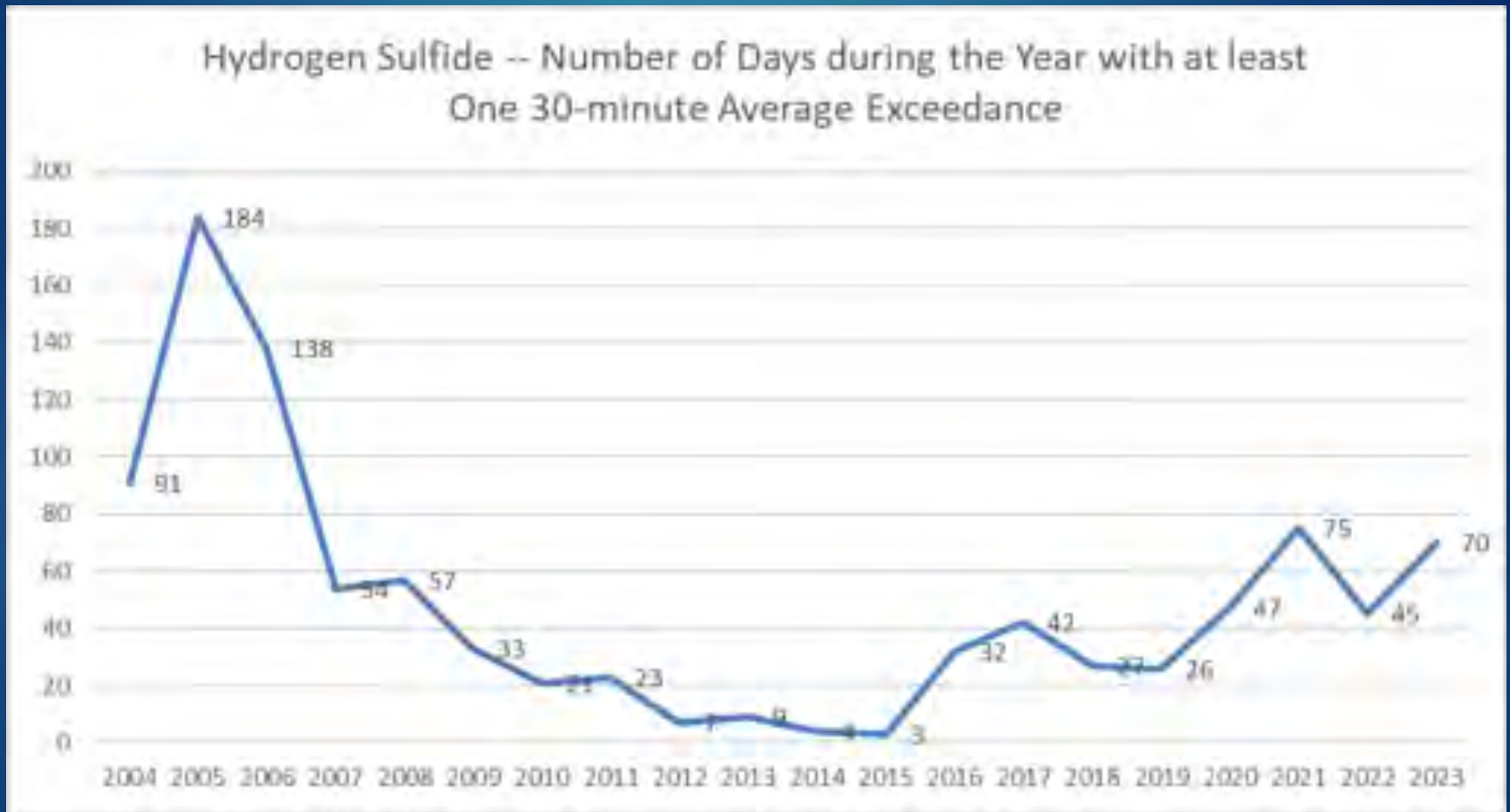
Hydrogen Sulfide | 30-Minute Averages (ppb) Highest Value at “Lower Valley” Monitor 2004-2023



Hydrogen Sulfide | 30-Minute Averages (ppb)
Number of Exceedances at “Lower Valley” Monitor
2004-2023



Hydrogen Sulfide | 30-Minute Averages Number of Days with Exceedances at “Lower Valley” Monitor 2004-2023



Questions? ¿Preguntas?

Links to publicly
available U.S. data:

- [EPA Air Trends](#)
- [Design Value Interactive Tool | US EPA](#)
- [Our Nation's Air 2023 \(epa.gov\)](#)
- [Daily Mean Values for Calendar Year 2023 \(texas.gov\)](#)

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Border Affairs

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SECRETARÍA
DE DESARROLLO URBANO
Y ECOLOGÍA



Thank you!
Gracias!

EXHIBIT E

WEN-WHAI LI, Ph.D., P.E., Q.E.P.

EDUCATION

Ph.D., Civil Engineering, Colorado State University
M.S., Civil Engineering, Colorado State University
B.S.E., Civil Engineering, National Taiwan University

CERTIFICATIONS

P.E. Licensed Professional Engineer (Illinois No. 062-050969)
Licensed Professional Engineer (Texas No. 85765)
Q.E.P. Qualified Environmental Professional (No. 04960063)
Certificate Hazardous Waste Site Investigation Personnel (40-Hrs OSHA Health and Safety Training Course)

POSITION HELD

2006 – present Professor
2004 - 2009 Chair
2000 – 2003 Graduate Advisor
1997 – 2006 Associate Professor
Department of Civil Engineering
The University of Texas at El Paso
2002 – present Adjunct Associate Professor
Environmental Sciences
The University of Texas Health Science Center at Houston
School of Public Health
1988 - 1996 Senior Associate and Senior Science Advisor
Environ International Corporation
Princeton, New Jersey
1984 – 1987 Research Associate
Fluid Mechanics and Diffusion Laboratory
Department of Civil Engineering
Colorado State University

EXPERIENCE

Dr. Li is Professor of Civil Engineering at the University of Texas at El Paso (UTEP). He has a broad engineering background with expertise in the following areas:

- Air Toxics Characterization, Exposure, and Health Effects
- Air Pollution Monitoring and Modeling
- Traffic-related air pollution impact and health effects

- Environmental Exposure and Risk Assessment
- Accident Analysis
- Emission Modeling
- Physical Modeling of Air Pollution and Atmospheric Environment
- Rooftop Emission-Intake Design

ACTIVE RESEARCH PROJECTS

1. Tier 1 University Transportation Center Focusing on The Statutory Research Priority Area of Preserving the Environment and the Primary USDOT Strategic Plan Goal of Equity, with the secondary goals of Climate and Sustainability as well as Transformation, Center for Advancing Research in Transportation Emissions, Energy and Health (CARTEEH), a seven university consortium led by Texas A&M University with partner universities of UTEP, Johns Hopkins University, Georgia Institute of Technology, University of California Riverside, Morehouse School of Medicine, and North Dakota State University), UTEP PI: WWL, **U.S. DOT, \$10,000,000, (UTEP fund \$1,125,000, UTEP matching fund: \$562,000 for a total of: \$1,687,000 for 5 years)**. March 1, 2023 – Feb. 28, 2028.
2. Quantifying the real impact of transportation activity on regional ozone and near-road PM (PI), a joint project with Texas A&M University and Texas Transportation Institute (TTI), **Texas DOT, \$537,000, (UTEP fund \$105,000)**. Sep. 1, 2021 – Aug. 31, 2024
3. Extended Low-cost PM_{2.5} study in the Paso del Norte, (PI), **TCEQ, \$38,000**, Sep. 1, 2021 – August 31, 2023.
4. Addressing the FAST act priority research area of Preserving the Environment: Center for Advancing Research in Transportation Emissions, Energy and Health (CARTEEH), a five university consortium led by Texas A&M University with partner universities of UTEP, Johns Hopkins University, Georgia Institute of Technology and University of California Riverside), UTEP PI: WWL (80%), **U.S. DOT, \$7,000,000, (UTEP fund \$1,050,000, UTEP matching fund: \$525,000 for a total of: \$1,577,000 for 5 years)**. January 1, 2017 – Dec. 31, 2021.
 - a. Quantification of traffic-related emissions and exposures at U.S.-Mexico Border Crossings using real-time mobile sensors (co-PI: 50%, PI: Mayra Chavez), **CARTEEH, \$120,000**, Jan. 1, 2021 – September 30, 2022.
 - b. Instant COVID-19 diagnostic devices on the go to improve transportation safety (co-PI: 20%, PI: James Li, Chemistry Department), **CARTEEH, \$112,500**, Jan. 1, 2021 – September 30, 2022.
5. Addressing the FAST act priority research area of Preserving the Environment: Center for Transportation, Environment, and Community Health (CTECH) (A five university consortium led by Cornell University with partner universities of UTEP, University of South Florida, and University of California Davis), PI: kelvin Cheu, co-PI: WWL (30%), **U.S. DOT, \$7,000,000, (UTEP fund \$1,400,000,**

UTEP matching fund: \$700,000 for a total of: \$2,100,000 for 5 years). January 1, 2017 – Dec. 31, 2021.

- a. Accessing the health and environmental benefits associated with changes in transportation activities in near road communities (PI), **CTECH, \$132,198**, October 1, 2020 – May 31, 2022.

COMPLETED RESEARCH PROJECTS

1. Low-cost air sensor study in the Paso del Norte, (PI), **UT LJB/TCEQ, \$34,300**, May 1, 2020 – August 31, 2021.
2. Using transit vehicles as probes to monitor community air quality and exposure (PI), **CTECH, \$132,000**, July 1, 2020 – June 30, 2021.
3. Association of traffic and related air pollutants on cardiorespiratory risk factors from low-income populations in El Paso, Texas, PI: Soyoungh Jeon (NMSU), co-PI: **WWL (50%), \$82,500**. Texas A&M Transportation Institute, Nov. 1, 2019 – Sep. 30, 2021.
4. Assessing Children's spatiotemporal exposures to transportation pollutants in near-road communities, PI: WWL (100%), **US DOT, \$81,000 + UTEP matching fund of \$52,000**. May 1, 2018 – Dec. 31, 2019, ORSP #: 226351525A
5. Evaluation of Air Quality Models with Near-Road Monitoring Data (PI), a joint project with Texas A&M Transportation Institute (TTI), **Texas DOT, \$382,771, (UTEP fund \$110,000)**. Nov. 1, 2016 – June 30, 2019
6. Ozone Reduction at El Paso, Texas (PI), **El Paso Metropolitan Planning Organization (MPO), \$90,000**. Sep. 1, 2016 – Nov. 30, 2017.
7. Buen Ambiente-Buena Salud: Educational Strategies for Addressing Air Quality on the Border (Co-PI with W. Hargrove of CERM and E. Hampton of Teacher Education). **U.S. EPA, \$1,250,000, (UTEP matching fund: \$922,000, Total: \$2,172,000)**. July 1 2011 – Feb. 28, 2017.
8. Rider 8: Ozone Reduction Program at El Paso, Texas (PI). **El Paso MPO, \$404,000**. June 1, 2011 – January 31, 2013.
9. Analysis of Targeted Emissions Reduction Possibilities in the Paso del Norte (PI). **Texas Commission on Environmental Quality. \$94,938**. September 2012 – August 31, 2013.
10. Air Pollution, System Inflammation, and Sub-Clinical Atherosclerosis in High Altitude Children (Co-PI with Dr. R. Armijos), **National Institutes of Health, \$412,249**, Sep. 19, 2009 – July 31, 2011.
11. Air Pollution Reduction at the Bridge of the Americas (PI), **Border Environment Cooperation Commission, \$ 93,359**, Oct. 1 2009 – June 30, 2011.
12. Characterization of Traffic Air Pollution in Elementary Schools and Its Impact on Asthmatic Children in El Paso, Texas (PI). **Mickey Leland National Urban Air Toxics Research Center, \$246,417**. Jan. 16 – Dec. 31, 2010.
13. UTEP-UNM HSC ARCH Program on Border Asthma (Co-Investigator with Drs. N. Pingitore and M.

- Amaya), **National Institutes of Health, \$5,117,000**, Sep. 1, 2005 – Aug. 31, 2010.
14. Air Quality Characterization at the Mexican Customs Inspection Area at the International Bridge of the Americas (Co-Principal Investigator with H.A. Olvera), **U.S. EPA, \$75,846**, July 1, 2008 – Dec. 31, 2010.
 15. Air Quality Hazardous Air Pollutant Emission Study (PI), **U.S. EPA/ City of El Paso/Desert Research Institute, \$21,716**, Aug. 8, 2008 – Aug. 7, 2010.
 16. Effects of Road Pavement on PM Reduction and Potential Health Benefits for U.S.- Mexico Border Cities (PI), **Border Environment Cooperation Commission, \$22,287**, July 1 2008 – June 30, 2010.
 17. A Binational Pilot Study Examining the Impact of Traffic-Related Air Pollution on Asthmatic Children (Co-Principal Investigator with J. Sarnat (PI) and F. Fernando of Emory University), **Pan American Health Organization, \$136,000**, Oct. 1, 2006 – Aug. 31, 2009.
 18. Air Quality Modeling at the International Port of Entry in San Luis Rio Colorado, Sonora – San Luis, Arizona (PI), **Border Environment Cooperation Commission, \$4,000**, July 1 2008 – June 30, 2008.
 19. Monitoring of Ambient and In-cabin Air Pollutants at a Truck Stop in El Paso (PI), **Texas Transportation Institute, \$5,000**, July 1, 2007 – August 31, 2007.
 20. A Planning Study to Investigate the Impacts of Dust and Vehicles on Acute Cardiorespiratory Responses in the Arid Southwest (Co-Principal Investigator with J. Lighty of U. of Utah (PI), J. Sarnat of Emory University (Co-PI), and M. Witten of U. of Arizona (Co-PI)), **Health Effects Institute, \$109,000**, Sep. 1, 2006 – May 31, 2007.
 21. Addendum to An Air Impact Study of the Ultraviolet Systems on Reduction of H2S Emissions at the North Wastewater Treatment Plant of Ciudad Juarez, Chihuahua (PI), **Border Environment Cooperation Commission, \$9,000**, June 2005 – October 2005.
 22. An Air Impact Study of the Ultraviolet Systems on Reduction of H2S Emissions at the North Wastewater Treatment Plant of Ciudad Juarez, Chihuahua (PI), **Border Environment Cooperation Commission, \$14,979**, June 2004 – April, 2005.
 23. Investigation of the Nocturnal PM Peaks for Evidence of Association with Population Health Risks in Two Border Cities (PI), **U.S. EPA, \$74,995**, June 2005 – Dec. 2006.
 24. Indoor Air Pollutants and Inhalation Hazards by Cooking and Heating (PI), **U.S. EPA, \$73,573**, June 2004 – Dec. 2005.
 25. Search for Gas Phase Chlorinated Compounds Associated with Enhanced Ozone Production in the Paso del Norte Airshed (Co-PI with N. J. Parks), **U.S. EPA, \$75,000**, June 1, 2001 – Aug. 31, 2003.
 26. Investigations of the Low-Wind Particulate Matter Spikes at the NMED Sunland Park City Yard Monitoring Site (PI), **New Mexico State University/USEPA, \$40,710**, June 2002 – Aug. 2003.
 27. Evaluations between Digital Cameras and Other Methods of Air Quality Visualization, TCEQ/UTEP Visibility Camera Contract FY 2003 (Co-PI with N. J. Parks), **Texas Commission of Environmental**

Quality, \$79,500, October 31, 2002 – August 31, 2003.

28. Development of a Visualization Tool for Hazardous Releases (PI), **U.S. Army Research Laboratory, White Sands Missile Range, \$20,000**, June 2002 – October 2002.
29. Sustainable (Green) Engineering Program (Co-PI with C. Turner), **NSF MIE project, \$300,000** (student support, equipment, no salary), Sep. 2000 – Aug. 2002.
30. Phase II Study of Paso del Norte PM Characterization (PI), **U.S. EPA, \$190,000**, June 2000 – Aug. 2003.
31. Determining the Impacts of Evaporative Cooling Systems on Indoor Air Quality (PI), **Texas Higher Education Coordinating Board ARP/ATP Programs, \$115,489**, Jan. 2000 – Aug. 31, 2002.
32. Implementation Phase for Analysis and Web-Site Archiving of Haze and Visibility Images 2000 - 2001: Digital Still, Digital Video, and Digitally Converted, 35 mm Film-Archive Images of the Paso del Norte Airshed (Co-PI with N.J. Parks), **Texas Natural Resources Conservation Commission, \$20,000**, July 1, 2000 - June 30, 2001.
33. Method Development for Haze and Visibility Analysis of Web-site Digital Video, Digital Still, and Digitally Converted, 35 mm Film-Archive Images of the Paso del Norte Airshed (Co-PI with N. J. Parks), **Texas Natural Resources Conservation Commission, \$20,000**, June 2000 – May 2001.
34. Digital Acquisition and Internet Distribution of Haze Images in the Paso del Norte Airshed (Co-PI with J. Parks), **Texas Natural Resources Conservation Commission, \$18,000**, June 1999 – May 2000.
35. An Expert Systems Approach to Managing and Minimizing the Consequences of Accidental Chemical Spills in the U.S.-Mexico Border (PI), **U.S. EPA, \$50,000**, Sep. 1998 – Aug. 2000.
36. Characterization of Wind Field for the Paso del Norte Air Quality Basin Using High-Resolution Grids and Data from Multiple Meteorological Monitoring Stations (Co-PI with R. Fitzgerald), **Center for Environmental Resource Management, \$81,000**, March 1999 – Aug. 2000.
37. Characterization of Ambient Particulate Matter in the Paso del Norte Region (PI and Technical Director, a joint research program with 4 other universities), **U.S. EPA, \$750,000**, Sep. 1998 – Dec. 2000.
38. Compilation of Ozone and PM Air Quality Data for the El Paso – Juarez Area (PI), **UTEP, \$1,900**, Nov. 1997 – Nov 1998.

PROFESSIONAL MEMBERSHIPS AND AWARDS

Membership

1. Air and Waste Management Association, Meteorology Committee
2. American Society of Civil Engineers
3. American Geophysical Union

4. Member, the U.S. – Mexico Joint Advisory Committee for Border Air Quality
5. Member, American Public Health Association
6. Member, Transportation Research Board
7. Member, Paso del Norte Air Quality Task Force
8. UTEP and UT-HSPH El Paso Public Health Education and Research Collaboration
9. Peer reviewer, Air & Waste Management Association
10. Peer reviewer, Atmospheric Environment
11. Peer reviewer, Journal of Hazardous Materials

Awards and Honors

1. Scholastic Award, National Taiwan University, 1974
2. Outstanding Faculty Achievement Award, College of Engineering, UTEP, 2000.
3. Best Professor Award, Civil Engineering, UTEP, 2003.
4. Panel Reviewer, U.S. EPA PM Research Centers, 2005.

PUBLICATIONS AND PRESENTATIONS (*Names in grey italic indicating research assistants/mentees of W.W. Li*)

Journal Articles and Book Chapters (Peer Reviewed)

1. Raysoni A. and *Li W-W*. 2022. Pulmonary Assessment of a Cohort of Asthmatic School Children due to Air Pollution in a High-Altitude West Texas City of El Paso, J. of Environmental Health (in-review)
2. Eibedingil IG, Gill TE, Van Pelt RS, Tatarko J, Li J, *Li W-W*, 2022. Applying Wind Erosion and Air Dispersion Models to Characterize Dust Hazard to Highway Safety at Lordsburg Playa, New Mexico, USA, *Atmosphere* 2022, 13, 1646. <https://doi.org/10.3390/atmos13101646>
3. *Aguilera J, Jeon S, Raysoni AU, Rangel A, Whigham L, Li W-W*, 2022. Decreased moderate to vigorous physical activity levels are associated with increased traffic related air pollutants in children with asthma, submitted to the J. of Environmental Health (in-print).
4. *Rangel A, Raysoni AU, Chavez M, Jeon S, Aguilera J, Whigham L, Li W-W*, 2022, Assessment of Traffic-Related Air Pollution (TRAP) at Two Near-Road Schools and Residence in an Arid, High Altitude West Texan City, *Atmo. Pollution Research* 12(2): 101304, <https://doi.org/10.1016/j.apr.2021.101304>
5. Vallamsundar S, Uwak I, Jaikumar R. Ramani T, Johnson NM, *Aguilera JA, Li W-W*, 2021. Personal Exposure to Air Pollution near the US-Mexico Border Crossings: A Case Study of School Teachers in El Paso, TX, submitted to the *Journal of Transport & Health*

6. Aguilera J, Jeon S, Chavez M, Ibarra-Mejia G, Ferreira-Pinto J, Whigham L, **Li W-W**, 2021. Short-term effects of traffic related air pollution on cardiorespiratory outcomes among low income residents from a US-Mexico border community, submitted to the *Journal Air Quality, Atmosphere, and Health*.
7. Aguilera J, Jeon S, Chavez M, Ibarra-Mejia G, Ferreira-Pinto J, Whigham L, **Li W-W**, 2020. Land use regression modeling to assess effects of long-term transportation data on metabolic syndrome risk factors of low-income communities in El Paso, Texas. *Transp Research Record* 2675(11): 955-969, 2021. <https://doi.org/10.1177/03611981211021853>
8. Chavez MC and **Li, W-W**, 2020. Comparison of Modeled-to-Monitored PM2.5 Exposure Concentrations resulting from transportation emissions in a near-road community, *Transp Res Rec.* 2674(12):130–143. <https://doi.org/10.1177/0361198120951189>
9. **Li, W-W**, 2020. Chapter 2: Air pollution, air quality, vehicle emissions and environmental regulations, in *Traffic-Related Air Pollution: Emissions, Human Exposures, and Health*, edited by Khreis H. et al, Elsevier S&T Books.
10. Fumador EA, Amaya MA, Brunner B, Clague JW, **Li, W-W**, Olvera HA, Berwick M, Burchiel SW, Pingitore NE, 2019. Cerium levels in coarse and fine airborne particulate matter in El Paso, Texas, USA, *Journal of Atmospheric Pollution*, 7(1):1-13.
11. Hampton E, Ontiveros, C, Canales A, Chavez M, Pina M, Hargrove W, **Li W-W**, Brown S, Simmons B., Lujan J, 2018. Collaborative Creation of an Air Quality Curriculum That Promotes Community-Based Learning, Community Engagement, *High Impact Practice: Internships, Kinder Hunt Publishing Community Engagement and High Impact Practices in Higher Education*, ed. G.M. Nunez and A.L. Gonzalez, Kinder Hunt Publishing Company, Chapter 3, 33-42
12. **Li, W-W**, Pina M, Hargrove W, Hampton E, Lujan J, 2018. Buen Ambiente/Buena Salud: An Internship Program Aimed at Building Capacity to Address Environmental Issues on the U.S. Mexico Border, *High Impact Practice: Internships, Kinder Hunt Publishing Community Engagement and High Impact Practices in Higher Education*, ed. G.M. Nunez and A.L. Gonzalez, Kinder Hunt Publishing Company, Chapter 18, 191-204
13. Paz LM, Amaya MA, Clague JW, **Li W-W**, Olvera HA, Berwick M, Burchiel SW, Pingitore NE, 2017. Airborne lead in El Paso, Texas, USA, *Journal of Atmospheric Pollution*, 5(2):47-54.
14. Raysoni AU, Stock TH, Sarnat JA, Chavez MC, Sarnat SE, Montoya T, Holguin F, **Li W-W**, 2017, Evaluation of VOC concentrations in Indoor and Outdoor Microenvironments at Near-Road Schools, *Environmental Pollution*, 231:681-693
15. Raysoni AU, **Li W-W**, Weigel MM, Eschanique P, Racines M, Armijos RX, 2017, Element composition of PM_{2.5} at schools and residences in Quito, Ecuador, *Environmental Pollution, International Journal of Environmental Research and Public Health*, 14:674, doi:[10.3390/ijerph14070674](https://doi.org/10.3390/ijerph14070674)
16. Raysoni AU, Weigel MM, Montoya T, Racines M, **Li W-W**, 2016, Assessment of indoor and outdoor PM species at schools and residences in three low income neighborhoods of Quito, Ecuador *Environmental Pollution*, 214:668-679

17. Armijos RX, Weigel MM, Myers OB, **Li W-W**, Racines M, Berwick M, Residential exposure to urban traffic is associated with increased carotid intima-media thickness in children, *Journal of Environmental and Public Health*, Volume 2015, Article ID 713540, 11 pages, <http://dx.doi.org/10.1155/2015/713540>.
18. Charlevoix DJ, Pandya R, Bridger A, Gill TE, Hampton E, Herman R, Knox J, **Li, W-W**, Stanitski D, 2014. New directions for the AMS Symposium on education, *Bulletin of American Meteorological Society*, 95(9): 1465-1467.
19. Raysoni AU, Stock TH, Sarnat JA, Sosa TM, Sarnat SE, Holguin F, Greenwald R, Johnson B, **Li W-W**, 2013. Characterization of traffic-related air pollution metrics at four schools in El Paso, Texas, USA: Implications for exposure assessment and siting schools in urban areas, *Journal of the Atmospheric Environment*, 80: 140-151.
20. Greenwald R, Sarnat J, **Li W-W**, Raysoni AU, Sarnat SE, Johnson BA, Stock TH, Holguin F, Sosa T, 2013, Associations between Source-indicative Pollution Metrics and Increases in Pulmonary Inflammation and Reduced Lung Function in a Panel of Asthmatic Children Texas, *J. of Air Quality, Atmosphere and Health*. 6(2):487-499
21. Zora JE, Sarnat SE, Raysoni AU, Johnson BA, **Li W-W**, Greenwald R, Stock T, Sarnat JA, 2013. Associations between urban air pollution and pediatric asthma control in El Paso, Texas, *Journal of the Science of the Total Environment*, 448:56-65.
22. Olvera HA, Lopez M, Guerrero V, Garcia H, **Li W-W**, 2013. Ultrafine particle levels at an international port of entry between the US and Mexico: Exposure implications for users, workers, and neighbors, *Journal of Exposure Science and Environmental Epidemiology*, 23:289-298
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Technical Reports (Peer Reviewed)

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2. Chavez M, Williams E, Cheu K, **Li W-W**, 2021. Using transit vehicles as probes to monitor community air quality and exposure, Center for Transportation, Environment, and Community Health (CTECH), U.S. DOT Tier 1 UTC, 98 pp.
3. Jeon S, Aguilera JA, Whigham L, Chavez MC, **Li W-W**. 2020. Association of traffic and related air pollutants on cardiorespiratory risk factors fro low-income populations in El Paso, TX, Center for Advancing Research in Transportation Emissions, Energy, and Health (CAR-TEEH), U.S. DOT Tier 1 UTC, 171pp, [Association of Traffic and Related Air Pollutants on Cardiorespiratory Risk Factors From Low-Income Populations in El Paso, TX \(bts.gov\)](#)
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5. **Li W-W**, Chavez MC, Ramirez IM, Cheu KR, 2020. Assessing children’s spatiotemporal exposures to transportation pollutants in near-road communities, Center for Transportation Emissions, Environment, and Community Health (CTECH), U.S. DOT Tier 1 UTC, 195pp <https://hdl.handle.net/1813/69795>
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Conference Papers (Peer Reviewed)

1. **Li W-W**, Chavez M, Williams E, Vazquez L, 2022. Quantification of Traffic-related Air Pollution at a U.S.-Mexico Border Crossing, accepted for a presentation at the 2023 annual Transportation Research Board (TRB) meeting in Washington, D.C, 2022.
2. Chavez M, Williams E, Vazquez L, **Li W-W**, 2022. Evaluation of Near-road Exposure 1 Using On-road Air Monitor, presented at the 2022 annual Transportation Research Board (TRB) meeting in Washington, D.C, 2022.

3. Raysoni A, **W.W. Li**, 2021. Elemental Analysis of PM2.5 at four schools in El Paso, TX, USA, presented at the AGU Fall Meeting 2021, New Orleans, LA.
4. Chavez M and **Li W-W**, 2020. Measurements of Traffic-Related Air Pollution at Two Near-road Locations, presented at the 2021 annual Transportation Research Board (TRB) meeting in Washington, D.C
5. Aguilera J, Jeon S, Chavez M, Ibarra-Mejia G, Whigham L, **Li W-W**, 2020. Land Use Regression of Long-Term Transportation Data on Metabolic Syndrome Risk Factors in Low-income Communities presented at the 2021 annual Transportation Research Board (TRB) meeting in Washington, D.C. (webinar)
6. **Li W-W** and Chavez M, 2020. Implications from upwind-downwind monitoring of traffic-related air pollutants at a busy highway in El Paso, Texas, accepted as a platform presentation at A&WMA's 113th Annual Conference and Exhibition, June 29-July 2, 2020, San Francisco, CA
7. **Li W-W**, Jeon S, Chavez M, Ramirez I, Rangel A, Urbina A, Vallamsundar S, Farzaneh, R, 2019. Determination of background PM2.5 concentrations for a potential transportation project site. Presented and published at 2019 TRB annual meeting, Washington DC, Jan 13-17, 2019. TRB Paper No. 19-02174R
8. **Li W-W**, Chavez M, Jeon S, Ramirez I, Rangel A, Urbina A, Vallamsundar S, Farzaneh, R, 2019. Contribution of traffic emissions to near-road PM2.5 air concentrations as implied by urban-scale background monitoring. Presented and published at 2019 TRB annual meeting, Washington DC, Jan 13-17, 2019. TRB Paper No. 19-01459R1
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11. Vallamsundar S, Askariyeh M, Farzaneh R, Venugopal M, **Li, W-W**, 2019. Near-road monitoring data assessment: Impact of traffic, meteorology and background concentration, Presented and published at 2019 TRB annual meeting, Washington DC, Jan 13-17, 2019.
12. **Li W-W** and Raysoni A, 2014, Measurements of Traffic-related Indoor-Outdoor Air Pollution at Elementary Schools in a Cross-border Urbanized Metroplex, presented in Indoor Air 2014: the 13th International Conference on Indoor Air Quality and Climate, Hong Kong, July 7-12, 2014.
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15. Sosa T, Yang H, Cheu RL, Pinal G, Valenzuela V, Romo A, **Li W-W**, 2013. A Methodology for Generating Emission Factors at an International Port of Entry, Paper #12792, *Proceedings of the 106th Air and Waste Management Association Conference and Exhibition*, Chicago, IL, June 25-28, 2013.
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21. Raysoni A, **Li W-W**, Sarnat SE, Sarnat JA, Holguin F, Garcia J, Flores S, 2009. Intra-urban spatial variation of PM_{2.5} mass measurements, filter absorbance measurements and NO₂ at El Paso, Texas, USA & Cd. Juarez, Chihuahua, MX, *Proceedings of the A&WMA's 102nd Annual Conference and Exhibition*, June 16-19, Detroit, MI
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28. Raina DS, Parks NJ, Li W-W, Gray RW, Dattner S, 2004. Innovative monitoring of visibility using digital imaging technology in an arid urban environment. *Proceedings of the Regional and Global Perspectives on Haze: Causes, Consequences and Controversies*, Oct. 26-29, 2004, Asheville, North Carolina. 19 pages.
29. Turner C D, Li W-W, Flores B, 2002. Using a green engineering building design contest to promote sustainable engineering. *Proceedings of the 2002 ASEE Annual Conference*.
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33. Orquiz R, Li W-W, Pingitore NE, 2000. Temporal measurements of PM fine and coarse concentrations in El Paso. *Proceedings of the 93rd AW&MA Annual Meeting and Exhibition*, Salt Lake City, Utah, June 18-22. Paper #. 00-745, 20 pages.
34. Sheya SAN, Meuzelaar HLC, Li W-W, 2000. Novel analytical dimensions in exploratory field studies of air particulate matter. *Proceedings of the 93rd AW&MA Annual Meeting and Exhibition*, Salt Lake City, Utah, June 18-22. Paper #. 00-669, 11 pages.
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37. **Li W-W**, 1999. A refined consequence analysis of spill events at a chemical distribution facility. *Proceedings of the 92nd AW&MA Annual Meeting and Exhibition*, St. Louis, MO, June 20-24. Paper #. 99-102, 13 pages.
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45. **Li W-W** and Meroney RN, 1985. Measurements of the two-point Eulerian velocity statistics in a turbulent boundary layer. In *Proceedings of the Seventh Symposium on Turbulence and Diffusion*, American Meteorology Society, Boulder, Colo., November.

Selected Conference/Meeting Papers and Presentations

1. **Li W-W**, Williams E, Vazquez L, Chavez M , 2022. Monitoring of three criteria air pollutants at an international port of entry, submitted for a presentation at the 2022 National Ambient Air Monitoring Conference, Pittsburgh, PA, August 22-25, 2022

2. Chavez M, Vazquez L, Hernandez Y, Toquinto F, Williams E, Vazquez A, **Li W-W**, 2022. Low-cost PM2.5 measurements in a binational metropolitan area along the U.S.-Mexico border, presented at the Air Sensors International Conference, May 11-13, 2022.
3. Williams E, Vazquez L, Chavez M, **Li W-W**, 2022. Rapid Assessment of Community Air Quality Using Real-time Mobile Air Monitors, presented at the Air Sensors International Conference, May 11-13, 2022.
4. Chavez M and **Li W-W**, 2021. Project overview, sensor calibration, and quality assurance, Technical Exchange on Air Sensor Networks Along the Mexico-U.S. Border, sponsored by the U.S. EPA, Office of Air Quality Planning and Standards June 9, 2021. (webinar)
5. Chavez M, **Li W-W**, 2021. Modeling spatiotemporal exposures to traffic-related air pollutants in a near-highway microenvironment, Transportation, Air Quality, and Health (TAQH2021) symposium, May 18, 2021. (virtual symposium)
6. Chavez M, Li W-W, 2021. Low-cost sensor study in the Paso del Norte, discussion on PM2.5 air sensors and correction factors, U.S. EPA, Office of Air Quality Planning and Standards, March 22, 2021 (virtual meeting)
7. Chavez M, Li W-W, 2021. Low-cost sensor study in the Paso del Norte, presented in the 79th meeting of Joint Advisory Committee (JAC) for the Improvement of Air Quality in the Ciudad Juárez, Chihuahua / El Paso, Texas / Doña Ana County, New México Air Basin, Feb. 11, 2021 (virtual meeting)
8. **Li W-W**, 2020. Exposures to COVID-19 in a small transportation environment, COVID-19 impacts on Transportation, Air Quality, and Health, Center for Advancing Research in Transportation Emissions, Energy, and Health, A USDOT University Transportation Center, Dec. 3, 2020, (Webinar, invited speaker)
9. Aguilera J, Jeon S, Chavez M, Ibarra G, Ferreira-Pinto J, **Li W-W**, Whigham L, 2020. Associations of Traffic and Air Pollution with Obesity and Fasting Glucose in Low-Income Populations, Obesity Week: The Obesity Society, Atlanta, Georgia, Nov. 3-6, 2020. (virtual symposium)
10. Vallamsundar S, Asityskariyeh M, Farzaneh R, Venugopal M, **Li, W-W**, 2020, Assessment of Personal Exposure to Air Pollution in the Vicinity of US-Mexico Border Crossings: A Case Study in El Paso, TX, presented at the 2nd Transportation, Air Quality, and Health Symposium, Riverside, CA, May 16-18, 2020. (virtual symposium)
11. Aguilera J, Jeon, S, Chavez M, Ibarra G, Ferreira-Pinto J, Whigham L, **Li W-W**, 2020. Short-term associations of traffic-related air pollutants on cardiorespiratory risk factors from low-income populations in El Paso, Texas, presented at the 2nd Transportation, Air Quality, and Health Symposium, Riverside, CA, May 16-18, 2020. (virtual symposium)
12. Raysoni, A, Sarnat J, Chavez M, Parsons J, **Li W-W**, 2020. Elemental Analysis of PM2.5 at four schools in El Paso, TX, USA and Ciudad Juarez, Chihuahua, MX., presented at the 2nd Transportation, Air Quality, and Health Symposium, Riverside, CA, May 16-18, 2020. (virtual symposium)

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Selected Technical Reports

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Ph.D. and M.S. Graduates (served as Dissertation/Thesis Advisor)

Ph.D

1. Aguilera, J., 2020. Association of traffic related air pollution with physical activity and cardiorespiratory health outcomes in at-risk populations from El Paso, Texas, **Ph.D. Dissertation** (Co-advisor with Leah Whigham), **Best Ph.D. Dissertation, College of Health Science, UTEP, 2020**
2. Chavez, M., 2019. Assessing children's spatiotemporal exposures to transportation pollutants in near-road communities, **Ph.D. Dissertation, Best Ph.D. Dissertation, College of Engineering, UTEP, 2020**
3. Montoya, T., 2013. Characterization of particulate matter concentrations (PM₁₀, PM_{10-2.5}, PM_{2.5}) at high-altitude school and residential microenvironments in Quito, Ecuador, **Ph.D. Dissertation.**
4. Valenzuela, V., 2013 Evaluation of emission control strategies to reduce ozone pollution in the Paso del Norte region using a photochemical air quality modeling system, **Ph.D. Dissertation.**
5. Raysoni, A., 2011. Assessment of intra-urban traffic related air pollution on asthmatic children's exposure at schools in the Paso de Norte Region, **Ph.D. Dissertation.**
6. Mares, J., 2010. A GIS-based emission and air quality impact assessment tool for evaluating transportation mitigation measures, **Ph.D. Dissertation.**
7. Olvera, H., 2006. Numerical simulations of a hydrogen release in the vicinity of a cubical building, **Ph. D. Dissertation**
8. Garcia, J., 2004. Determination of PM compositions and sources in the El Paso del Norte region using time-resolved integrated source and receptor models. **Ph.D. Dissertation.**
9. Paschold, H., 2002. The effects of evaporative cooling on indoor/outdoor air quality in an arid region, **Ph.D. Dissertation**

M.S.

10. Leonardo D. Vazquez-Raygoza, 2022. Identifying particulate matter spatial variation in the El Paso del Norte region using land-use regression modeling and data obtained from a network of low-cost sensors. M.S. Thesis.
11. Marcos A. Banta-Morales, 2022. Influence evaluation on near-road concentrations of PM_{2.5} during Covid-19 pandemic. M.S. Thesis
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14. Chavez, M., 2016. Estimating air concentrations using MOVES generated site-specific traffic emissions, M.S. Thesis.
15. Sisneros, M., 2014. Evaluation of ozone trends in southern Dona Ana County, New Mexico thru wind rose analysis and use of HYSPLIT model, M.S. Thesis.
16. Sandoval, A., 2012. Evaluation of ozone trends and distribution in the Paso del Norte region using TCEQ's CAMS data and ozone data collected at two supplemental sites, M.S. Thesis.
17. Arizpe, G.E., 2012. Analysis of air quality impacts in Sunland Park, New Mexico by Puerto Anapra, Mexico using the CALPUFF modeling system, **M.S. Thesis.**
18. Pinon, J., 2011. Analysis of indoor and outdoor particulate matter at various residences in the El Paso region, **M.S. Thesis.**
19. Sosa, T., 2010. Development of a land-use regression model to predict nitrogen dioxide concentrations, **M.S. Thesis.**
20. Guerrero, V., 2010. Variation of number and mass concentration of particular matter at the international Bridge of the Americas in El Paso, Texas, **M.S. Thesis**
21. Garcia, M., 2010. Assessing annual and seasonal spatial variability of ambient PM10 using linear regression analysis in a US-Mexico urban sprawl, **M.S. Thesis**
22. Garcia, N., 2008. Analysis of number and mass concentration of coarse and fine particulate matter measurements within a heavy-duty diesel truck stop, **M.S. Thesis.**
23. Gamez, J., 2007. Diurnal variations in ambient fine and ultrafine particle concentrations near a major highway in El Paso, Texas, **M.S. Thesis.**
24. Singavarapu, S.L., 2007. Prediction of H₂S Emissions from a Wastewater Treatment Plant and Determining Its Impact Using an Air Dispersion Model-AERMOD, **M.S. Thesis.**
25. Mora, J., 2006. Characterization of indoor PM_{2.5} cooking pollutants in Paso del Norte households, **M.S. Thesis**
26. Franco, C., 2006. Impact assessment of H₂S emitted from a wastewater treatment plant using AERMOD air dispersion model and field data, **M.S. Thesis**
27. Gaddala Vijay, Deepti D., 2006. Polycyclic aromatic hydrocarbon in the city of El Paso, **M.S. Thesis**
28. Molina, E., 2005. Implications of Airborne PM_{2.5} and Nitrogen Dioxide at Cd. Juarez, Mexico, **M.S. Thesis**
29. Velarde, R., 2004. The Impacts of Arsenic Emissions on the Community Due to the Historical Operation of a Metal Processing Plant, **M.S. Thesis**
30. Raina, D., 2004. Innovative Monitoring of Visibility Using Digital Imaging Technology in an Arid Urban Environment, **M.S. Thesis**

31. Cardenas, N., 2003. Meteorological and chemical analyses of airborne PM at Sunland Park, NM, ***M.S. Thesis.***
32. Nagaraj, A., 2002. Sensitivity analysis of CAMx ozone modeling at the Paso del Norte air quality basin, ***M.S. Thesis***
33. Olvera, H., 2002. GIS-based emission inventory for the El Paso Ciudad Juarez Region, ***M.S. Thesis***
34. Sawant, R. 2002. Haze and visibility in wilderness and urban areas. ***M.S. Thesis***
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36. Chianelli, J. R. 2001. Rapid Assessment of Chemical Spills for International Communities. ***M.S. Thesis***
37. Borelepwar, V., 2001. The Haze and Visibility in the Paso del Norte Airshed. ***M.S. Thesis***
38. Gonzalez, L., 2001. Characterization and Measurement of Indoor VOC Concentrations in the Paso del Norte Region. ***M.S. Thesis***
39. Cervantes, R. 2001. Modeling the VOC emission episodes at a petroleum processing facility. ***M.S. Thesis***

Adviser/Supervisor to Current Ph.D. and M.S. Students:

Post-Doctoral Fellow

1. Dr. Mayra Chavez

Ph.D. Students:

1. Perla Torres, ESE
2. Karen del Rio, Education

M.S. Students:

1. Leonard Vazquez
2. Marcos Banta
3. Evan Williams

Undergraduate Students:

1. Berenice Flores
2. Leonardo Vasquez
Vazquez L., 2021. **The application of low-cost sensors for assessing PM air pollution in the El Paso del Norte Region**, COURI Spring 2021 Virtual Symposium, April 26-30, 2021 (Mentor: Li W.-W)
3. Evan Williams
Williams E., 2021. **Assessing Ambient Air Quality Using Real-time Air Monitors Mounted on a Transit Vehicle**, COURI Spring 2021 Virtual Symposium, April 26-30, 2021 (Mentor: Li W.-W)

EXHIBIT F

INTRO:

El Paso's Puente Libre- The Bridge of the Americas in barrio Chamizal is receiving \$700+million of federal Bipartisan Infrastructure funding for necessary renovations. This long-overdue investment should be used as intended- to reduce the emissions and address the impact on overburdened, vulnerable communities, specifically, our children's health.

"This is a public health issue. Lives are being affected. To dismiss the health of residents and prioritize the maquiladora industry is not acceptable." We have not had clean air for 30 years! Protect our health. We - as residents of the Chamizal are asking representatives and public entities such as the Joint Advisory Council to Tell NEPA to "Get the Trucks Out!"

"After a year and a half of advocacy, the federal government has -as of December 13, 2023- provided a potential alternative design that removes the heavy polluting diesel semi-trucks from el puente libre, BOTA. We want to send a clear message that this alternative #4 is the only option that would address this dangerous public health issue. The time to relocate the idling trucks is now,"

According to the National Institute of Health: diesel semi truck pollution (PM2 ultrafine particles) are the worst of the worst! These dangerously small cancer causing particles infect our lungs 🫁 restricting our ability to breath, seep poison into our bloodstream 🩸, settle in our bones 🦴, as the toxicity damages our brains 🧠 deteriorating our cognitive abilities for a lifetime. Our children are most vulnerable, especially Zavala Elementary students, who during their most important developmental years, they're inundated in diesel truck pollution because the 500+ diesel trucks that surround them daily using the free bridge- El Puente Libre .

The World Health Organization declared that Diesel fumes cause lung cancer. Experts state diesel fumes ["are more carcinogenic than secondhand cigarette smoke."](#) We Must Protect Children's Health and place a very high priority on communities like ours where environmental injustice has deadly and debilitating consequences. [The effects are forever.](#) "We need this once-in-a-lifetime investment to protect children from this silent killer. To prioritize the profits of an industry over the health of our children is wrong. The working poor families of El Paso should not have to bear these burdens," states Hilda Villegas, president of Familias Unidas del Chamizal neighborhood association.

Diesel exhaust is the worst of the worst. The EPA states, it contains more than 40 toxic 'cancer-causing' air contaminants. A recent study reveals large diesel trucks to be the greatest contributors to harmful emissions on the road, indicating that vehicle types matter more than traffic volume for near-road air pollution. ["Whether it be cancer, respiratory problems, cardiac problems or neurodegenerative problems, there are numerous adverse health effects associated with the chemicals in these emissions. If we were able to reduce emission of pollutants, we would see an immediate climate benefit."](#)

In fact, we are part of a national coalition to address this killer particulate matter- we spent the years during covid organizing on the PM issue, and we convinced the EPA to strengthen standards on pm2.5. We are represented by TRLA

Will NEPA'S Environmental Impact Statement include a Cumulative Impact or Health Analysis?

PLEASE SUBMIT YOUR COMMENTS TO NEPA BY/BEFORE FRIDAY, FEB. 23, 2024, 3PM (MST) to:
BOTA.NEPACOMMENTS@GSA.GOV

Tell the to: GET THE TRUCKS OUT, NOW!

SAMPLE TEXT: Dear NEPA: (Introduce yourself) My name is xxxxxxxx and I am very concerned about the health of my community. (Highlight concern) Barrio Chamizal has heavy semi truck traffic is a public health issue causing dangerous levels of pollution. (Personal is Powerful!) My child has difficulty breathing and suffers from asthma. (Demand) Get the Trucks Out, Now! Protect our Health! We urge NEPA to select Option #4: REMOVAL OF COMMERCIAL TRUCKS. (*Extra: Ask Questions) Will NEPA'S Environmental Impact Statement include a Cumulative Impact or Health Analysis? Thank you.
Sincerely, xxxxxxx

We will be collecting comment cards to hand-deliver, too. Please come by Cafe Mayapan, 2000 Texas Ave. to fill out your card.



GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading "BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE: Jessica Martinez

ADDRESS/DIRECCIÓN: 410 W. Yandell Dr. El Paso, Texas 79902

PHONE/TELEFONO*: 160-670-5386

EMAIL/CORREO* _____

AGE/EDAD*: _____ RACE/RAZA* Hispanic
*Optional

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA.nepacomments@gsa.gov

con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios Adicionales:

Signature: Jessica Martinez

Date: 10/21/24



GSA NEPA DEIS 45-day comment period ends November 4, 2024

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Carlos Aceves

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Signature

Date: 10/27/24

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Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

AGE/EDAD*: 70 RACE/RAZA* _____
*Optional



Comentario Público
September 2024 Draft Environmental Impact Statement for the
Proposed Modernization of the
Bridge of the Americas Land Port of Entry, El Paso, TX

NOMBRE: Roman Silva
DIRECCIÓN: Thacala 1417 Col. Salvemir

Public Comment:

Como residente de Juárez, apoyo la selección de la Alternativa de Acción Viable 4 de la GSA que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire que daña a las comunidades de justicia ambiental. Ahora, el Puente de las Américas tiene las filas más largas para cruzar. Eliminar el tráfico de las trocas comerciales prioriza a los residentes, ya que eliminar la carga comercial va a ampliar la capacidad del puente para que los individuos y familias de El Paso y Juárez crucen más rápido. Según el Tratado de Chamizal de 1963, El Puente Libre fue hecho para la gente, no para el comercio. Al retirar la carga comercial, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública y el interés de los residentes.

Comentarios Adicionales:

Prioricemos la salud de las personas

Firma: 

Fecha: Oct 21 2024



GSA NEPA DEIS 45-day comment period ends November 4, 2024

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Griselda Villegas
NAME/NOMBRE

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Signature
Date: 10-21-24

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

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BOTA.nepacomments@gsa.gov

con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

AGE/EDAD*: _____ RACE/RAZA* _____
*Optional





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Public Comment:

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Public Comment:

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Date: *10-22-24*

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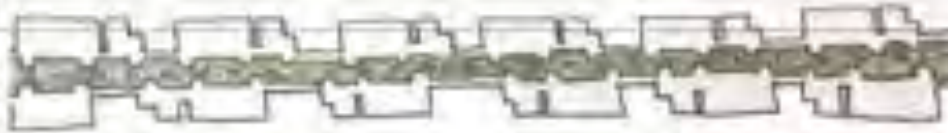
Additional Comments/Comentarios

Adicionales:

AGE/EDAD*: _____ RACE/RAZA* _____

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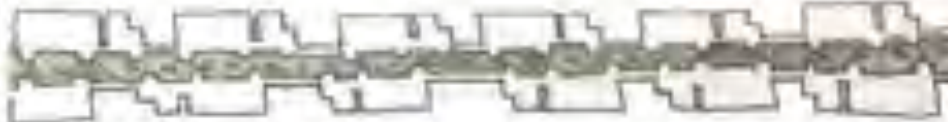
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Karla Carmichael
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karla_carmichael@hugobal.net
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Karla Carmichael
Signature:
Date: *11/1/2024*

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Jorge Castro

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Signature Jorge Castro

Date: 11-16-24

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Adicionales:

El puente es de la gente no de las maquilas!!!

AGE/EDAD*: 25 RACE/RAZA* Hispanic
*Optional





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Additional Comments/Comentarios

Adicionales:

AGE/EDAD*: _____ RACE/RAZA* _____

*Optional





GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading "BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

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Date: *11/11/23*

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Comentario público:

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Comentarios públicos:

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Additional Comments/Comentarios Adicionales:

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Date: *11-2-2024*

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Additional Comments/Comentarios

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*Optional





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Date: 11-0-24

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AGE/EDAD*: _____ RACE/RAZA* _____

*Optional





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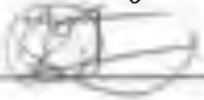
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Additional Comments/Comentarios

Adicionales:

Trabajo en la escuela

zavala, los trailers

siempre andar por ahí

y nos daña a los estudiantes

AGE/EDAD* *39* RACE/RAZA*

*Optional





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Linda Rivas

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Additional Comments/Comentarios

Adicionales:

*Gracias a las
mamas del Chamizal*

AGE/EDAD*: 40 RACE/RAZA* Hispanic/White
*Optional





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Additional Comments/Comentarios Adicionales:

AGE/EDAD*: *1/2* RACE/RAZA* *[Signature]*
*Optional





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NAME/NOMBRE

ADDRESS/DIRECCIÓN

CITY/CIUDAD STATE/ESTADO ZIP CODE/CÓDIGO POSTAL

PHONE/TELEFONO*

EMAIL/CORREO*

SIGNATURE

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Additional Comments/Comentarios Adicionales:

AGE/EDAD*: _____ RACE/RAZA* _____

*Optional





City Representative Josh Acevedo, Ed.D. District 2

July 28, 2024

To the U.S. General Services Administration:

As you continue to narrow the scope of plans for the proposed modernization of the Bridge of the Americas (BOTA), I write to reiterate my support of “Action Alternative Four – No Commercial Traffic” to be submitted into the official record for the BOTA Environmental Impact Statement process. I hope you can use this once in a lifetime opportunity to bridge the components of the modernization project with the needs of my constituents that live, work, and learn in this area and remove the daily, idling truck traffic going into Mexico.

My district begins at the U.S.-Mexico border and includes the Bridge of the Americas. The removal of trucks from the BOTA would be a breath of fresh air for the families in this area. Many of my constituents in this area have shown up to the GSA public meetings and have had a consistent message through their neighborhood associations – Corbin/Sambrano, San Juan, Val Verde, and Washington-Delta – which has been to remove the truck traffic from their community. As the voice for thousands of people, I ask you to acknowledge that clean air is not a privilege – it is a right.

It is important to put in perspective the history of pollution that has formed a dark cloud over this area south of Interstate 10 for many years. In 1963, the Chamizal Treaty displaced hundreds of Mexican American people and the border was physically moved. This was a significant time for my mother and grandparents, as they lived in the Chamizal neighborhood from 1961 to 1967 – around the same time when the BOTA was erected. Since then, families have had to unite against pollution in their schools and the biggest culprit of this dirty, toxic air has been the truck traffic that idles in front of an elementary school on a daily basis – the status quo for decades. We have a responsibility to create clean, safe spaces for children and their families.

A community I represent came together and asked me to address issues caused by the proximity of the BOTA to their neighborhood. The San Xavier Neighborhood is across the street from the BOTA and has significantly been impacted by people that leave their cars parked in their neighborhood for long periods of time to cross the bridge – especially on weekends. We immediately got to work and have been implementing cross-cutting solutions that will bring peace of mind to my San Xavier constituents, such as prohibiting people that do not live in this area from parking in front of my constituents' homes and throughout this tight knit community. As we continue to address their needs, I ask that you pair it with the clean air they also deserve.

Trade is absolutely important to our border region, but so is clean air. Many of my constituents near the BOTA have suffered through a history of displacement, polluted air, educational challenges, and health issues because of the air they are breathing where they live. A person's zip code should not dictate the access they have to critical resources for an adequate quality of life. The people are asking us to move commercial traffic. The air in their neighborhood is bad. The potential decision to keep commercial traffic at the BOTA is worse.

As the El Paso City Representative for District 2, I am once again asking the U.S. General Services Administration to move commercial traffic away from the Bridge of the Americas. This is a culmination of years and generations of people who seek justice to the callousness cast upon these immediate neighborhoods. We have an opportunity to correct the mistakes of the past, while reconfiguring border trade in our binational community. Let's do it, together, through "Action Alternative Four."

Sincerely,

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

Josh Acevedo, Ed.D.



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July 28, 2024

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Sincerely,

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Josh Acevedo, Ed.D.



1331 Texas Ave.
El Paso, TX 79901
Phone: 915-585-5100
Toll Free: 888-988-9996
Fax: 915-544-3789

December 2, 2024

VIA: BOTA.nepacomments@gsa.gov

General Services Administration
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
Fort Worth, TX, 76102

I. Introduction

On behalf of Familias Unidas del Chamizal and residents of the San Xavier neighborhood, Texas RioGrande Legal Aid, Inc. submits these comments on the proposed Bridge of the Americas Modernization Project (“BOTA Project” or “Project”), Docket No. 2023-0002, in response to the General Services Administration’s (“GSA”) issuance of its Draft Environmental Impact Statement (“DEIS”) under the National Environmental Policy Act (“NEPA”).¹

In a step that puts environmentally and community conscious infrastructure planning at the forefront, GSA has chosen Alternative 4 as its preferred alternative and has proposed removing commercial trucks from BOTA. This decision follows months of GSA’s investigation on the feasibility of removing commercial trucks, and years of community activism that culminated in the submittal of over twelve-thousand public comments demanding the removal of commercial trucks.²

GSA’s proposal to remove commercial trucks is a critical measure in combating decades of systemic environmental racism in a city that repeatedly ranks among the worst for air quality in the nation. El Paso is in ongoing nonattainment for the 8-hour ozone standard,³ PM₁₀⁴, and

¹ GSA, Notice-PBS-2024-12; Docket No. 2024-0002; Sequence No. 42, Notice of Availability for the Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas LPOE in El Paso, Texas (September 20, 2024).

² Familias Unidas has helped El Pasoans submit over 900 comments online. *See* Earthjustice, Texas Residents Deserve to Breathe Clean Air, <https://earthjustice.org/action/texas-residents-deserve-to-breathe-clean-air>; *See also* General Services Administration, Greater Southwest Region (Region 7), Draft Environmental Impact Statement for the proposed Modernization of the Bridge of the Americas (BOTA) Land Port of Entry (LPOE), El Paso, Texas (September 2024), at Appendix B (hereinafter “DEIS”).

³ El Paso continues to struggle with ozone attainment issues, and has violated the ozone NAAQS every year since 2016. *See* EPA, Green Book: Texas Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants (last updated September 30, 2024), https://www3.epa.gov/airquality/greenbook/anayo_tx.html.

PM2.5.⁵ The American Lung Association has given El Paso an “F” for ozone pollution every year since 2000,⁶ and ranks El Paso as the 14th worst metropolitan area for high ozone days, and the 35th worst for 24-hour particle pollution—as compared to over two hundred other metropolitan areas.⁷ And the Chamizal and San Xavier neighborhoods—historically neglected and still fighting past deeply rooted systemic discrimination—often face the worst air pollution in the city.

GSA must stand by its decision to select Alternative 4 to satisfy requirements under NEPA and Title VI of the Civil Rights Act, as well as the goals of the Bipartisan Infrastructure Act and Inflation Reduction Act. We sincerely appreciate GSA’s efforts to promote public participation throughout the project, and to take public health seriously by proposing and diligently evaluating an alternative that can help ameliorate longstanding environmental justice harms. We urge GSA to stand by its initial proposal and maintain a permanent and immediate removal of commercial trucks from BOTA as part of Alternative 4.

We also urge GSA to provide several clarifications to ensure that its analysis is adequately representative of its findings that demonstrate that Alternative 4 is the best choice to accomplish the Project’s purpose and needs, and to ensure that the final EIS is easily understood by members of the public. We further request that GSA continue to provide critical project information to the public, refine its climate impacts analysis to discuss local impacts and the Project’s GHG mitigation potential, and reconsider implementing measures that will reduce emissions from passenger vehicles.

II. Project Background

The BOTA Modernization Project’s purpose is to “support CBP’s [Customs and Border Protection] mission by bringing the BOTA LPOE operations in line with current CBP land port design standards and operational requirements while addressing existing deficiencies identified with the ongoing port operations.”⁸ GSA describes three key needs for the project:

- 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.
- Improve traffic congestion and safety for travelers and citizens of the City of El Paso.

⁴ EPA, Green Book: Texas Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants (last updated September 30, 2024), https://www3.epa.gov/airquality/greenbook/anayo_tx.html.

⁵ El Paso has an average PM2.5 level of 9.2 µg/m3, which places the County above EPA’s newer standard. EPA, Fine Particulate Concentrations for Counties with Monitors Based on Air Quality Data from 2020-2022, available at <https://www.epa.gov/pm-pollution/final-reconsideration-national-ambient-air-quality-standards-particulate-matter-pm> (last updated April 20, 2024); *See also* Earthjustice, Mapping Soot and Smog Pollution in the United States, February 7, 2024.

⁶ American Lung Association, State of the Air Report, Texas: El Paso, <https://www.lung.org/research/sota/city-rankings/states/texas/el-paso>.

⁷ *Id.*

⁸ DEIS at 1-6.

GSA conducted its original Feasibility Study in November 2018. In November 2023, GSA conducted its Enhanced Feasibility Study, which proposed six viable alternatives, including the no action alternative.

GSA has held in-person community meetings about the BOTA Project since 2022. GSA held a Community Engagement Meeting on April 4, 2023, where it presented three alternatives to the public, none of which included the removal of commercial traffic. GSA then held a Public Scoping Meeting on December 13, 2023, where the public was formally invited to submit comments on the two viable alternatives: Alternative 1a and Alternative 4 (which proposed removing the commercial traffic for the first time). GSA held another public meeting with an opportunity to submit comments on June 26, 2024. GSA released its Draft EIS on September 20, 2024, selecting Alternative 4, and initially set the deadline to submit public comments on the Draft EIS to November 14, 2024. However, after requests from several commercial interests, GSA extended the public comment period to December 2, 2024.

GSA has posted its Stage 1 Request for Quotations on August 27, 2024, and has Stage 2 Request for Proposals scheduled for January 22, 2025. GSA estimates awarding a Design-Build contract in August 2025. GSA plans to start construction in October 2026, with “substantial completion” estimated by November 2029.⁹

III. Legal Background

NEPA enshrines a national policy to protect and promote environmental quality and the health and welfare of humankind.¹⁰ In pursuit of these goals, NEPA mandates a set of action-forcing procedures that require all federal agencies to take a hard look at the environmental consequences of their proposed actions and disclose the relevant information to the public. Agencies must consider a reasonable range of project alternatives, and, after selecting a preferred alternative, demonstrate that “the agency has considered the relevant factors and articulated a rational connection between the facts found and the choice made.”¹¹ Although NEPA’s requirements are procedural, “these procedures are almost certain to affect the agency’s substantive decision.”¹²

NEPA and its implementing regulations require federal agencies to provide an Environmental Impact Statement: a detailed statement on proposals for major federal actions significantly affecting the quality of the human environment.¹³ The EIS must describe the environmental impact of the proposed action, any adverse environmental effects which cannot be avoided if the proposal is implemented, alternatives to the proposed action, the relationship between local short-term uses and the maintenance and enhancement of long-term productivity,

⁹ GSA, Bridge of the Americas Land Port of Entry Project Page, <https://www.gsa.gov/about-us/gsa-regions/region-7-greater-southwest/buildings-and-facilities/texas-federal-buildings/bridge-of-the-americas-land-port-of-entry>.

¹⁰ 42 U.S.C. § 4321.

¹¹ *Sierra Club v. Fed. Highway Admin.*, 435 F. App'x 368, 372 (5th Cir. 2011) (quoting *Balt. Gas & Elec. Co. v. Natural Res. Def. Council, Inc.*, 462 U.S. 87, 105, 103 S.Ct. 2246, 76 L.Ed.2d 437 (1983) (internal quotations omitted)).

¹² *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 350 (1989).

¹³ 42 U.S.C. § 4332(C); 40 C.F.R. § 1500.1(a).

and any irreversible and irretrievable commitments of resources that would be involved in the proposed action if implemented.¹⁴

Agencies must analyze and disclose the direct, indirect, and cumulative effects of the proposed action and alternatives to the proposed action.¹⁵ In addition, NEPA regulations require agencies to discuss the means “to mitigate adverse environmental impacts.”¹⁶

An essential component of an adequate NEPA analysis is the environmental justice analysis. CEQ’s NEPA implementing regulations define environmental justice as:

[T]he just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision making and other Federal activities that affect human health and the environment so that people:

- (1) Are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and
- (2) Have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices.¹⁷

In addition, Executive Order 12898 requires federal agencies to pursue environmental justice “by identifying and addressing as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations[.]”¹⁸

GSA must also abide by the requirements of Title VI of the Civil Rights Act. Title VI prohibits discrimination in actions and projects by recipients of federal funds: “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”¹⁹ Even more, GSA’s Title VI implementing regulations provide that “[w]here previous discriminatory practice or usage tends, on the ground of race, color, or national origin, to exclude individuals from participation in, to deny them the benefits of, or to subject them to discrimination under any program or activity to which this subpart applies, *the applicant or recipient has an obligation to take reasonable action to remove or overcome the consequences of the prior discriminatory practice or usage, and to accomplish the purposes of the Act.*”²⁰

¹⁴ 42 U.S.C. § 4332(C).

¹⁵ 40 C.F.R. §§ 1508.1(g), 1501.5(c), 1502.16(a)(1).

¹⁶ 40 C.F.R. § 1502.16(a)(9).

¹⁷ 40 C.F.R. § 1508.1(m).

¹⁸ 59 Fed. Reg. 7629 (1994), EO No. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

¹⁹ 42 U.S.C. § 2000d.

²⁰ 41 C.F.R. § 101-6.204-2 (a)(1)(vi)(4).

Thus, GSA's selected alternative must satisfy NEPA's procedural requirements to fully analyze environmental justice impacts and Title VI's substantive requirement to take all reasonable steps necessary to rectify the history of systemic discrimination impacting communities near the BOTA.

IV. Argument

GSA must adhere to Alternative 4 and immediately remove heavy-duty commercial trucks from the BOTA. The BOTA Project is funded by the Infrastructure Investment and Jobs Act ("Bipartisan Infrastructure Act") and by the Inflation Reduction Act ("IRA"), which enshrined climate mitigation, pollution abatement, energy efficiency, and community preservation and restoration into American infrastructural growth and job creation. By utilizing Bipartisan Infrastructure Act and IRA funds in its BOTA Project, GSA has committed itself to ensure that the BOTA Project translates into benefits for communities and the environment, in addition to combating climate change, ameliorating environmental injustices, and improving community resiliency.

By selecting Alternative 4, GSA commits not only to the purpose of the Bipartisan Infrastructure Act and IRA, but also adheres to the rational decision-making NEPA demands. GSA's decision takes the voices of El Paso's historically marginalized, disadvantaged,²¹ and disproportionately polluted and overburdened environmental justice communities and envisions a project that takes a step towards reversing decades of harmful traffic patterns while achieving project goals of operational efficiency and public safety in a cost-effective manner.

A. Alternative 4 is the Only Environmental Justice Alternative.

GSA's analysis confirms what has been urged by community groups for years: that commercial truck traffic²² at the BOTA places numerous communities at increased risk of hazardous air pollution. Air quality is severely degraded by commercial trucks due to their size, volume, diesel emissions, and long idling times. In its DEIS, GSA confirmed this: the allowance of continued truck traffic as is or under Alternative 1a "could result in likely long-term moderate to significant adverse traffic impacts as a result of continued commercial truck operations at BOTA"²³. When examining cumulative impacts in the region, including at other LPOEs, GSA found that eliminating all commercial truck traffic would result in:

[T]he localized long-term adverse effects would be expected to change to long-term beneficial impacts. The other ports (Tornillo, Ysleta, and Santa Teresa) should experience no significant air quality related issues as a result of additional trucks utilizing those entry/exit points. From a regional standpoint, the elimination of commercial truck traffic has been modelled to result in a long-term negligible to minor beneficial impact as well.²⁴

²¹ See <https://www.epa.gov/environmentaljustice/inflation-reduction-act-disadvantaged-communities-map>.

²² When discussing commercial trucks, we are referring only to heavy-duty trucks or 18-wheelers.

²³ DEIS at 4-44.

²⁴ *Id.* at 4-45. GSA also noted that the Modernization plan has the "potential to enhance the conditions for local environmental justice communities through modernization of facilities and infrastructure, better access to, and financial support of, public services, and economic impacts from job creation, increased employment opportunities, potential income growth, increases in retail and other sales and an increase in tax base of the area." *Id.*

Even more, GSA found that Alternative 4 would result in “negligible to beneficial impacts” on air quality. Specifically, GSA found that Alternative 4 would reduce local emissions by about 10%, and, when accounting for the trucks rerouting to other ports, a net reduction of 3.2%.²⁵ Alternative 4 would also reduce local VOC emissions by 34% and produce a net reduction of 6%.²⁶ GSA must include these findings, as presented to the Joint Advisory Committee, in its Final DEIS.

While we agree with these findings, GSA must clearly indicate the factors demonstrating reduced pollution from removing commercial trucks. For example, GSA must discuss the percentage of emissions reductions locally and regionally under each alternative, paying special attention to comparing the differences in emissions reductions between Alternative 4 and Alternative 1a with continued commercial truck operations. GSA can also point to the extensive studies demonstrating the unique harms of diesel emissions.²⁷

As noted throughout public comments and by available science, the significance of diesel emissions on its own demands the removal of commercial trucks from densely populated border crossings like the BOTA. Diesel is acutely harmful on its own, and when U.S. regulators propose more stringent emissions limitations on heavy-duty trucks—proposals that could reduce premature deaths and reduce fuel costs in the long-run—industrial forces protest.²⁸ Even more, in 2021, Mexico adopted emissions standards equivalent to current U.S. standards for newly manufactured commercial trucks. However, most in-use trucks from Mexico are still operating under standards that are significantly weaker than those affecting most trucks from the U.S.²⁹ Mexico-domiciled trucks—and their higher levels of emissions—are only allowed within a few miles of the border, increasing the impact of air pollution to nearby neighborhoods like San Xavier and Chamizal.

In its DEIS, GSA compared the environmental justice impacts, including impacts on child populations, of each alternative.³⁰ The 2-mile radius around the BOTA **contains 95.1% people of color**, a meaningfully greater percentage than 88.8% for El Paso County and 59.9% for Texas as a whole.³¹ 38.5% of individuals within 2-miles of the BOTA are also low-income, significantly exceeding low-income populations within El Paso County and Texas (19.5% and 13.9%, respectively). BOTA also has the most schools within a mile: Zavala Elementary (within a quarter mile and directly behind I-110 which leads into BOTA), Douglass Elementary, Bowie High School, Jefferson High School, and Silva Magnet School.³² The two-mile radius includes

²⁵ GSA, Presentation to Joint Advisory Air Committee (October 24, 2024).

²⁶ *Id.*

²⁷ See Attachment A, TRLA, Scoping Comments on BOTA Modernization Project (February 23, 2024).

²⁸ InfluenceMap, New Research Shows Corporate Advocacy to Weaken the EPA Clean Trucks Plan (September 11, 2023), <https://influencemap.org/pressrelease/New-Research-Shows-Corporate-Advocacy-to-Weaken-the-EPA-Clean-Trucks-Plan-23659>.

²⁹ The more stringent emissions limitations adopted by Mexico are expected to be present in most in-use vehicles in the year 2037. International Council on Clean Transportation, Mexico Heavy-Duty Vehicle Emission Standards (February 22, 2018), <https://theicct.org/publication/mexico-heavy-duty-vehicle-emission-standards/>.

³⁰ As part of its analysis, GSA evaluated the impact of commercial truck traffic in a 2-mile radius near the BOTA and other commercial LPOEs in Santa Teresa, Tornillo, and Ysleta. DEIS at 3-21.

³¹ DEIS at 3-23. GSA utilized EPA’s EJScreen model to identify the area demographics around the BOTA.

³² *Id.* at 3-46. See Figure 3-5 for Sensitive receptors (populations more susceptible to the adverse effects of air pollution).

hundreds of subsidized housing apartments, such as the Paisano Green Community, which was developed for very low-income senior citizens.³³ In addition, BOTA has at least two daycare centers within a mile, including Rayito De Sol Daycare & Learning,³⁴ and the Project Vida Early Childhood Education Center. GSA did not mention the location of the Project Vida Center, and should ensure that it includes all community centers with sensitive receptors in its analysis. In contrast, there are no schools within a mile of the Ysleta, Santa Teresa, and Tornillo LPOEs.³⁵

In contrast to the ROI around BOTA, the impacts to other LPOEs that would absorb the BOTA commercial truck traffic were not found to be significant under current conditions. GSA found that long-term impacts to Santa Teresa, Tornillo, and Ysleta under Alternative 4 would be:

Minor to moderate, beneficial, direct and indirect effects to earnings, employment, and unemployment...with [commercial and industrial] growth focused around the Santa Teresa and Ysleta LPOEs. Residents living near the Santa Teresa, Tornillo, and Ysleta LPOEs would be the most likely to experience negligible to minor adverse quality of life effects from increased commercial traffic.³⁶

Commercial truck traffic at BOTA is increasingly harmful because BOTA has the densest population, with 53,359 people within the 2-mile ROI.³⁷ In comparison, Santa Teresa has 10,465 people, Ysleta has 27,457, and Tornillo has 1,494.³⁸ The residents near BOTA are also closer to the bridge, with only 1,000 feet or less than a quarter (.19) mile of distance.³⁹ In comparison, the nearest residential neighborhood to Santa Teresa is four miles away,⁴⁰ 2,800 feet or more than half a mile (.5) from the Ysleta LPOE, and over a mile from the Tornillo LPOE.⁴¹

B. Rerouting Trucks to Other LPOEs is Feasible.

Alternative LPOEs are better suited to accommodate commercial traffic than the BOTA. Tornillo, Santa Teresa, and Ysleta LPOEs have the capacity to absorb BOTA's commercial traffic, and investment in transportation technology at these ports promises to further increase capacity and efficiency. Alternative LPOEs offer more flexibility for increased industrial development and opportunities for cross-border trade that are limited in the dense residential spaces surrounding the BOTA. With rapidly growing developments at the Santa Teresa and Ysleta LPOEs, and governmental commitments to enhance the arteries feeding these LPOEs,⁴² commercial truck traffic is better served at these alternative LPOEs.

³³ *Id.*

³⁴ *Id.*

³⁵ *Id.* at 3-46, 3-54.

³⁶ *Id.* at 4-19.

³⁷ *Id.* at 3-23.

³⁸ *Id.* at 29, 32.

³⁹ *Id.* at 3-34.

⁴⁰ *Id.* at 3-35.

⁴¹ *Id.* at 3-37. Tornillo has residences about 900 feet from the Tornillo LPOE, but GSA does not estimate increased truck traffic at the Tornillo LPOE. *Id.* at 3-36.

⁴² Ryder, *Ryder Continues Cross-Border Expansion; Opens Another Multiclient Logistics Facility at Top U.S.-Mexico Port*, April 29, 2024, <https://newsroom.ryder.com/news/news-details/2024/Ryder-Continues-Cross-Border-Expansion-Opens-Another-Multiclient-Logistics-Facility-at-Top-U.S.-Mexico-Port/default.aspx>; Jerry Pacheco, *Part Two: The Growth of the Santa Teresa Port of Entry*, KRWG, April 22, 2024, <https://www.krwg.org/local-viewpoints/2024-04-22/part-two-the-growth-of-the-santa-teresa-port-of-entry>; AJOT, *Maersk Opsn New Warehouse*

The City of El Paso has demonstrated a commitment to investing in these improvements. In 2021, the El Paso City Council approved \$32 million to improve El Paso's ports.⁴³ The priority for this funding was improving technology at the BOTA and Ysleta LPOEs, including "additional camera monitoring systems, dynamic message signs that allow communication with drivers and truck drivers in real-time about events at the bridge, wait times."⁴⁴ Recently, the City of El Paso approved a grant application for \$20 million from the U.S. Department of Transportation to improve the Ysleta LPOE as well as surrounding infrastructure, including Pan American Drive, Winn Road and Rio del Norte Drive.⁴⁵ This grant would require a local match of \$5 million, totaling \$25 million dedicated to these improvements.

El Paso County Commissioners have expressed the view that development of the Ysleta LPOE is an urgent matter that we must address quickly and through collaboration with all entities involved, including the federal government.⁴⁶ The County also recently committed \$90,000 to the Metropolitan Planning Organization (MPO) for a study analyzing El Paso's entire network of ports as an integrated system.⁴⁷ This study aims to help the region develop El Paso's port system as a whole, rather than as discrete entities.

Tornillo is the largest LPOE in El Paso and contains the most advanced infrastructure for south- and north-bound commercial traffic of all the LPOEs in the region. Unlike BOTA, Tornillo was designed from its inception to handle heavy-duty commercial traffic.⁴⁸ Tornillo was intended to alleviate congestion from BOTA,⁴⁹ something that will be more likely in light of proposed improvements on the El Paso and Cd. Juarez sides of Tornillo to port-supporting infrastructure. El Paso County officials believe that the Tornillo LPOE has been underutilized thus far, but will form a critical part of El Paso's ability to efficiently redirect commercial traffic.⁵⁰ El Paso County officials are working to attract new business activity to the Tornillo POE.⁵¹

Facility in El Paso, TX to Support Cross-Border Logistics Needs, American Journal of Transportation, September 5, 2024, <https://www.ajot.com/news/maersk-opens-new-warehouse-facility-in-el-paso-texas-to-support-customers-cross-border-logistics-needs>.

⁴³ Gabriel Caracciolo, *El Paso City Council Approves Millions to Improve Ports of Entry*, CBS 4 LOCAL (August 30, 2021, 5:43 PM), <https://cbs4local.com/news/local/el-paso-city-council-approves-millions-to-improve-ports-of-entry?src=link>.

⁴⁴ *Id.* As these improvements have not begun, the allotted \$32 million of funding remains available. In an October 2024 conversation with Veronica Carabajal, climate justice and civil rights organizer, City representatives confirmed that the city plans to use this money "very soon" to improve the Ysleta commercial lanes.

⁴⁵ Diego Mendoza-Moyers, *Residents Near Bridge of the Americas Demand Action on Truck Pollution; Businesses Warn of Economic Impacts*, EL PASO MATTERS, October 27, 2024, <https://elpasomatters.org/2024/10/27/bota-bridge-americas-el-paso-truck-traffic-pollution-chamizal/>.

⁴⁶ Comm'r Sergio Coronado, Remark at El Paso Cnty. Comm'rs Ct. Meeting (Oct. 7, 2024) (video and transcript available online at <https://elpasocountytx.new.swagit.com/videos/317001>).

⁴⁷ Comm'r Iliana Holguin, Remark at El Paso Cnty. Comm'rs Ct. Meeting (Oct. 7, 2024) (video and transcript available online at <https://elpasocountytx.new.swagit.com/videos/317001>).

⁴⁸ Lorena Figueroa, *Tornillo-Guadalupe Bridge is Now Open*, EL PASO TIMES, February 4, 2016, <https://www.elpasotimes.com/story/news/2016/02/04/new-tornillo-guadalupe-bridge-inaugurates/79849438/>.

⁴⁹ *Id.*

⁵⁰ See Comm'r David Stout, Remark at El Paso Cnty. Comm'rs Ct. Meeting (Oct. 7, 2024) (video and transcript available online at <https://elpasocountytx.new.swagit.com/videos/317001>).

⁵¹ *Id.*

While proposed improvements at other LPOEs improve the efficiency of commercial truck crossings, the rerouting of commercial traffic from BOTA is feasible under current conditions. Under both alternatives, the Ysleta, Santa Teresa, and Tornillo LPOEs are able to absorb BOTA's commercial traffic for two to three years during construction.⁵² If GSA determined that commercial traffic can be rerouted for several years, it reasonably follows that commercial traffic can be permanently rerouted. Businesses would be incentivized during the construction phase to enhance fleet infrastructure around other ports of entry, continuing an already extant development trend, and improvements envisioned by City and County officials would only facilitate shift in commercial traffic.

GSA has reasonably determined that the removal of commercial trucks under Alternative 4 is feasible. However, GSA should clarify why its projections did not include an increase of commercial trucks rerouting from BOTA to Tornillo, especially in light of commitments to fund improvements at and around Tornillo, and Tornillo's unique ability to handle commercial traffic.⁵³

C. Alternative 4 is the Most Efficient and Cost-Effective Alternative.

Alternative 4 reduces environmental degradation, mitigates harms to public health and increases operational efficiency at the BOTA in the most cost-effective manner. As such, it is the only Alternative whose selection can be rationalized under NEPA's mandate of fully informed decisionmaking. According to GSA's own analysis, Alternative 4 "would have direct, beneficial effects on personal travel expenditures and freight transportation costs."⁵⁴ GSA found that Alternative 4 would result in:

Long-term, minor to moderate, beneficial, direct and indirect effects to earnings, employment, and unemployment in the BOTA LROI would be expected from reduced traffic wait/queue times from the additional lanes and the elimination of all commercial traffic at the port. **This would have direct, beneficial effects on personal travel expenditures and freight transportation costs.** Long-term, negligible to minor, beneficial effects on local businesses and neighborhoods near the port would also be expected from increased quality of life. These benefits would result from reduced traffic congestion, improved traffic circulation and pedestrian safety, and potentially reduced air quality and noise effects from that traffic.⁵⁵

In addition to the facilitated flow of traffic, and greater capacity to support commercial infrastructure, including the increased capacity to handle future commercial expansions at other LPOEs, there are several factors that support Alternative 4 as the most cost-efficient alternative.

Alternative 4 provides a significant reduction to the socio-economic costs of environmental pollution by eliminating diesel emissions from heavy-duty commercial trucks and reducing the emissions of POV traffic. The level of emissions reductions achieved by removing commercial trucks could not have been achieved with any of the other alternatives. Even under

⁵² DEIS Table 2-6, at 2-26.

⁵³ DEIS at 2-49 (predicting an additional 35 trucks northbound at Santa Teresa, 232 at Ysleta and none at Tornillo, and an additional 20 trucks southbound at Santa Teresa, 294 at Ysleta and none at Tornillo).

⁵⁴ DEIS at 4-19.

⁵⁵ DEIS at 4-19 (emphasis added).

Alternative 1a, the removal of commercial trucks was only proposed as an eventual possibility, not a future guarantee. Removing the trucks in the future is not as cost-effective as an immediate elimination, since future removal would require additional costs for the transformation of the commercial lanes into additional POV lanes.

In addition, Alternative 4 is cost-efficient because it requires less land acquisition than Alternative 1a while achieving even greater levels of operational efficiency. Alternative 4 requires the least land acquisition, with only 4.4-acres of TxDOT land required.⁵⁶ Alternative 4 would add six primary outbound POV lanes, with space and infrastructure in place for four additional future lanes.⁵⁷ Alternative 4 also includes 35 inbound primary POV and 20 secondary POV lanes.⁵⁸ In contrast, Alternative 1a requires nearly three times as much land acquisition (12.4 acres), all to add the same six additional primary POV lanes, four additional commercial lanes, 20 inbound primary POV lanes, and 42 secondary POV lanes.⁵⁹ In other words, Alternative 1a proposes nearly 300% the cost of land acquisition for a mere 12% increase in inbound POV lanes.

Furthermore, while the socioeconomic benefits from improved quality of life are significant, the risk of any economic cost of relocating trucks is minor to nonexistent. GSA clearly stated that removal of the trucks would have “beneficial effects on personal travel expenditures and freight transportation costs.”⁶⁰ As already noted, cross-border trade infrastructure is already established at other LPOEs, and these ports have the increased capacity for growth. Businesses can reap long-term benefits continuing to invest in infrastructure around these ports, a strategy not similarly available at the densely populated BOTA area.

Importantly, the economic cost incurred by large businesses engaged in trade with Mexico will not detrimentally affect the El Paso economy. The trade through the ports does not account for a significant proportion of the Texas, let alone the El Paso economy. For perspective, the El Paso ports of entry affect roughly 1% of jobs in the entire state of Texas.⁶¹ In contrast, following closely after government and healthcare jobs, the largest job sectors in El Paso are in the service industry (retail, accommodation, and food and service).⁶² These key economic sectors stand to benefit immensely from the facilitated flow of POV traffic from Mexico, as many individuals and families cross the border on a daily basis to shop and dine around El Paso.

⁵⁶ DEIS at 2-33.

⁵⁷ DEIS at 2-34.

⁵⁸ DEIS at 2-43.

⁵⁹ DEIS at 2-14, 2-20.

⁶⁰ DEIS at 4-19.

⁶¹ Texas Comptroller, 2018 Texas Regional Report, available at <https://comptroller.texas.gov/economy/economic-data/ports/el-paso.php#en2>; Texas Comptroller, Port of Entry: El Paso (2018), <https://comptroller.texas.gov/economy/economic-data/ports/el-paso.php#en2>.

⁶² DEIS at 3-42 (discussing employment by sector in El Paso County in 2010 and 2022); See also <https://www.elpasotexas.gov/economic-development/economic-snapshot/industry-and-jobs/> (El Paso City Employment by Sector in 2023).

D. GSA Must Clarify Several Aspects of its DEIS.

i. GSA Should Clarify About Environmental Justice Impacts.

GSA included an extensive discussion on the impacts to communities near each LPOE under each alternative. However, GSA discussed most of the impacts individually, and did not comprehensively explain the key differences between the ports of entry and their nearest neighborhoods. For clarity, GSA should include a chart that compares the 1-Mile and 2-Mile ROI total population for each port of entry that serves El Paso and Dona Ana Counties (including non-commercial LPOEs). In one section, GSA should include its discussion of the ROI impacts at each LPOE under each alternative, with a 1-mile radius zone for each LPOE.

Additionally, the impacts should be measured with the same mile radius ROI for each LPOE. In its analysis of commercial truck impacts at Santa Teresa, GSA expanded the 2-mile radius to 5-miles “because the 2-mile radius was too sparsely populated to generate an EJScreen report.”⁶³ While this finding substantiates the finding that negative impacts on environmental justice communities can be reduced by relocating commercial trucks from the BOTA to less populated LPOEs, it risks unfairly comparing the environmental justice impacts across ports. While it may be appropriate for GSA to expand the mile radius for EJScreen population statistics, it should not compare the environmental impacts between a 2-mile radius zone and a 5-mile radius zone.

ii. GSA Must Clarify the Extent of its Reliance on MPO Data.

GSA’s conclusion that the removal of commercial trucks is feasible is based on extensive research, including, but not limited to, the evaluation of data provided by the El Paso Metropolitan Organization (“MPO”). While the feasibility of re-routing commercial traffic is clear, GSA’s presentation of the studies and data it has relied upon must also be clear.

GSA must present a sufficiently reliable estimate for the number of trucks that utilize the BOTA daily and what ports these trucks will reroute to under Alternative 4. The MPO data GSA used to calculate re-routing estimates might not be up to date or complete.⁶⁴ GSA must fill data gaps by explaining how its own studies and data collection—which are still pending a full release—help explain possible future commercial truck traffic increases at alternative ports. GSA must also update the data used with the most recent data provided by MPO,⁶⁵ or provide its own data and an explanation for why it has chosen to rely on a specific source.

Even more, GSA must address the MPO’s specific comments on how MPO data was interpreted, including:

- (1) MPO is concerned that GSA misrepresented its 2022 daily field counts of traffic passing through BOTA as “estimates” of monthly values for 2024.⁶⁶ MPO is concerned that this

⁶³ DEIS at 3-26.

⁶⁴ The numbers provided by MPO are not exact, as the figures for south-bound traffic are tabulated by Mexican custom officials who have not shared this data with El Paso.

⁶⁵ MPO Letter (estimating the number of northbound trucks that will be rerouted from BOTA to Santa Teresa daily as 16 more than GSA’s numbers reflect, and to Ysleta as 57 more (daily); southbound, the difference is 11 more trucks to Santa Teresa and 98 more trucks to Ysleta).

⁶⁶ DEIS at 1-5, Table 1-2.

interpretation of the data is incorrect, especially as the numbers of their field counts have changed since 2022.⁶⁷

For 2024, GSA estimated that northbound truck traffic at 319 per day, while southbound truck traffic would be 358 per day.⁶⁸ MPO did not mention the possibility that GSA simply included a typo that it reiterated on each page, and GSA should clarify if this is the case. In addition, the MPO did not discuss Table 1-1, which provides data for yearly northbound traffic from 2012 to 2023. Between 2022 and 2023, northbound truck traffic significantly decreased. GSA should clarify whether it projected 2024 truck traffic estimates were based on these changes.

(2) MPO states that GSA's statements regarding increased southbound traffic at alternate LPOEs are also misleading because they are reported in the DEIS as monthly estimates when in fact they are daily estimates.⁶⁹ Regarding these numbers (trucks to be rerouted from BOTA), MPO has expressed that they would like these projections to be excluded from EIS entirely, as "this scenario was just prohibiting trucks at BOTA, without any geometric-primary booth modifications."⁷⁰

On page 2-32 and 2-49, GSA correctly notes that the numbers for northbound traffic are "daily" estimates, which indicates that there could have been a typo when it reported southbound traffic in those same pages as "monthly" estimates.⁷¹ GSA needs to identify the sources of its estimates for north and southbound traffic when it presents current or revised estimates in its Final EIS.

(3) MPO disagrees with GSA's finding that the increase in northbound traffic of personal vehicles "appears to be an outlier" under Alternative 4.⁷² MPO maintains that this number is not an outlier, and reflects the traffic that will be drawn from other LPOEs to BOTA in response to its increased capacity to process personal vehicles and the fact that it is toll-free.⁷³ As Alternative 4 provides the greatest capacity for POV traffic of the two alternatives, it makes eminent sense that more POV traffic would be drawn to the BOTA. GSA notes that this finding is "undergoing further review and changes will be incorporated in the Final EIS."⁷⁴

It is crucial for GSA to provide a complete discussion on the implications of any traffic increase – under both alternatives, POV traffic is projected to increase. However, only Alternative 4 counters the harms of increased POV emissions by eliminating the even greater harm of diesel emissions from heavy-duty commercial trucks. Even more, the increase in POV traffic must be viewed in the context of increased processing capacity and more POV lanes than Alternative 1a. GSA should thus discuss how the benefits of reduced diesel emissions outweigh the harms of

⁶⁷ MPO Letter (stating that from 2022 to 2024 daily field counts, northbound POV crossings have decreased to less than 10,000/day, while trucks have increased to over 500/day).

⁶⁸ DEIS at 1-5, Table 1-2. The table states that both "daily and monthly" estimates for northbound and southbound traffic, without distinguishing in its columns whether specific numbers are either daily or monthly.

⁶⁹ *Id.* at 2-32.

⁷⁰ MPO Letter.

⁷¹ DEIS at 2-32.

⁷² *Id.* at 4-29.

⁷³ MPO Letter.

⁷⁴ DEIS at 4-30.

gasoline-powered POV traffic, and how the improved POV traffic flow and processing times at the BOTA mitigate potential impacts from increased traffic.

iii. GSA Must Clearly Explain how its own Studies Supplement its Existing Analysis.

While it may be difficult for GSA to provide every data file and study that it relied on in preparation of its EIS, GSA must at least provide the public with a high-level summary of its studies and methods so that the public has a reasonable chance to understand the basis behind GSA's conclusions. We request that GSA clarify the following issues regarding its air and traffic studies:

- Whether GSA considered any future scenarios where more trucks from BOTA rerouted to Tornillo, and the traffic and air quality impacts at other ports under such a scenario.
- Whether GSA considered proposed infrastructure improvements at other LPOEs in analyzing the traffic and air quality impacts from commercial trucks at other ports.

GSA must also clarify in its Final EIS how its Draft EIS provided the key findings from its studies, as GSA is required to provide the public a meaningful opportunity to review its work. It is critical that GSA clearly explains to the public that it provided all interested parties with the opportunity to review its analysis, and even extended the comment deadline to allow all interested parties to do so.

iv. GSA Must Correct Inconsistencies in its Attribution of Impacts for each Environmental Criterion under Both Alternatives Considered.

NEPA requires that agencies adequately articulate their basis for findings of significance when discussing the impacts of a project.⁷⁵ An agency must explain its reasoning for each finding of significance in sufficient detail, including summarization of any supporting information used to justify that reasoning (data, studies, etc.).⁷⁶ We understand that GSA is finishing additional studies, and request that details from these studies be summarized for each relevant category of significance criteria where relevant.

For the two alternatives carried forward for detailed study (Alternative 1a and Alternative 4), GSA attributed significance criteria to compare the environmental impacts of each alternative.⁷⁷ The significance criteria measured the magnitude and duration of potential impacts across various categories.⁷⁸

While we agree with GSA's overall conclusions regarding the significance criteria analysis for Alternative 4, GSA evaluated many of the criteria under the assumption that Alternative 1a would remove trucks eventually, thus unduly conflating some of the benefits of Alternative 1a to that of Alternative 4. We request that in its Final DEIS, GSA include a clear comparison of Alternative 4 to Alternative 1a before any potential removal of the trucks. A

⁷⁵ See *Sierra Club v. Fed. Highway Admin.*, 435 F. App'x 368, 372 (5th Cir. 2011); *O'Reilly v. All State Fin. Co.*, No. 22-30608, 2023 WL 6635070, at *5 (5th Cir. Oct. 12, 2023).

⁷⁶ *Id.*

⁷⁷ DEIS at ES-5.

⁷⁸ *Id.*

simple solution would be for GSA to add a column to its tables that evaluate significance criteria and include separate columns for Alternative 1a with trucks and Alternative 1a with an executed removal of the trucks. Specific discrepancies that should be corrected are listed below:

- **Land Use and Zoning Impacts:** GSA attributes the same findings of impacts to both action alternatives, including that there would be “minor-moderate long-term beneficial” impacts to visual/aesthetics in the surrounding area given “that a new, modern port which incorporates energy efficiency as well as aesthetically pleasing architectural and design elements, would actually result in a minor to moderate long-term beneficial impact as a focal point for entry into the U.S./city and possibly for redevelopment of the surrounding area.”⁷⁹ While this is certainly true for Alternative 4, the “minor to moderate” benefits stemming from a visually improved port are insufficient to outweigh the heavily negative aesthetic impacts from constant commercial truck traffic in the adjacent area, especially during congestion hours.
- **Socioeconomics Impacts (including Environmental Justice and Protection of Children):** GSA defined relevant “significant adverse effects” as those related to local economic, demographic, housing, local governance, and community services.⁸⁰ GSA needs to expand this definition to include environmental impacts, as it later discusses the impacts of commercial trucks on quality of life.⁸¹

Under both action alternatives, GSA found minor short-term impacts, and negligible to minor long-term impacts.⁸² However, there is a significantly reduced “quality of life” under Alternative 1a, so Alternative 1a cannot be said to have only “negligible to minor long-term impacts.” GSA later admits that this impacts finding is not even based on Alternative 1a with commercial trucks, as it notes that long-term beneficial effects to quality of life under Alternative 1a should be expected “from the removal of commercial traffic should that option be implemented.”⁸³ GSA further noted that the “rerouting of commercial traffic away from the area could also reasonably be expected to increase pedestrian safety and potentially reduce air quality and noise effects from that traffic.”⁸⁴

- **Noise Impacts:** GSA properly delineated the difference in impacts between Alternative 1a without removal of commercial trucks and with removal for the criterion of “unacceptable short—long-term noise levels to nearby sensitive receptors.”⁸⁵ GSA found that the elimination of commercial trucks would result in a “long-term moderate to significant beneficial impact,”⁸⁶ compared to the “long-term minor to moderate adverse” impact from idling trucks under Alternative 1a.⁸⁷ However, GSA determined both

⁷⁹ *Id.* at 4-10.

⁸⁰ *Id.* at 4-13.

⁸¹ *Id.* at 4-14.

⁸² *Id.*

⁸³ *Id.* at 4-17.

⁸⁴ *Id.*

⁸⁵ *Id.* at 4-20.

⁸⁶ *Id.* at 4-24, 4-27.

⁸⁷ *Id.*

alternatives would have no impacts related to “vibrations that could affect nearby sensitive receptors.”⁸⁸ We ask that GSA explain why no vibrations would be expected under Alternative 1a, given the earth-trembling effect 40-ton trucks can have on the roads they traverse. The current routes trucks take to and from the BOTA cross dangerously close to neighborhoods, where residents have noted the rumbling sensations from frequent truck traffic.

- **Traffic Impacts:** GSA properly distinguished the impacts between alternatives for impact to area vehicular traffic and/or transportation routes.”⁸⁹ Alternative 4 would have “moderate to significant long-term beneficial” impacts with the elimination of truck traffic, while Alternative 1a would have “moderate to significant long-term adverse” impacts with the inclusion of truck traffic.⁹⁰
- **Air Quality Impacts on Communities:** GSA properly distinguished the impacts between alternatives for “short- or long-term public/community health or other related environmental impacts.”⁹¹ Alternative 4 was found to have long-term moderate to significant beneficial impacts with the removal of the trucks, while Alternative 1a would have long-term moderate to significant adverse impact with truck traffic.⁹² GSA specified that:

[T]he continued north- and south bound commercial truck traffic (and associated wait, queuing/processing and idling times) is considered to be a long-term moderate to significant negative health or other related environmental impact to the local community based on comments received as part of the scoping/public involvement aspects of the proposed project. Should the option to eliminate all commercial truck traffic be implemented in the future, this long-term adverse impact should be largely replaced by a long-term moderate to significant beneficial localized air quality impact.⁹³

- **Regional Nox and/or VOC Impacts:** No differences in impacts were distinguished for “short- or long-term impacts as a result of Regional NOx and/or VOC increases.”⁹⁴ For this criterion, GSA found “long-term negligible to minor beneficial” impacts under both Alternatives. GSA explained that:

When the regional NOx and VOC data is combined with the daily idling emissions data presented above (see Tables 4-18 through 4-21) the modeled data shows total projected overall regional NOx less than the baseline (No Action) for Alternative 1a (with trucks) and Alternative 4, with **Alternative 4 showing the greatest reduction**. The modeled data also shows total projected overall regional VOCs to be less than the baseline (No Action) for all alternatives with Alternative

⁸⁸ *Id.* at 4-24.

⁸⁹ *Id.* at 4-28.

⁹⁰ *Id.*

⁹¹ *Id.* at 4-31.

⁹² *Id.*

⁹³ *Id.* at 4-32.

⁹⁴ *Id.* at 4-31.

4 again showing the greatest difference (see Table 4-23). This too is considered to be a minor to moderate long-term beneficial impact resulting from the alternatives.⁹⁵

We understand that GSA is still conducting further studies, and request that GSA specify whether the “greatest reduction” of NOx and VOC emissions that is possible under Alternative 4 merits a finding of greater beneficial impacts for GSA’s Air Quality Impacts criterion.

We also request that GSA clarify whether it considered the unique dangers posed by diesel exhaust emissions and how such findings can also support this determination of impacts. As discussed in our Scoping Comments, diesel exhaust often constitutes the most significant source of ultrafine particles (diameter <0.1m) in urban environments,⁹⁶ which are likely to result in greater health risks than those associated with larger particles.⁹⁷

Further, as required by NEPA, GSA conducted a cumulative impacts analysis. While the BOTA on its own may not produce any direct or indirect impacts, when combined with past, present, and reasonably foreseeable future projects throughout El Paso, the BOTA could contribute towards cumulative impacts. Given the overarching benefits of removing commercial trucks from the BOTA, it is not likely that Alternative 4 would contribute significantly towards detrimental cumulative impacts.

While we do not challenge GSA’s finding that Alternative 4 will not significantly contribute towards negative cumulative impacts, we note that GSA improperly concluded that those developments pose no detrimental cumulative impacts on their own.⁹⁸ GSA properly listed the various ongoing and future development projects by the City of El Paso, TxDOT and other actors that could risk environmental impacts, and concluded that no disproportionate impacts would result from any of these projects due to presumed compliance with NEPA and other applicable laws and regulations, and the City of El Paso’s commitment to manage development in an environmentally responsible manner that supports its residents.⁹⁹ As has been demonstrated by the City in the past¹⁰⁰ and in ongoing projects,¹⁰¹ environmental justice and historic communities are set aside in the name of development. Even more, TxDOT has and continues to

⁹⁵ *Id.* at 4-33 (emphasis added).

⁹⁶ EPA, Study of Ultrafine Particles Near a Major Highway with Heavy-Duty Diesel Traffic, https://cfpub.epa.gov/si/si_public_record_Report.cfm?Lab=NCER&dirEntryId=83813.

⁹⁷ Hector A. Olvera, Mario Lopez, Veronica Guerrero, Humberto Garcia and Wen-Whai Li., Ultrafine Particle Levels at an International Port of Entry Between the US and Mexico: Exposure Implications for Users, Workers, and Neighbors, 23 *Journal of Exposure Science and Environmental Epidemiology* 289 (2013).

⁹⁸ *See id.* at 4-44 (“Cumulatively, the reasonably foreseeable plans and projects identified in Section 4.10.2, along with the proposed modernization of the port should also not result in any future disproportionate impacts to environmental justice communities or children.”).

⁹⁹ *Id.* at 4-36-44.

¹⁰⁰ Michel Martin, In Texas, A Struggle to Preserve Historic Duranguito Neighborhood, NPR: ALL THINGS CONSIDERED, July 24, 2021, <https://www.npr.org/2021/07/24/1020224698/in-texas-a-struggle-to-preserve-historic-duranguito-neighborhood>.

¹⁰¹ Vania Castillo, *El Paso’s Onward Alameda Project Sparks Fears of Displacement Among Residents*, KFOX14/CBS4, September 5, 2024, <https://cbs4local.com/news/local/el-pasos-onward-alameda-project-sparks-fears-of-displacement-among-residents>.

engage in a practice of exacerbating harms to environmental justice communities through the expansion of highways and related infrastructure in El Paso. GSA may not have responsibility for these practices, but it should at least acknowledge that other actors may not always select the most environmentally responsible alternative that responds to the concerns of environmental justice communities.

v. GSA Must Discuss Local Climate Change Impacts.

GSA discussed the impacts of climate change on the Great Plains region, which includes the El Paso area.¹⁰² While this discussion satisfies a requisite under climate impacts evaluation for an agency's EIS, it does not satisfy the need to discuss local impacts. The localized impacts of global climate change in the El Paso region are particularly acute at border crossings, where large amounts of concrete retain heat in already extreme weather conditions and expose pedestrians and vehicle passengers to hours of potentially dangerous conditions. While GSA may not play a significant role in contributing towards these impacts, it must still discuss them in its environmental analysis, as well as any steps it is taking to combat the challenges of extreme weather at its LPOE. For example, GSA included a brief description of several features that would be implemented at the BOTA, such as added shade and native vegetation. These features are prime examples of climate adaptation at the border, and GSA should describe them as such.

Furthermore, the increased operational efficiency at the BOTA is the foundation of GSA's mitigation of the harmful effects of air pollutants, including GHGs, and as such, we urge GSA to clearly note how its studies support this finding. We understand that GSA will provide completed study findings in its Final EIS, and it is critical that GSA tie specific findings from these studies to the claims it makes in its analysis.

V. GSA Must Continue to Provide Critical Project Information to the Public.

The quality and availability of project information is the foundational pillar of NEPA. We appreciate GSA's efforts thus far in holding various public meetings throughout the project's development, providing information to the public, and correcting deficiencies in the information provided. We ask GSA to continue to provide information to ensure that the public is fully informed of the continued steps taken to modernize the port.

To allow for continued public information and reduce the burden of GSA having to release additional studies, reports, and plans with its Final EIS, we request that GSA specifically provide the following information to the public and publish the information on GSA's BOTA Modernization Project website as it becomes available:

- Traffic and Air Quality Studies: we understand that providing complete studies is difficult due to the size of the studies. While public availability of complete studies is ideal to ensure meaningful public information, GSA should at the very least provide high-level summaries of its studies that include discussions of key findings used to support GSA's final decision.
- Public Comments submitted on GSA's DEIS.

¹⁰² *Id.* 3-59-61.

- SWPPP: if a draft SWPPP is prepared, we request that the draft be made available on GSA's project website.
- Phase II Soil Survey Findings: We request that GSA include its findings in its ongoing soil analyses, or at the very least, a summary of its findings, on the project website.
- Construction Impact Mitigation Plans: We request that GSA update the public when Asbestos, Lead Paint, and any other construction impacts mitigation plans are finalized. We request that GSA provide information to the public about the individuals who can be contacted to obtain further information about these plans and any other measures that will be undertaken to ensure minimally disruptive construction.
- We also request that the homes within a quarter mile of the BOTA be pre-assessed, that the GSA provide a liaison that residents can notify if construction activities damage their homes, and that the GSA not allow contractors to use equipment harmful to residential structures next to homes.

VI. GSA Should Reconsider Adding POV Traffic Improvements.

GSA proposes improving the pick-up and drop off stations for pedestrians heading north. However, aside from adding more POV lanes than Alternative 1a, it does not propose any measures to mitigate the projected increase in POVs at BOTA once the commercial vehicles are removed. In anticipation of this increase in POVs heading both north and south, we request dedicated lanes for buses heading north and south, a bicycle and motorcycle lane in both directions, and a Dedicated Commuter Lane (SENTRI) for vehicles heading north.

VII. Conclusion

We commend GSA for choosing Alternative 4 as its preferred alternative in its DEIS and urge GSA to stand by its decision in its Final EIS. We only request that GSA ensure that information is presented clearly in detailing the precise benefits that Alternative 4's immediate removal of commercial truck traffic holds over Alternative 1a, that GSA provide further requested clarification in its analysis, and that GSA continue to fully inform the public of significant project updates.

Sincerely,

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I. Introduction.

On behalf of Familias Unidas del Chamizal and residents of the San Xavier neighborhood, Texas RioGrande Legal Aid, Inc. submits these comments on the proposed Bridge of the Americas Modernization Project (“BOTA Project”), Docket No. 2023-0002, in response to the General Services Administration’s (“GSA”) Notice of Intent to Prepare an Environmental Impact Statement (“EIS”) under the National Environmental Policy Act (“NEPA”).¹ Familias Unidas del Chamizal and residents of the San Xavier neighborhood request that the GSA select Alternative 4.²

The BOTA is a “Free Bridge” as a result of the Chamizal Treaty of 1963. The BOTA’s lack of tolls and its central location have made it a magnet for traffic, particularly passenger vehicles and heavy-duty diesel commercial traffic (“semis” or “heavy-duty trucks”). Unlike most land ports of entry in the country, BOTA is within close proximity of residential neighborhoods. Most efforts to expedite traffic on the BOTA have focused on traffic heading north, despite the fact that congestion also forms heading south every single day. Even more alarming, due to the failings of TXDOT’s I-10 Connect Project, southbound traffic at the BOTA backs up into I-10 East, I-10 West and US-54. If GSA selects Alternative 4 and removes the semi traffic from the BOTA, it will reduce the traffic congestion on its north- and southbound arteries.

The BOTA Project is funded by the Infrastructure Investment and Jobs Act (“Bipartisan Infrastructure Act”) and by the Inflation Reduction Act (“IRA”), which enshrined climate mitigation, pollution abatement, energy efficiency, and community preservation and restoration into American infrastructural growth and job creation. By utilizing Bipartisan Infrastructure Act and IRA funds in its BOTA Project, GSA has committed itself to ensure that the BOTA Project

¹ General Services Administration, Notice-PBS-2023-04; Docket No. 2023-0002; Sequence No. 23, Notice of Intent to Prepare an Environmental Impact Statement and Notice of Public Scoping Meeting and Comment Period.

² Commenters hereby incorporate their April 12, 2023 comments, attached as Exhibit A, TRLA, Complaint under Title VI of the Civil Rights Act of 1964 on behalf of the San Xavier Community, December 7, 2023 [hereinafter TRLA Title VI Complaint].

translates into benefits for the communities and the environment, in addition to combating climate change, ameliorating environmental injustices, and improving community resiliency.

Commenters represent Southside residents currently living with the longstanding environmental harms of the BOTA and threatened by the Project's proposed expansion of the Port of Entry ("POE"). Southside residents have been continuously bombarded by the environmental harms that stem from commercial growth at the BOTA, with heavy commercial truck traffic stalling for hours on a daily basis directly next to residences and Zavala Elementary School.

GSA must select Alternative 4 and remove all heavy-duty commercial traffic from the BOTA. GSA faces two choices: *to help* ameliorate the harms of this history by removing and relocating semis from the BOTA, or to *encroach further* on already vulnerable communities with noxious pollution from heavy-duty commercial truck traffic. GSA should not repeat history and perpetuate unacceptable threats to public safety, the economy, and the civil and human rights of Southside El Paso communities. Alternative 4 is currently the only proposed alternative that can accomplish this goal and satisfy the goals of the Bipartisan Infrastructure Act and IRA, as well as achieve Title VI and NEPA compliance. GSA cannot shirk its duties under federal law by choosing an alternative that continues to permit the incessant idling of heavy-duty diesel commercial traffic at the cost of public health.

GSA must prepare an EIS that addresses the significant impacts of the BOTA Modernization Project and adequately mitigates those impacts. To do so, GSA must conduct a robust environmental justice analysis and fully inform itself of the immense benefits of removing commercial truck traffic from the BOTA in both directions and the harms of allowing it to continue, including a discussion of local climate change impacts. This analysis must include a detailed history of environmental racism in Southside El Paso and fully disclose the wide-reaching impacts of the BOTA on these communities, which are already overrun with air pollution sources.

GSA must also implement other environmental pollution reduction strategies, including public transportation on the BOTA for students and daily commuters, additional ready lanes and improved technology to expedite traffic heading north, incentives to boost electric vehicles, native landscaping, and the closure of Zavala Elementary. In the face of climate change, the Project must implement climate adaptation strategies to ensure the safety of commuters and customs officers. The BOTA crossing, which serves everyone across El Paso and Juarez, should be a part of improving public health by tackling air pollution and improving the quality of life of communities near the port and its feeder highways.

II. Summary of the Proposed Project.

The San Xavier and Chamizal are special and unique communities in El Paso: keystones of El Paso's Mexican American heritage and imbued with a strong support network between neighbors. These communities are intrinsically linked to the BOTA by their proximity and are particularly sensitive to the foreseeable adverse impacts of the BOTA Project.

On November 13, 2023, GSA published its Notice of Intent for the proposed BOTA Port Modernization Project. GSA's Notice of Intent states that purpose of the proposed action is for GSA to "bring[] the BOTA LPOE [Land Port of Entry] infrastructure in line with current CBP

land port design standards...and operational requirements while addressing existing deficiencies identified with the ongoing port operations.”³ The NOI further describes the project need as “improv[ing] the capacity and functionality of the LPOE to meet future public demand, while maintaining the capability to meet border security initiatives,” and “ensur[ing] the safety and security for the employees and the travelling public.”⁴

GSA received \$9.9 million in funds through the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, a key measure of President Biden’s administration that aims to rebuild the Nation’s infrastructure, create jobs, support environmentally conscious manufacturing and innovation, bolster national security, support clean-energy, combat climate change, and increase community resiliency.⁵ In December 2023, GSA awarded the contract for pre-design services for the project.⁶ The funding for the BOTA is further supplemented by the Inflation Reduction Act, which allocated a total of \$2 billion to GSA to reduce the carbon emissions of its buildings across the nation, including the BOTA.⁷ GSA has correctly recognized that:

The [BOTA] project is part of President Biden’s Investing in America agenda in growing the American economy from the bottom up and middle-out – from rebuilding our Nation’s infrastructure, to creating a manufacturing and innovation boom powered by good-paying jobs, to building a clean-energy economy that will combat climate change and make our communities more resilient.⁸

On December 13, 2023, GSA held its Public Scoping Meeting to discuss the currently proposed alternatives and obtain public comment on the project. GSA noted that its EIS would discuss direct, indirect, and cumulative effects, and identified the following as issues for analysis of the project’s impacts:

- Hazardous Materials
- Waste, and/or Site Contamination

³ General Services Administration, Notice-PBS-2023-04; docket No. 2023-0002; Sequence No. 23, Notice of Intent to Prepare an Environmental Impact Statement and Notice of Public Scoping Meeting and Comment Period.

⁴ *Id.* (emphasis added).

⁵ General Services Administration, *GSA awards \$10 Million for Pre-Design Services for Modernizing Facilities at the Bridge of the Americas Land Port of Entry*, December 26, 2023, <https://www.gsa.gov/about-us/gsa-regions/region-7-greater-southwest/region-7-newsroom/greater-southwest-feature-stories-and-news-releases/gsa-awards-10-million-for-predesign-services-for-modernizing-facilities-at-the-bridge-of-the-americas-land-port-of-entry-12262023>.

⁶ *Id.*

⁷ General Services Administration, *Biden-Harris Administration Announces \$2 Billion for Cleaner Construction Projects to Tackle the Climate Crisis, Spur American Innovation, and Create Good-Paying Jobs as Part of Investing in America Agenda*, November 6, 2023, <https://www.gsa.gov/about-us/newsroom/news-releases/bidenharris-administration-announces-2-billion-for-cleaner-construction-projects-to-tackle-the-climate-crisis-spur-american-innovation-and-create-good-paying-jobs-as-part-of-investing-in-america-agenda-11062023#:~:text=TOPEKA%20%E2%80%93%20The%20U.S.%20General%20Services,Administration's%20Investing%20in%20America%20agenda>.

⁸ General Services Administration, *GSA awards \$10 Million for Pre-Design Services for Modernizing Facilities at the Bridge of the Americas Land Port of Entry*, December 26, 2023, <https://www.gsa.gov/about-us/gsa-regions/region-7-greater-southwest/region-7-newsroom/greater-southwest-feature-stories-and-news-releases/gsa-awards-10-million-for-predesign-services-for-modernizing-facilities-at-the-bridge-of-the-americas-land-port-of-entry-12262023>.

- 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 Resources⁹

GSA presented the public with six alternatives, including the No Action Alternative. Alternative 4 was the only alternative presented that would immediately and permanently remove heavy-duty diesel commercial truck traffic, with minimal land acquisition and the preservation of the County Coliseum. In contrast, every other alternative, excluding the No Action Alternative, would expand the BOTA eastwards towards the County Coliseum and seize portions of County land that are currently used for the benefit of El Paso communities.

GSA further discussed the project timeline, with publication of the Draft EIS expected in the summer of 2024.¹⁰ In nearly every comment submitted to GSA at the December 13, 2023 Meeting, the public urged the removal of heavy-duty commercial traffic and spoke about the hardships of enduring constant diesel emissions from these trucks.

On January 22, 2024, Congresswoman Veronica Escobar and GSA hosted a Public Meeting for the Project, where the community voiced a unified message through shared experiences of living in the forefront of environmental pollution. Residents expressed the struggles of raising children afflicted with respiratory diseases or lung cancer, public schoolteachers spoke about the daily detrimental impact air pollution had on their students, and residents from the San Xavier and Chamizal community groups urged GSA to remedy their ongoing struggle of living under an incessant cloud of diesel emissions, noise, vibrations, and bearing witness to an increasing number of friends and neighbors passing away from cancer. Dr. Toni Ramirez, a public health doctor who serves Central El Paso residents, described how she witnessed the struggles discussed by residents in her daily practice, and voiced concern over the lack of resources to address the medical needs and resiliency of residents most impacted by air pollution.¹¹

III. Legal Framework

A. Title VI of the Civil Rights Act.

Title VI serves as a critical bulwark against further discrimination in projects such as this one. Title VI's prohibition on discrimination applies to all recipients of federal funds: "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." 42 U.S.C. § 2000d. As a federal agency, GSA manages its day-to-day operations with federal funding, and relies on federal funding for its

⁹ General Services Administration, December 13, 2023, NEPA Public Meeting Summary at 23.

¹⁰ *Id.* at 24.

¹¹ Congresswoman Veronica Escobar's office informed participants that the public comments were being recorded.

projects. Because of this inextricable reliance on federal funding, GSA is obligated to comply with Title VI in all its programs or activities.¹²

Critically, GSA's Title VI implementing regulations provide that “[w]here previous discriminatory practice or usage tends, on the ground of race, color, or national origin, to exclude individuals from participation in, to deny them the benefits of, or to subject them to discrimination under any program or activity to which this subpart applies, *the applicant or recipient has an obligation to take reasonable action to remove or overcome the consequences of the prior discriminatory practice or usage*, and to accomplish the purposes of the Act.¹³ Thus, because of the legacy of discriminatory practices impacting San Javier and Chamizal residents, GSA has an affirmative responsibility to not only avoid discriminating against these communities today, but also to overcome the legacy of past discrimination.

A disproportionate share of the families who live near the BOTA and its arterial highways are Hispanic or Mexican-American. A pattern of governmental decisions has placed Southside communities like San Xavier and the Chamizal at the forefront of environmental contamination. In recognition of this, the Chamizal community—west of San Xavier—has advocated for clean air since the passage of the North American Free Trade Agreement (“NAFTA”) in 1994. The Chamizal community has voiced concerns to TXDOT, GSA, EPA, and local government authorities to take meaningful action to ameliorate air pollution, including by advocating for the removal of semi-trucks from Paisano Drive and the BOTA. In furtherance of this goal, residents of the Chamizal and San Xavier neighborhoods engaged in public participation throughout the TXDOT I-10 Connect Project, which removed the semis from Paisano Drive only to place them behind San Xavier. Both communities have been actively engaged in the BOTA Modernization Project, as have Southside community residents east of BOTA and community members from throughout the County.

If GSA allows for a continuation or increase in heavy-duty commercial truck traffic through its BOTA Project, it will authorize the continued pollution of the air that residents breathe, increasing fine particulate pollution associated with premature death and serious health problems. As explained in more detail below, the public health impacts of vehicular air pollution, particularly from heavy-duty diesel trucks, are widespread and severe.¹⁴ The project also risks aggravating soil and water pollution from construction and continued operations at the BOTA. These are unacceptable harms for communities that have suffered from pollution and health problems from the port of entry, highways, busy roads, Marathon refinery, the EPISD bus hub, the EPWU water treatment plant, the covered (yet unabated) toxic landfill at Modesto Park, and other pollution sources for many decades. Should GSA fail to prevent further environmental degradation on the San Xavier and Chamizal communities, it risks violating Title VI of the Civil Rights Act of 1964, 42 U.S.C. §§ 2000d to 2000d-7, as well as its own Title VI implementing regulations.¹⁵

¹² 42 U.S.C. § 2000d-4a.

¹³ 41 C.F.R. § 101-6.204-2 (a)(1)(vi)(4).

¹⁴ See *infra* at Section IV.F.1. Air Pollution Impacts.

¹⁵ 41 C.F.R. Chapter 101 Subpart 101-6.2 et seq.

B. The National Environmental Policy Act.

The National Environmental Policy Act (“NEPA”), 42 U.S.C. § 4332 et seq., provides the congressionally mandated procedure for assessment of these impacts, and NEPA requires that these procedures be completed “at the earliest possible time,” i.e., “before decisions are made and before actions are taken.”¹⁶ Accordingly, GSA cannot select final project plans for the BOTA Modernization project and obtain necessary permits until the NEPA process is completed, including preparation of an EIS.

An EIS must describe:

- i. the environmental impacts of the proposed action;
- ii. any adverse environmental effects which cannot be avoided should the proposal be implemented;
- iii. alternatives to the proposed action;
- iv. the relationship between local short-term uses of man’s environment and the maintenance and enhancement of long-term productivity; and
- v. any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.¹⁷

An EIS must also describe the direct and indirect effects, and cumulative impacts of, a proposed action.¹⁸ These terms are distinct from one another. Direct effects are “caused by the action and occur at the same time and place.”¹⁹ Indirect effects are also “caused by the action” and “are later in time or farther removed in distance, but are still reasonably foreseeable.”²⁰ Indirect effects “may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effect on air and water and other natural systems, including ecosystems.”²¹

Cumulative impacts are not causally related to the action. Instead, they are:

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

¹⁶ 40 C.F.R. §§ 1501.2, 1500.1(b) (emphases added).

¹⁷ 42 U.S.C. § 4332(C).

¹⁸ 40 C.F.R. §§ 1502.16, 1508.7, 1508.8; *Northern Plains Resource Council v. Surface Transportation Board*, 668 F.3d 1067, 1072-73 (9th Cir. 2011).

¹⁹ 40 C.F.R. § 1508.1(g)(1).

²⁰ *Id.* § 1508.1(g)(2).

²¹ *Id.*

individually minor but collectively significant actions taking place over a period of time.²²

The EIS must give each of these categories of effect due consideration.

Finally, while an EIS is being prepared GSA may take no action which would tend to “limit the choice of reasonable alternatives,” or “tend[] to determine subsequent development.”²³

IV. NEPA Procedural Comments of Familias Unidas and San Xavier Residents.

A. GSA Must Select Alternative 4 and Remove Semis from the BOTA.

The alternatives analysis “is the heart of the environmental impact statement.”²⁴ Federal agencies must take care not to define the project’s purpose so narrowly as to prevent the consideration of a reasonable range of alternatives.²⁵ CEQ’s regulations implementing NEPA, 40 C.F.R. § 1502.14, explain that a reasonable range of alternatives should be presented and compared in the EIS to allow for a “clear basis for choice among options by the decision maker and the public.” In addition, CEQ’s “Forty Most Asked Questions Concerning National Environmental Policy Act Regulations” explain that agencies must “[r]igorously 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.”²⁶

Crucially, the alternatives must examine even those alternatives which may be outside the jurisdiction or capability of the agency or applicant.²⁷ Further, “[a] potential conflict with local or federal law does not necessarily render an alternative unreasonable, although such conflicts must be considered.”²⁸ GSA must also include “appropriate mitigation measures not already included in the proposed action or alternatives.”²⁹ Because alternatives are central to decisionmaking and mitigation, “the existence of a viable but unexamined alternative renders an environmental impact statement inadequate.”³⁰ Should the agency only give an alternative threadbare analysis or ignore critical information pertaining to that alternative, the deficient analysis also renders an environmental impact statement inadequate.³¹

As such, the GSA must fully consider Alternative 4 and its removal of all heavy-duty commercial truck traffic from the POE in both directions, particularly because Alternative 4 emerged from the public’s overwhelming demand—reiterated since the first BOTA public meeting in the fall of 2022—for an alternative that prioritizes public health. Including an alternative in the “alternatives analysis” is only the first step, however, and should GSA

²² § 1508.1 (g)(3).

²³ 40 C.F.R. § 1506.1.

²⁴ 40 C.F.R. § 1502.14.

²⁵ See, e.g., *Simmons v. U.S. Army Corps of Engineers*, 120 F.3d 664, 666 (7th Cir. 1997).

²⁶ CEQ, “Forty Most Asked Questions Concerning National Environmental Policy Act Regulations,” at 3, <https://www.energy.gov/nepa/articles/forty-most-asked-questions-concerning-ceqs-national-environmental-policy-act>.

²⁷ *Id.* at 4.

²⁸ *Id.*

²⁹ *Id.*

³⁰ *Id.*

³¹ *Utahns for Better Transp. v. U.S. Dep’t of Transp.*, 305 F.3d 1152, 1170 (10th Cir. 2002), as modified on reh’g, 319 F.3d 1207 (10th Cir. 2003).

encounter challenges in the implementation of Alternative 4, it must in good faith consider potential resolutions. Indeed, it would be a clear violation of NEPA should GSA decline to dismiss Alternative 4 prematurely with no further consideration. Such dismissal would brazenly depart from what is reasonably feasible, especially given the fact that *GSA has full authority to remove and redirect commercial truck traffic from the BOTA*. There is also ample evidence that demonstrates that Alternative 4 is practicable.

1. Removing Semi Traffic from the BOTA is Feasible.

The BOTA is not the only land port of entry in the El Paso region that is currently equipped—and certainly not the port that is best equipped—to inspect commercial trucks and their cargo. There are three ports of entry in the region with capacity to handle commercial traffic: Ysleta, Santa Teresa, and Tornillo, all within 10-, 27-, and 40- miles of the BOTA, respectively. Further, the BOTA only operates its northbound commercial crossings from 6a.m. to 2p.m. and as such, cannot be considered a key LPOE in the region for commercial traffic.

With increased border pollution and unprecedented stalling of commercial traffic near the BOTA, GSA must conduct its own analysis on the strategies available to redirect both north- and southbound commercial truck traffic. The other POEs have already demonstrated reliability in absorbing the BOTA's commercial traffic. Since 2022, the BOTA's commercial lanes have been closed numerous times due to the surge in immigrant crossings, and semis were rerouted to other ports. As part of its Alternatives Analysis, GSA must review how these closures at the BOTA impacted other LPOEs and consider strategies to effectuate greater mobility and reduce idling at the BOTA by permanently implementing a similar diversion of truck traffic.

It makes eminent sense to redirect traffic to other POEs, especially Tornillo, given that the transportation infrastructure around the BOTA on both sides of the border was not built to handle heavy-duty truck traffic, while Tornillo was built with semis in mind and is currently the largest POE in El Paso. GSA must seriously consider how to redirect traffic to Tornillo, Ysleta, and Santa Teresa, and analyze how traffic flow can be improved, and the significant air pollution reductions that would flow from such relocations.

2. Local Governments have Already Agreed to Explore Using Technology at Another POE to Reduce Semi Traffic.

The sister cities of El Paso and Ciudad Juarez have recognized that they need to address the semi traffic at the ports of entry. In January of 2023, the two cities entered into a Memorandum of Understanding to promote the use of conveyor belt technology at the Ysleta POE to facilitate commercial traffic. GSA should collaborate with the City of El Paso and Juarez in moving forward on installing this technology at the Tornillo POE, given the success of conveyor belt technology in increasing operational efficiency.³² Upon information and belief, truck drivers do not feel safe queuing on the Mexican side of the Tornillo POE as they wait to enter the U.S., due to cartel activity. However, conveyor belt technology would eliminate idling for northbound traffic and increase safety at the border. GSA must also explore any other actions it can take to improve safety at the Tornillo Bridge and facilitate crossings, including through collaborations with U.S. and Mexican authorities. Unlike the BOTA, the Tornillo Bridge was

³² CHIA, Benefits of Conveyor Belts in the Port Sector, September 19, 2023, <https://espirales.es/notice/benefits-of-conveyor-belts-in-the-port-sector>.

built with increased capacity to handle heavy-duty commercial traffic and was meant to help remove congestion from the BOTA.³³ As part of its analysis of alternatives, GSA should rigorously explore options to maintain the Tornillo POE running. GSA should also consider the implementation of conveyor belt at Ysleta and Santa Teresa.

3. The Area Surrounding the BOTA has a Denser Population of People than the Other POEs.

Over 9,300 residents live in the three census tracts immediately adjacent to the BOTA, according to the 2020 U.S. Census. The census tracts surrounding the port of entry in Tornillo and Santa Teresa have less than half of those residents, and the neighborhoods are further removed from the border crossings, which mitigates any adverse impacts of traffic and reduces the likelihood that residents will be replaced if there is a need to expand the POE. Even more, the port of entry at Santa Teresa has nearby warehouses and industrial infrastructure that could facilitate commercial truck traffic, and the Tornillo POE has increased capacity to facilitate mobility. We urge GSA to explore these options with careful attention to the impacts of rerouting the trucks. Care should be taken to avoid impacting other environmental justice communities with the relocation of semis. Again, the use of conveyor belt and other technology to improve efficiency would minimize the impact of semi traffic at all the POEs.

B. GSA Must Select Alternative 4 to Comply with the Environmental Goals of the Bipartisan Infrastructure Act and Inflation Reduction Act.

Given the fact that the source of the GSA's funding for the project is rooted in federal laws intended to advance environmental justice and reduce GHG emissions, GSA has a duty to integrate the principles of the Bipartisan Infrastructure Act and IRA into its selected alternative. GSA risks violating its duties imparted by the Bipartisan Infrastructure Act and IRA funds should it select an alternative that allows for a continuation and potential increase of vehicular air emissions, which is an outcome that would be set in stone should GSA reject Alternative 4. Even more, GSA would not accomplish its stated goals of “reducing greenhouse gas emissions,” “mitigating human health and environment impact,”³⁴ and “**ensur[ing] the safety and security for the employees and the travelling public**”³⁵ through the BOTA Project if it allows heavy-duty commercial traffic to continue to cross on the BOTA. While GSA's commitment to use lower carbon materials in the Project is a notable step in the right direction, this alone will not satisfy the agency's responsibilities under federal law.

Both the Bipartisan Infrastructure Act and IRA aim to reduce U.S. GHG emissions and ameliorate the disproportionate impacts that the country's longstanding reliance on fossil fuels have had on communities of color and low-income communities. The Bipartisan Infrastructure Act was passed to boost American infrastructure with an environmentally forward approach. The Bipartisan Infrastructure Act is intended to “rebuild America's roads, bridges and rails, expand access to clean drinking water, ensure every American has access to high-speed internet, tackle

³³ Lorena Figueroa, *Tornillo-Guadalupe Bridge is Now Open*, EL PASO TIMES, February 4, 2016, <https://www.elpasotimes.com/story/news/2016/02/04/new-tornillo-guadalupe-bridge-inaugurates/79849438/>.

³⁴ GSA, *GSA Awards \$10 Million for Pre-Design Services for Modernizing Facilities at the Bridge of the Americas Land Port of Entry*, December 26, 2023, <https://www.gsa.gov/about-us/gsa-regions/region-7-greater-southwest/region-7-newsroom/greater-southwest-feature-stories-and-news-releases/gsa-awards-10-million-for-pre-design-services-for-modernizing-facilities-at-the-bridge-of-the-americas-land-port-of-entry-12262023>.

³⁵ *Id.* (emphasis added).

the climate crisis, advance environmental justice, and invest in communities that have too often been left behind.”³⁶

The IRA funding provided to modernize ports of entry is specifically conditioned on infrastructure efforts aimed at reducing air pollution.³⁷ The IRA pushes for the installation of zero emissions equipment and technology at the ports, the development of climate action plans, and the granting of funds to communities near ports that breathe disproportionately high levels of toxic pollutants.³⁸ The IRA provides additional funding for those ports that are located in areas of nonattainment for any air pollutant, a provision which GSA should take advantage of given El Paso’s nonattainment of ozone and PM_{2.5} pollution.³⁹ GSA cannot reject the environmental goals of the IRA to view the BOTA Modernization in a climate vacuum and not seize clear opportunities to reduce or eliminate sources of GHG emissions. Accordingly, GSA must select Alternative 4, as it is the only alternative that conforms with the goals of the Bipartisan Infrastructure Act and IRA.

C. GSA Must Evaluate the Economic Benefit and Harm of Each Alternative, Including Alternative 4.

NEPA requires that GSA “take a hard look at the environmental consequences” of a proposed action.⁴⁰ To satisfy this mandate, GSA must carefully discuss all the benefits of reducing air pollution—as well as the harms of not doing so—in its EIS. GSA cannot give greater weight to the economic benefits of commercial crossings—for example, by monetizing the trade benefits—without also giving fair weight to the harms, and similarly quantifying those harms. Crucially, GSA must evaluate the far-reaching health and economic benefits of removing heavy-duty commercial truck traffic from the BOTA and, conversely, examine the harms of allowing semis to continue to corrode air quality.

The data shows that mitigating air pollution produces astronomical economic benefits. According to a 2019 study, poor air quality may cost the U.S. about \$886 billion a year.⁴¹ Just recently, on February 7, 2024, the EPA took a major step to protect communities by strengthening the national ambient air quality standard for PM_{2.5}, which the agency estimated to produce \$46 billion in net health benefits by 2032.⁴² This is just one of many examples that highlights the immense benefits of reducing the emissions of a single air pollutant. When considering the wide array of pollutants in diesel emissions, the elimination of heavy-duty commercial traffic and its toxic emissions would produce vast economic benefits—including a reduction of asthma attacks, hospitalizations, emergency room visits, missed school- and work

³⁶ White House, Statements and Releases: Fact Sheet: The Bipartisan Infrastructure Deal, November 6, 2021, <https://www.whitehouse.gov/briefing-room/statements-releases/2021/11/06/fact-sheet-the-bipartisan-infrastructure-deal/>.

³⁷ 42 U.S.C.A. § 7433, Sec. 133. Grants to Reduce Air Pollution at Ports.

³⁸ *See id.*

³⁹ *Id.*

⁴⁰ *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 350, 109 S.Ct. 1835, 104 L.Ed.2d 351 (1989) (quoting *Kleppe v. Sierra Club*, 427 U.S. 390, 410, 96 S.Ct. 2718, 49 L.Ed.2d 576 (1976)).

⁴¹ Andrew L. Goodkind et al., *Fine-Scale Damage Estimates of Particulate Matter Air Pollution Reveal Opportunities for Location-Specific Mitigation of Emissions*, 116 PNAS 18 (April 8, 2019), <https://www.pnas.org/doi/10.1073/pnas.1816102116>.

⁴² EPA, *EPA Finalizes Stronger Standards for Harmful Soot Pollution, Significantly Increasing Health and Clean Air Protections for Families, Workers, and Communities*, February 7, 2024, <https://www.epa.gov/newsreleases/epa-finalizes-stronger-standards-harmful-soot-pollution-significantly-increasing>.

days, and fewer deaths from cardiopulmonary diseases and cancer, among other diseases and ailments linked to vehicular air pollution.

If GSA implements a rerouting strategy, removing heavy-duty commercial truck traffic can also produce savings in reduced fuel consumption and wear and tear by the trucks themselves. The costs of any added mileage pale in comparison to the potential fuel and repair savings from reduced idling. Idling for more than ten seconds consumes more fuel than turning off and restarting an engine, reduces engine life by up to 20%.⁴³ Heavy-duty diesel trucks consume at least half a gallon of diesel per hour, with nearly an entire gallon consumed depending on the type of truck.⁴⁴ And an hour of idling is approximately equivalent to 30 miles of driving for the strain placed on the engine.⁴⁵ GSA must take these considerations into account and factor in the benefits of removing trucks from the BOTA—where they inevitably idle and bottleneck for hours on end—and towards the Santa Teresa, Ysleta, and Tornillo bridges, which have greater capacity, infrastructure, and operating hours to allow for an efficient flow of commercial traffic.

GSA must also fully consider the economic detriment of allowing a continuation of—and possible increase of—commercial traffic. All Alternatives except for Alternative 4 and the No Action Alternative allow for immediate continuation—and possibly even expansion—of heavy-duty commercial traffic. Some of GSA’s alternatives also propose purchasing county property and bringing the semi traffic closer to residences and community centers. GSA must also analyze the loss of revenue in the form of tolls from commercial traffic since 1994 and then project the future loss of tolls for at least another 30 years if the semis are not removed from BOTA.

All but one of GSA’s proposed alternatives continue to rely on outdated and unjust traffic management that adheres to a decades-long pattern of systemic discrimination and environmental degradation. On December 7, 2023, the residents of San Xavier filed a Title VI Civil Rights complaint against TXDOT due to the I-10 Connect Project, which leads into the BOTA and failed to deliver on its promise of accelerating traffic into Mexico. When GSA’s longstanding practice of allowing commercial traffic at ports of entry near residential neighborhoods is considered in tandem with TxDOT’s perpetuation of the pollution associated with this traffic,⁴⁶ the disservice to the public interest is not only evident but egregious. The harms are widespread: mobile source emissions are linked to severe environmental degradation and increased mortality and illness in nearby communities, with disproportionate burdens on communities of color and Texans below the poverty line.⁴⁷

⁴³ TranBC, *Leading the Way in Border Greenhouse Gas Reduction*, <https://www.tranbc.ca/2013/08/06/leading-the-way-in-border-greenhouse-gas-reduction/>.

⁴⁴ U.S. Department of Energy, *Vehicle Technologies Office, Fact #861 February 23, 2015 Idle Fuel Consumption for Selected Gasoline and Diesel Vehicles*, <https://www.energy.gov/eere/vehicles/fact-861-february-23-2015-idle-fuel-consumption-selected-gasoline-and-diesel-vehicles>.

⁴⁵ Steven Lang, *How Many Miles Is Too Many for a Used Diesel Pickup Truck?*, Capital One, March 7, 2023, <https://www.capitalone.com/cars/learn/finding-the-right-car/how-many-miles-is-too-many-for-a-used-diesel-pickup-truck/2145>.

⁴⁶ Exhibit A, TRLA, TRLA Title VI Complaint.

⁴⁷ See Section IV.F.1. Air Pollution Impacts.

D. GSA Must Evaluate the Feasibility of Enhancing Public Transportation and Green Mobility Strategies at the BOTA.

In addition to removing the commercial trucks with Alternative 4, GSA must amplify and enhance existing public transportation at the BOTA and create new modes of public transportation for local commuters (a light rail, trolley, and/or a public bus system). Public transportation can improve operational efficiency through environmentally friendly and community-oriented strategies. GSA must pursue potential collaborations with the City of El Paso, Cd. Juarez, and TxDOT to maximize the benefits of public transportation. Currently, much of the public transportation at the POE consists of passenger buses coming from different regions in Mexico to the United States. However, most of the crossings at the BOTA consist of daily and frequent commuters that live in the El Paso-Juarez region and fuel the El Paso-Juarez economy. Thus, it is vital to provide adequate public transportation for these commuters and encourage pedestrian traffic over vehicular traffic from Juarez to El Paso.

We encourage GSA to enhance the availability and accessibility of public transportation options for pedestrians who have crossed the border. Usually, when pedestrians cross at the BOTA, they must embark on a harrowing journey across highways with poorly marked or completely absent traffic safety signs and signals. Dozens of students living in Juarez and attending school in El Paso must make this dangerous journey every day. GSA can help minimize this unacceptable risk to pedestrians by creating infrastructure that allows City of El Paso buses to stop at or near the BOTA and park-and-rides on both sides of the BOTA. Currently, the closest bus stop to the BOTA appears to be nearly a mile away, leaving pedestrian traffic bereft of practicable options.⁴⁸

GSA should speak with the City of El Paso and Cd. Juarez to strategize efforts based on current data; these efforts must include surveys of daily commuters and the routes they take on both sides of the border so that an effective public transportation plan can be implemented. GSA should also collaborate with the City of El Paso to facilitate public transportation at the BOTA, especially in light of the City's current efforts in drafting a Climate Action Plan. Revenue generated from the public transportation system on the BOTA can be reinvested into the public transit system. Even more, public transportation can be provided during a trial period as a way to encourage drivers to learn to use the system.

GSA can also take common-sense solutions to reduce the emissions from public transportation at the border, regardless of whether the mode of transportation is a trolley, monorail, or bus. For example, GSA can require bus drivers to turn the motor off while passengers are going through customs, at least during seasons without extreme heat. In addition, the creation of a pedestrian lane exclusively for public transportation passengers would help increase operational efficiency and improve pedestrian traffic. Such a strategy has already been proposed at the San Ysidro border crossing.⁴⁹ GSA can also expedite the processing by implementing the use of transportable electronic scanners and canine officers to process

⁴⁸ Moovit, How to Get to Free Bridge – Cordova Americas in El Paso by Bus?, https://moovitapp.com/index/en/public_transit-Free_Bridge_Cordova_Americas-El_Paso_TX-site_36699807-2783.

⁴⁹ Alexandra Mendoza, *Mexico Considering a Dedicated Lane for Trolley Passengers at the San Ysidro Border Crossing*, The San Diego Union-Tribune, February 9, 2023, <https://www.sandiegouniontribune.com/news/border-baja-california/story/2023-02-09/baja-california-proposes-an-exclusive-crossing-lane-for-trolley-users-at-the-san-ysidro-border>.

pedestrian traffic using public transportation instead of concentrating inspections in one location at the customs booth, leading to longer pedestrian lanes.

In evaluating these public transportation strategies, GSA must fully consider the extent of the benefits offered in enhancing public transportation. Most notably, increased public transportation reduces traffic congestion and helps reduce air pollution, producing immense public health and economic benefits.⁵⁰ Public transportation also helps increase the mobility of disadvantaged communities and reduce unemployment in low-income urban areas.⁵¹ Expanded access to public transportation in the cross-border context also creates a positive economic impact through the increased mobility of cross-border shoppers.⁵²

GSA should also consider the role public transportation can play in ensuring that any induced development and induced demand—a natural risk and foreseeable impact from expanding vehicular capacity—occurs without inducing increased air pollution. Increased traffic and development often follow the heels of additional roadway capacity,⁵³ putting already vulnerable communities at further risk of environmental contamination and displacement. But with a strong public transportation system, the benefits that flow from development can be equitable, and historically rejected communities can benefit from growth instead of carrying the burdens of development alone.

E. Additional Strategies to Reduce Air Pollution.

GSA should consider implementing a dedicated commuter lane (“DCL”) or two at the BOTA and rolling out a “batching” strategy. DCLs have the potential to accelerate traffic heading north exponentially. Currently, the BOTA does not have a DCL and commuters to and from Juarez who would like to use the center of the cities must rely on the Stanton DCL located in Segundo Barrio.

GSA should also consider the feasibility of a “batching” strategy at the BOTA to reduce idling and air pollution. “Batching” is the process of moving traffic up to the customs booth in batches with the use of light signals, with those batches of vehicles furthest from the customs booth encouraged to turn off their vehicle engines.⁵⁴ The benefits of “batching” improve fuel efficiency, increase the life of vehicle engines by up to twenty per cent, and significantly reduce

⁵⁰ See *infra* Section IV.F.1. Air Pollution Impacts.

⁵¹ Kai A. Schafft and Robin Blakely, *Local Residential Mobility as a Dimension of Rural Disadvantage*, 2005 ANNUAL MEETING OF THE POPULATION ASSOCIATION OF AMERICA (2005), <https://paa2005.populationassociation.org/papers/50719>; Mark Alan Huges, *A Mobility Strategy for Improving Opportunity*, 6(1) HOUSING POLICY DEBATE 271 (1995), https://scholar.archive.org/work/mnagx4veovadxgekj6zuiqbfiu/access/wayback/https://www.drexel.edu/greatworks/Theme/Fall/~media/Files/greatworks/pdf_FL10/WK4_1_Hughes_1995.ashx; Paul M. Ong et al., REPORT: MOBILITY, ACCESSIBILITY AND DISADVANTAGED NEIGHBORHOODS: ASSESSING DIVERSITY IN TRANSPORTATION-RELATED NEEDS AND OPPORTUNITIES, PACIFIC SOUTHWEST REGION UNIVERSITY TRANSPORTATION CENTER (June 2021), <https://knowledge.luskin.ucla.edu/wp-content/uploads/2022/07/ca21-3431-finalreport-a11y.pdf>.

⁵² Adam Gregory Walke, M.A., *Transit in a Border Zone: The Demand for Public Transportation in Three Texas Border Cities*, University of Texas at El Paso (December 2011), https://scholarworks.utep.edu/cgi/viewcontent.cgi?article=3412&context=open_etd.

⁵³ Transportation for America, REPORT: THE CONGESTION CON: HOW MORE LANES AND MORE MONEY EQUALS MORE TRAFFIC (March 2020), available at <https://t4america.org/maps-tools/congestion-con/>.

⁵⁴ TranBC, *Leading the Way in Border Greenhouse Gas Reduction*, <https://www.tranbc.ca/2013/08/06/leading-the-way-in-border-greenhouse-gas-reduction/>.

vehicle wear. Batching was successfully implemented at the Canadian-American Peach Arch crossing, where vehicles 200 meters or further from the customs booth would get a red traffic light until nearly all vehicles in the batch ahead were cleared. The strategy resulted in an estimated 45% reduction of GHG emissions, fuel savings, and no impact on the amount of overall time to cross the border.⁵⁵

GSA must seriously consider implementing “batching” at the BOTA, at least during seasons where border crossers are not exposed to excessive heat. Should GSA reject consideration of “batching” as a strategy to aid in promoting public health and reducing noxious air contamination, it must explain why consideration of “batching” would not contribute to informed decisionmaking.⁵⁶ As with any response to public comments, GSA cannot simply assert that such analysis is “not required.”⁵⁷

F. GSA Must Consider the Full Extent of Environmental Justice Impacts from the Project.

Under NEPA, “environmental justice is not merely a box to be checked,” and agencies are required to thoroughly evaluate the environmental justice impacts of a proposed project, and to inform communities of all potential impacts.”⁵⁸ CEQ’s NEPA Guidelines specify:

Where a potential environmental justice issue has been identified by an agency, the agency should state clearly in the EIS or EA whether, in light of all the facts and circumstances, a disproportionately high and adverse human health or environmental impact on minority populations, low-income populations, or Indian tribe is likely to result from the proposed action and any alternatives. This statement should be supported by sufficient information for the public to understand the rationale for the conclusion.⁵⁹

Even more, a 1994 Executive Order requires federal agencies, “[t]o the greatest extent practicable and permitted by law,” to “make achieving environmental justice [(“EJ”)] part of [their] mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”⁶⁰ GSA has recognized this principle, and in 2011, the Administrator of the GSA signed a Memorandum of Understanding on Environmental Justice and Executive Order 12898, committing to identify and address:

[A]ny disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations, including, but not limited to, as appropriate for its mission, in the following areas: (1) implementation of the National Environmental Policy Act; (2) implementation of Title V

⁵⁵ *Id.*

⁵⁶ *WildEarth Guardians v. Bernhardt*, 502 F. Supp. 2d 237, 255-56 (D.D.C. 2020).

⁵⁷ *See id.*

⁵⁸ *Friends of Buckingham v. St. Air Pollution Control Bd.*, 947 F.3d 68, 91–92 (4th Cir. 2020).

⁵⁹ Council on Environmental Quality, *Environmental Justice: Guidance Under the National Environmental Policy Act*, at 15.

⁶⁰ Exec. Order 12,898 § 1-101, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 59 Fed. Reg. 7629 (Feb. 11, 1994).

of the Civil Rights Act of 1964, as amended; (3) impacts from climate change; and (4) *impacts from commercial transportation and supporting infrastructure*].⁶¹

When agencies seek to enlarge or extend highways, they must grapple with the context: infrastructure is where it is often for discriminatory reasons; expanding these systems may disparately burden the same communities, who continue to live along the same thoroughfares. While El Paso is a majority-minority city, communities like the Chamizal and San Xavier neighborhoods—which are nearly 100% people of color and have higher concentrations of foreign-born residents—are disproportionately burdened by air pollution stemming from the discriminatory siting of railroads, highways, industries, international ports of entry, and cross-border air pollution centuries in the making.⁶²

El Paso was not exempt from Jim Crowe discrimination, and the effects are felt to this day. Here as across the country, highways were constructed around and through Black and Hispanic communities to cement segregation. The discriminatory practices of redlining laid the groundwork for future highway sitings.⁶³ In 1963, when the Chamizal Convention led to the displacement of Hispanic people and the creation of the current BOTA, the environmental burden of heavy truck traffic at the border crossing fell on the same communities targeted by explicit redlining discrimination.

1. Air Pollution Impacts.

As already noted, because the BOTA Modernization is funded through the Bipartisan Infrastructure act and IRA, there is an inextricable duty for GSA to reduce and mitigate air pollution. The availability of additional IRA funds allocated for community air pollution monitoring creates an incredible opportunity for GSA to evaluate the local impacts of mobile air pollution on the communities most impacted by air pollution from the BOTA, including the San Xavier and Chamizal communities. These communities are exposed to disproportionately high mobile source air emissions due to the traffic flow heading to and from the BOTA, including from 18-wheelers. GSA must analyze existing information on the state of air quality and impacts from the BOTA on communities, but also conduct its own studies to ensure that it makes a fully informed decision with the BOTA Project.

El Paso is marked by excessive levels of pollution. According to a 2020 report, El Pasoans were breathing air with elevated levels of pollution on one out of every three days last year.⁶⁴ The report measured days with elevated levels of small particulate matter and elevated ozone. The El Paso area had 78 days with elevated small particulate matter and 68 days of elevated ozone.⁶⁵ The American Lung Association currently ranks El Paso as the 14th worst

⁶¹ GSA, *Memorandum of Understanding (MOU) on Environmental Justice and Executive Order 12898 (MOU on Environmental Justice*, August 4, 2011 (emphasis added), available at https://www.gsa.gov/system/files/MOU_Environmental_Justice.pdf.

⁶² See Isa Gutierrez et al., *'Like a Dumping Ground': Latina moms in Texas border city are fighting air pollution*, NBC NEWS (Feb. 22, 2022), available at <https://www.nbcnews.com/news/latino/-dumpingground-latina-moms-texas-border-city-are-fighting-air-polluti-rcna16789>.

⁶³ Exhibit A, TRLA Title VI Complaint at 7-10 (discussing the history of environmental racism in Southside El Paso communities like San Xavier).

⁶⁴ Environment Texas, Report: Trouble in the Air: Millions of Americans Breathed Polluted Air in 2020, October 5, 2021, available at <https://environmentamerica.org/texas/resources/trouble-in-the-air/>.

⁶⁵ *Id.*

metropolitan area for high ozone days, and the 35th worst for 24-hour particle pollution—as compared to over two hundred other metropolitan areas.⁶⁶ In order to comply with NEPA, GSA must analyze the impacts of air pollution on communities near the BOTA, including the San Xavier and Chamizal communities, two communities besieged by decades of environmental racism and disproportionately high levels of environmental contamination.

GSA must use the modernization of the BOTA as an opportunity to put decades of research into practice. GSA must look to studies on air quality conducted at ports of entry, including the BOTA and in the El Paso region. Over \$8 million has been spent studying air pollution in the region, based on the CV of only on one of the top researchers on the topic, Dr. WenWhai Li. This research also includes the work of Dr. Hector A. Olvera, who, among other studies, conducted a study on ultrafine particulate matter pollution at the BOTA. GSA must include an analysis of the impacts of vehicular air pollution in its EIS that fully examines available studies on air quality conducted at ports of entry, including the BOTA POE.⁶⁷ For GSA to fulfill its duty under NEPA to fully inform itself of the air quality impacts of the project, it cannot ignore local studies on air quality.

Crucially, GSA must analyze the significant dangers posed by diesel and ultrafine particulate matter pollution at and near the BOTA. EPA has classified diesel exhaust as a likely carcinogen, and the National Institute for Occupational Safety and Health has classified diesel exhaust as a potential carcinogen.⁶⁸ Motor vehicle emissions—and especially diesel emissions—often constitute the most significant source of ultrafine particles (diameter <0.1 μm) in an urban environment.⁶⁹ The highest concentrations are closest to highways, POEs, etc., and dissipate with distance.⁷⁰ Exposure to diesel-emitted particles has been linked to increased cancer risk and cardiopulmonary diseases. Because of their size (<100 nm), exposure to ultrafine particles (“UFPs”) emitted from heavy-duty diesel vehicles (“HDDV”) might result in greater health risks than those associated with larger particles.⁷¹ A 2013 study found that “[c]ommercial traffic, mostly composed of HDDV, heavily influenced UFP concentrations in the BOTA vicinity.”⁷² The study also found that on Sundays, when commercial traffic was absent, the UFP numbers were the lowest. Populations near the BOTA’s traffic zone and within 400 meters are exposed to UFP’s above the background level and include residents on both sides of the border, including a church

⁶⁶ American Lung Association, State of the Air: El Paso-Las Cruces, TX-NM, <https://www.lung.org/research/sota/city-rankings/msas/el-paso-las-cruces-tx-nm>.

⁶⁷ We specifically recommend that GSA consider the numerous studies performed by When Wai Li, Hector Olvera Alvarez, and Penelope J.E. Quintana. When Wai Li’s CV with a list of publications is included as Exhibit E: When Wai Li CV. A list of Hector Olvera Alvarez’s publications is available at <https://www.ohsu.edu/people/hector-olveraalvarez-phd-pe>. A list of Penelope J.E. Quintana’s publications is available at <https://scholar.google.com/citations?user=Qs4riTkAAAAJ&hl=en>.

⁶⁸ American Cancer Society, Diesel Exhaust and Cancer Risk, last revised July 27, 2015, <https://www.cancer.org/cancer/risk-prevention/chemicals/diesel-exhaust-and-cancer.html#:~:text=The%20EPA%20classifies%20diesel%20exhaust,a%20%E2%80%9Cpotential%20occupational%20carcinogen.%E2%80%9D>.

⁶⁹ EPA, Study of Ultrafine Particles Near a Major Highway with Heavy-Duty Diesel Traffic, https://cfpub.epa.gov/si/si_public_record_Report.cfm?Lab=NCER&dirEntryId=83813.

⁷⁰ *Id.*

⁷¹ Hector A. Olvera, Mario Lopez, Veronica Guerrero, Humberto Garcia and Wen-Whai Li., *Ultrafine Particle Levels at an International Port of Entry Between the US and Mexico: Exposure Implications for Users, Workers, and Neighbors*, 23 *Journal of Exposure Science and Environmental Epidemiology* 289 (2013), attached as Exhibit B.

⁷² *Id.*

and several schools, law enforcement officers, street vendors, private commuters, and commercial vehicle drivers.”⁷³

Another recent study examined the short-term associations (24-, 48-, 72-, and 96-hr averages) of traffic-related air pollutants (PM_{2.5}, PM₁₀, NO₂, and O₃) with biomarkers of respiratory and cardiovascular disease in a group of uninsured participants from low-income communities in El Paso.⁷⁴ Researchers found associations of short-term air pollutant concentrations with respiratory outcomes, which was expected.⁷⁵ However, researchers also found associations with metabolic risk factors such as BMI, waist circumference, and fasting glucose.⁷⁶ The study also found a correlation between PM_{2.5} and NO₂ and respiratory risk of chronic obstructive pulmonary disease.⁷⁷

There is also research that highlights the increased air pollution present at US-Mexico ports of entry. A 2014 study investigated the effect of long northbound traffic delays at the San Ysidro POE and found consistently higher concentrations of toxic pollutants (ultrafine particulate matter (UFP), black carbon (BC), and particulate matter <2.5 μm in diameter (PM_{2.5})).⁷⁸ This study also emphasized that “[d]isparities in traffic exposures an environmental justice issue and this should be taken into account during planning and operation of POEs.”⁷⁹

Even more, traffic at the BOTA contributes to dangerous levels of ozone pollution. Jason Sarate, who oversees the city of El Paso’s Air Quality Program stated, “[o]ne of the largest contributing sources to ozone in El Paso is the vehicle emissions. I think the biggest challenge is the vehicles that are idling for multiple hours at our ports of entry. When you have vehicles and semi-trucks lined up on the freeways waiting to cross into Mexico or cross into El Paso, those are real issues.”⁸⁰

GSA must also account for the impacts of PM_{2.5} pollution at the BOTA. PM_{2.5} kills nearly 50,000 people in the United States every year, with disproportionate impacts on communities of color.⁸¹ On February 7, 2023, the EPA strengthened the National Ambient Air Quality Standards (“NAAQS”) for PM_{2.5} from 12 micrograms per cubic meter to 9 micrograms

⁷³ *Id.*

⁷⁴ Soyoung Jeon, Association of Traffic and Related Air Pollutants on Cardiorespiratory Risk Factors from Low-Income Populations in El Paso, TX (February 2021), available at <https://www.carteerh.org/wp-content/uploads/2021/06/03-27-UTEPAssociation-of-Traffic-and-Related-Air-Pollutants-on-Cardiorespiratory-Risk-Factors-from-Low-Income-Populations-in-El-Paso-TX-Jeon.pdf>.

⁷⁵ *Id.*

⁷⁶ *Id.*

⁷⁷ *Id.*

⁷⁸ Penelope J.E. Quintana et al., Traffic-Related Air Pollution in the Community of San Ysidro, CA, in relation to Northbound Vehicle Wait Times at the US-Mexico Border Port of Entry, 88 Atmospheric Environment 353 (May 2014)

⁷⁹ *Id.*

⁸⁰ El Paso, Las Cruces rank high in ozone pollution in 2023 report, El Paso Matters, April 2023, available at <https://elpasomatters.org/2023/04/25/el-paso-texas-american-lung-association-ozone-pollution-f-grade-2023/#:~:text=El%20Paso%20recorded%2040%20unhealthy,days%20than%20the%20previous%20year.>

⁸¹ <https://earthjustice.org/brief/2024/soot-pm2-5-pollution-standard-stronger-biden>

per cubic meter.⁸² This designation automatically placed El Paso in nonattainment for PM 2.5,⁸³ adding to El Paso's ongoing nonattainment for the 8-hour ozone standard⁸⁴ and PM 10.⁸⁵ We recommend that GSA look into studies by the Joint Advisory Committee, including the Committee's most recent 2024 Air Quality Report, as these specifically look into the state of air pollution in the Paseo del Norte air basin.⁸⁶

GSA must also examine the impacts of air pollution from highways on neighboring communities, as these highways are inextricably linked to the BOTA and its impacts. Numerous studies have shown that pollution from highways is very localized. For example, studies have shown that living in close proximity to highways causes a significantly elevated exposure to a complex mixture of pollutants including air toxics, diesel particulate matter, and other highway emissions including tire wear, brake wear, resuspended road dust, and various metals.⁸⁷ GSA must evaluate the community risk to adverse health impacts from highway traffic, including, but not limited to:

- Asthma and bronchitis: exposure to diesel exhaust can induce histamine releases that result in allergic conjunctivitis, rhinosinusitis, pharyngitis, laryngitis, and chronic cough. This exposure can also lead to degradation of lung tissue.⁸⁸ Children are especially vulnerable to chronic negative respiratory issues, as living in close proximity to highway traffic can inhibit lung development during childhood and lead to lifelong weakened lung function.⁸⁹
- Negative cardiovascular effects: long-term exposure to air pollution from high traffic has been shown to increase incidences of coronary artery calcification⁹⁰ as well as increased coronary heart disease and strokes in women.⁹¹
- Adverse birth outcomes and developmental effects: living in close proximity to heavy-traffic roadways can cause an increase in term low birth weight and preterm infants.⁹²

⁸² EPA, *EPA Finalizes Stronger Standards for Harmful Soot Pollution, Significantly Increasing Health and Clean Air Protections for Families, Workers, and Communities*, February 7, 2024, <https://www.epa.gov/newsreleases/epa-finalizes-stronger-standards-harmful-soot-pollution-significantly-increasing>.

⁸³ El Paso has an average PM2.5 level of 9.2 µg/m³, which places the County above EPA's newer standard. Earthjustice, *Mapping Soot and Smog Pollution in the United States*, February 7, 2024.

⁸⁴ El Paso continues to struggle with ozone attainment issues, and has violated the ozone NAAQS every year since 2016.

⁸⁵ Soyoung Jeon, *Association of Traffic and Related Air Pollutants on Cardiorespiratory Risk Factors from Low-Income Populations in El Paso, TX* (February 2021), available at <https://www.carttech.org/wp-content/uploads/2021/06/03-27-UTEPAssociation-of-Traffic-and-Related-Air-Pollutants-on-Cardiorespiratory-Risk-Factors-from-Low-Income-Populations-in-El-Paso-TX-Jeon.pdf>.

⁸⁶ See Exhibit C, JAC Paseo Del Norte Air Quality Report.

⁸⁷ U.S. Environmental Protection Agency, *Near-Road Air Quality Monitoring Research* (Nov. 3, 2009).

⁸⁸ Irina N. Krivoshto et al., *The Toxicity of Diesel Exhaust: Implications for Primary Care*, J. AM. BOARD FAM.MED. 55, 58 (2008).

⁸⁹ W. James Gauderman et al., *Effect of Exposure to Traffic on Lung Development From 10 to 18 Years of Age: A Cohort Study*, THE LANCET 571, 574 (Jan. 26, 2007).

⁹⁰ B. Hoffman et al., *Residential Exposure to Traffic is Associated with Coronary Atherosclerosis*, 116 CIRCULATION 489 (2007).

⁹¹ Kristin A. Miller et al., *Long-Term Exposure to Air Pollution and Incidence of Cardiovascular Events in Women*, 356 NEW ENG. J.MED. 447, 453-56 (2007).

⁹² Michelle Wilhelm & Beate Ritz, *Residential Proximity to Traffic and Adverse Birth Outcomes in Los Angeles County, California, 1994-1996*, 111 ENVTL. HEALTH PERSP. 207, 210-11 (2003).

- Premature mortality: epidemiological surveyors have discovered high acute and chronic respiratory disease morbidity rates from proximity exposure to diesel exhaust, as well as incidences of acute coronary syndrome (heart attacks) and ischemic effects (strokes).⁹³
- Increased incidences of cancer: many emissions released by heavy traffic flow, such as diesel exhaust fumes and particulate matter, have carcinogenic properties.⁹⁴

The San Xavier and Chamizal communities breathe dangerous levels of pollution in their daily lives, and the severity of this fact cannot be written off with a brief summation of environmental justice.⁹⁵ GSA must acknowledge and evaluate the various incommensurable harms posed by the proximity of these communities to the highways that feed the BOTA, and the immense public benefit of protecting communities from pollution.

GSA must also account for the impacts of air pollution at the BOTA on those crossing the bridge and the Customs and Border Protection (“CBP”) officials working on the bridge. CBP officials at the bridge must endure long workdays with constant exposure to the toxic air pollution. Due to an increased volume of traffic and prolonged wait times, individuals and families crossing the BOTA north and south are exposed to dangerously high concentrations of toxic air pollutants for hours on end. Studies have shown that air quality inside vehicles idling at border crossings contains higher concentrations of toxic pollutants,⁹⁶ and pedestrians standing in lines at the border face increased exposure to increased levels of air pollution.⁹⁷

GSA must also conduct local air quality monitoring to assess the current impact of vehicular emissions on the BOTA, and the San Xavier and Chamizal neighborhoods. It is critical that GSA examine the air quality data provided by TCEQ monitors and PurpleAir sensors,⁹⁸ but also conduct its own air quality monitoring that focuses on impacts in the project area, especially during peak idling hours. Crucially, GSA must analyze air pollution impacts in the context of TXDOT’s recent I-10 Connect project, as air monitoring data taken before the historic

⁹³ Irina N. Krivoshto et al., *The Toxicity of Diesel Exhaust: Implications for Primary Care*, J. AM. BOARD FAM.MED. 55, 56-59 (2008).

⁹⁴ Rachel A. Morello-Frosch, Tracey J. Woodruff, Daniel A. Axelrad, Jane C. Caldwell, *Air Toxics and Health Risks in California: The Public Health Implications of Outdoor Concentrations*, Risk Analysis, 20 (2) RISK ANALYSIS, February 2000 (predicting 8600 excess cancer cases).

⁹⁵ TxDOT has included only a brief discussion of environmental justice, displaying the quintessential “box to be checked” attitude that contravenes NEPA’s informed decision-making mandate. *See* Exhibit A, TRLA Title VI Complaint.

⁹⁶ Penelope J.E. Quintana, *Traffic Pollutants Measured Inside Vehicles Waiting in Line at Major US-Mexico Port of Entry*, 622-623 *Science of the Total Environment* 236 (May 2018), <https://doi.org/10.1016/j.jenvp.2022.101775>.

⁹⁷ Vanessa Eileen Galaviz et al., *Urinary Metabolites of 1-Nitropyrene in US-Mexico Border Residents who Frequently Cross the San Ysidro Port of Entry*, 27 *Journal of Exposure Science & Environmental Epidemiology* 84 (December 16, 2015) <https://doi.org/10.1038/jes.2015.78>; Vanessa Eileen Galaviz et al., *Traffic Pollutant Exposures Experienced by Pedestrians Waiting to Enter the U.S. at a Major U.S.-Mexico Border Crossing* 88 *Atmospheric Environment* 362 (May 2014), <https://doi.org/10.1016/j.atmosenv.2013.12.042>;

⁹⁸ Air monitoring data for PurpleAir sensors is available at <https://map.purpleair.com/1/mAQI/a10/p604800/cC0#11/31.7775/-106.4903>. As noted by a 2022 air quality study in El Paso conducted by several prominent air quality researchers: “Highways and roadways, such as I-10 and US-54, are major sources of vehicular traffic air emissions in El Paso resulting in substantial variations in neighborhood air pollutant concentrations, which cannot be captured by [central ambient monitoring] sites.” Adan Rangel et al., *Assessment of Traffic-Related Air Pollution (TRAP) at Two Near-Road Schools and Residence in El Paso, Texas, USA*, 13(2) *Atmospheric Pollution Research* (February 2022), <https://www.sciencedirect.com/science/article/abs/pii/S1309104221003664>.

congestion of semis resulting from TXDOT's Project may not reflect the most extreme conditions many residents near the BOTA are currently exposed to.

The current air quality monitoring data is alarming and demands further studies to determine precise impacts. Currently, the closest air monitor to the BOTA is the El Paso Chamizal (481410044) air monitor, located within the Chamizal National Memorial. Although the Chamizal Monitor records 24-day average measurements of PM 2.5 only intermittently, between January 2023 and September 2023, it frequently recorded PM 2.5 concentrations well above EPA's NAAQS standard, often reaching levels more than twice the standard.⁹⁹ Yet this data only captures a glimpse of the full extent of the dangerous contamination in the Chamizal neighborhood and surround communities. GSA has the ability to fill in these gaps, and it must work closely with community groups to perform local air monitoring and conduct on-site measurements of air quality to ensure that GSA makes an informed decision.¹⁰⁰

2. GSA Must Conduct a Health Risk Assessment.

One of NEPA's key goals is to "stimulate the health and welfare of man."¹⁰¹ Under NEPA, an EIS must "disclose the significant health, socioeconomic and cumulative consequences of the environmental impact of a proposed action."¹⁰² If the major federal action bears a "reasonably close causal relationship" to a change in the physical environment, such as deteriorated human health, then it must be fully analyzed in the EIS.¹⁰³ Where an agency action can be reasonably anticipated to increase air pollution and impact the health of individuals in surrounding communities, a health risk assessment must be undertaken.¹⁰⁴

Should GSA choose an alternative that allows for a continuation of heavy-duty commercial traffic, it must conduct a health risk assessment. This assessment would also aid in informing GSA of the environmental justice implications of its project and contribute towards an analysis of the costs of allowing heavy-duty commercial traffic to continue. But should GSA remove heavy-duty trucks through Alternative 4, the threat of increased contamination and dangerous air pollution might be avoided, and the necessity of a health risk assessment may no longer be present.

While we support the selection of Alternative 4 as the only viable alternative that accomplishes GSA's mandates under federal law, we urge GSA to ensure that any conclusion of air quality and public health benefits is supported by adequate studies. As of now, Alternative 4 is missing critical details, and GSA must ensure that it accomplishes the goals of operational efficiency at the BOTA so that toxic emissions from passenger vehicles. Increased development

⁹⁹ TCEQ, Clean Air Monitor: El Paso Chamizal, available at https://www17.tceq.texas.gov/tamis/index.cfm?fuseaction=report.view_site&siteAQS=481410044.

¹⁰⁰ A 2022 air quality study assessing vehicular air pollution near two schools in El Paso found recommended that air quality studies performed in a high-altitude arid region like El Paso employ on-site measurements for increased accuracy instead of relying solely on central ambient monitoring sites. Adan Rangel et al., *Assessment of Traffic-Related Air Pollution (TRAP) at Two Near-Road Schools and Residence in El Paso, Texas, USA*, 13(2) ATMOSPHERIC POLLUTION RESEARCH (February 2022), <https://www.sciencedirect.com/science/article/abs/pii/S1309104221003664>

¹⁰¹ 42 U.S.C.A. § 4321.

¹⁰² 40 CFR §§ 1508.7, 1508.8.

¹⁰³ *Id*; *Metro. Edison Co. v. People Against Nuclear Energy*, 460 U.S. 766, 771-72, 103 S.Ct. 1556, 75 L.Ed.2d 534 (1983).

¹⁰⁴ See *Trenton Threatened Skies, Inc v. Fed. Aviation Admin.*, 90 F.4th 122, 140 (3d Cir. 2024).

and traffic often follow on the heels of developments such as this one, but that need not be the case. If GSA cannot reasonably establish that air pollution will be reduced through the implementation of Alternative 4 and increased operational efficiency, it must conduct a health risk assessment.

3. GHG Emissions and Climate Impacts.

“The impact of [GHG] emissions on climate change is precisely the kind of [] impacts analysis that NEPA requires agencies to conduct.”¹⁰⁵ It is particularly poignant that the BOTA project is funded by the Bipartisan Infrastructure Act and Inflation Reduction Act, which are aimed at addressing the climate crisis through sustainable and environmentally responsible infrastructure funding. Even more, Executive Order 14,008, issued by President Biden in 2021, instructs agencies to address the “profound climate crisis[::]”

We must listen to science—and act. We must strengthen our clean air and water protections... We must deliver environmental justice in communities all across America. The Federal Government must drive assessment, disclosure, and mitigation of climate pollution and climate-related risks in every sector of our economy, marshaling the creativity, courage, and capital necessary to make our Nation resilient in the face of this threat. Together, we must combat the climate crisis with bold, progressive action that combines the full capacity of the Federal Government with efforts from every corner of our Nation, every level of government, and every sector of our economy.¹⁰⁶

Yet the way things work now, agency decisions on highway and related infrastructure projects occur in a vacuum. These decisions do not factor in U.S. commitments to reduce greenhouse-gas emissions 50% below 2005 levels by 2030. They do not factor in the immensity of the climate disasters that have and continue to strike communities across the country, especially historically marginalized and vulnerable communities. And most unfortunately, these decisions fail to account for their irrefragable role in these impacts and harms. GSA must correct this woeful trend in its EIS for the BOTA Modernization and analyze the qualitative and quantitative impacts of the GHG emissions from its Project.

First, GSA must inform its decision by assessing the extent of climate impacts on its project and nearby communities. GSA has already recognized its responsibility to prepare for the inevitable harm climate change will unleash across its facilities and the communities it serves. GSA has also committed to heed the latest scientific documents on climate change, including the Fourth National Climate Report,¹⁰⁷ and we urge GSA to incorporate the latest National Climate Report¹⁰⁸ into its analysis of the Project’s impacts on surrounding communities. We also urge GSA to collaborate with local community groups, and state and federal agencies to address potential climate adaptation strategies at the BOTA.

As a desert community with no reliable water resources, El Paso faces unique risks from climate change. Communities in El Paso are already contending with back-to-back heat

¹⁰⁵ *Ctr. for Biological Diversity v. Nat'l Highway Traffic Safety Admin.*, 538 F.3d 1172, 1217 (9th Cir. 2008).

¹⁰⁶ Exec. Order 14,008, 86 Fed. Reg. 7619, 7619, 7,622 (Jan. 27, 2021).

¹⁰⁷ GSA, Environmental Justice Implementation Progress Report: Fiscal Years 2016-2018, https://www.gsa.gov/system/files/signed4302019Environmental_Justice_Report.pdf.

¹⁰⁸ USGCRP, 2023, FIFTH NATIONAL CLIMATE ASSESSMENT, U.S. GLOBAL CHANGE RESEARCH PROGRAM, WASHINGTON, CD, USA (2023), available at <https://nca2023.globalchange.gov/downloads/>.

records.¹⁰⁹ The summer of 2023 was the hottest summer on record for El Paso.¹¹⁰ The season saw sixty days of 100-plus temperatures, including a record-shattering 44 days in a row from mid-June through the end of July.¹¹¹ The average temperature in El Paso between June and August surpassed 88 degrees Fahrenheit for the first time in recorded history.¹¹² And with an already dangerous level of ozone pollution, the more frequent and severe heat waves El Paso will face pose additional unacceptable risks. Hotter temperatures increase ozone pollution, and the impacts are most acutely felt by environmental justice communities near highways. As shown by a recently created map of the heat island effect, the hottest streets in El Paso are along I-10.¹¹³

Second, GSA must collaborate with local governments to develop strategies to mitigate GHG emissions and adapt to climate impacts. The City of El Paso is currently drafting its Climate Action Plan, and GSA should collaborate with the City to incorporate climate solutions at the BOTA, including energy efficient infrastructure, public transportation, and incentivizing electric vehicles. Given the contribution of cross-border traffic on GHG emissions and the long-term exposure to extreme heat pedestrians, passengers and CBP officials on the BOTA face, GSA should also coordinate with the City of El Paso on climate adaptation efforts. We urge GSA to prepare a robust climate adaptation strategy to protect the thousands of people that cross the BOTA every day, as well as the CBP employees who must endure long workdays in record-breaking heat. This strategy should include robust public transportation, which can help reduce the impacts of GHG emissions from passenger vehicles and reduce the amount of time pedestrians are exposed to extreme heat, as well as green infrastructure solutions and native landscaping to reduce the carbon footprint of the project.

Third, GSA must include a qualitative and quantitative analysis of GHG emissions from the BOTA and its contribution to climate change. In addition to evaluating the impact of climate change on the project and its surrounding area, GSA has a responsibility to contextualize its project's emissions contribution towards climate change. GSA has the information readily available to calculate the approximate amount of GHG emissions generated at the BOTA—as well as its other POEs. With data on the amount of passenger and commercial vehicle crossings, measurements on wait times at its border crossings, and estimations available as to the quantity of emissions vehicles generate when stalled, GSA is reasonably able to calculate GHG emissions. The data from northbound traffic should be readily available and the data from southbound traffic should be gathered by CBP or Mexican authorities. Should GSA forecast future traffic, it must similarly estimate future GHG emissions. This is keeping in line with

¹⁰⁹ John Nielsen Gammon et al., *Assessment of Historic and Future Trends of Extreme Weather in Texas, 1900-2036*, TEXAS A&M UNIVERSITY, Office of the Texas State Climatologist (2021), <https://climatexas.tamu.edu/files/ClimateReport-1900to2036-2021>; Raymond Zhong and Elena Shao, *2024 Begins With More Record Heat Worldwide*, NEW YORK TIMES, February 7, 2024, <https://www.nytimes.com/2024/02/07/climate/2024-hottest-january-data.html>; National Weather Service, NOAA, El Paso's 100 Degrees Days FAQ, last updated 5/27/2023, available at https://www.weather.gov/epz/el Paso_100_degree_page; Robert Moore, *El Paso Continues to Shatter Heat Records*, EL PASO MATTERS, November 28, 2023, <https://elpasomatters.org/2023/11/28/el-paso-weather-hottest-fall-ever-climate-change/>.

¹¹⁰ Robert Moore, *Why El Paso's Summer was so Damn Hot*, EL PASO MATTERS, September 1, 2023, <https://elpasomatters.org/2023/09/01/el-paso-record-summer-heat/>.

¹¹¹ *Id.*

¹¹² *Id.*

¹¹³ University of Texas at El Paso, *Mapping Urban Heat Islands in El Paso, Texas (2020)*, available at <https://www.utep.edu/liberalarts/sega/environmental-injustice-hurricane-harvey-in-greater-houston12.html>.

NEPA’s mandate for informed decision making and working towards the goals of the Bipartisan Infrastructure Act and IRA. There are tools available to translate the social cost of GHG emissions into monetary impacts, and GSA should consider utilizing these tools, including the Social Cost of Carbon.¹¹⁴

Fourth, GSA must evaluate the direct, indirect and cumulative impacts of GHG emissions on environmental justice communities from each of its Ports of Entry. Should GSA choose an alternative that allows for commercial truck traffic or risks increasing traffic and emissions, it must consider those emissions in evaluating the overall climate impacts of alternatives.¹¹⁵ A potential risk of increased capacity—without a formidable public transportation component—is increased traffic, increased pollution, and increased demand for services. And while the GHG emissions from one POE alone may not amount to a significant contribution towards climate change, the cumulative impacts of all of GSA’s POEs GHG emissions can be significant. GSA must account for these impacts, and consider the foreseeable risks of potentially increased GHG emissions.

Environmental justice communities like San Xavier and Chamizal are disproportionately burdened by environmental pollution and face cumulative air pollution burdens from climate change-driven hazards.¹¹⁶ These same communities are slated to face worsened air pollution and climate risks in the coming decades.¹¹⁷ GSA has a clear opportunity to address these historically discriminatory impacts by placing the communities impacted by border crossing emissions first. Should it instead perpetuate these harms, GSA must analyze the full extent of the air and climate risks that are undeniably fueled in part by the BOTA and explain why it would chose a project alternative that imposes additional burdens on surrounding communities.

G. GSA Must Consider the Cumulative Impacts of the Project.

GSA is required to analyze the cumulative impacts of the BOTA Project in connection with past governmental actions amplifying commercial traffic at the BOTA, TxDOT’s past and anticipated I-10 projects, and in connection with any other actions that risk magnifying the BOTA Project’s impacts. CEQ regulations define cumulative impacts as:

[E]ffects on the environment that result from the incremental effects of the action when added to the effects of other past, present, and reasonably foreseeable actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.¹¹⁸

In the cumulative impacts analysis, GSA must examine the “ecological [,]... economic, [and] social” impacts of emissions from these projects, including an assessment of their “significance.”¹¹⁹

¹¹⁴ *Vecinos para el Bienestar de la Comunidad Costera v. F.E.R.C.*, 6 F.4th 1321, 1329 (D.C. Cir. 2021).

¹¹⁵ *See, e.g., WildEarth Guardians v. U.S. Bureau of Land Mgmt.*, 870 F.3d 1222, 1234–37 (10th Cir. 2017).

¹¹⁶ Fifth National Climate Report: Chapter 14, available at <https://nca2023.globalchange.gov/chapter/14/>.

¹¹⁷ *Id.*

¹¹⁸ 40 CFR § 1508.1 (effective 05/20/2022).

¹¹⁹ 40 C.F.R. §§ 1508.8(b), 1502.16(a)-(b).

GSA must account for how NAFTA has rewired the flow of vehicular traffic across the border and increased cross-border air pollution. When the Bridge of the Americas was first built, GSA could not have foreseen the overwhelming air pollution that would result from unprecedented semi-truck traffic. When the Chamizal Treaty of 1963 led to toll-free crossings at the BOTA, some amount of increased traffic could be expected, but nothing beyond ordinary expectations. But the passage of NAFTA in 1994 heralded an implosion of commercial traffic heading north and south, and as a result, has inflicted one of the most dangerous health hazards on communities around the BOTA.

Now, numerous studies have been conducted as a result of the La Paz Agreement that detail the impact of traffic from highways and the ports of entry on nearby residents' respiratory and cardiovascular health.¹²⁰ GSA must not only consider the studies, but acknowledge the role the port of entry plays in allowing for a continuation of the flow of passenger and commercial traffic, and the pollution that inevitably flow from it. As part of its cumulative impacts analysis, GSA must review all information available on the potential for an increase in vehicular traffic at its POEs, and specifically the BOTA that stems from the continuation of NAFTA. Since the passage of NAFTA, commercial crossings at the border have dramatically increased,¹²¹ implicating increased pollution.

GSA must also consider how the current trend of increased trade with Mexico risks increased cumulative impacts of diesel emissions from commercial traffic at the BOTA. Trade between the U.S. and Mexico has been on the rise both north and southbound, and in 2023, Mexico surpassed China to become the biggest exporter of goods to the United States, with continued reliance on Mexican goods anticipated in the near future.¹²² GSA must do its due diligence in discussing the foreseeable increase in trade and commercial trucks. GSA should also consider reaching out to American and Mexican authorities to discuss these impacts, and evaluate strategies GSA can take to reduce the adverse impacts of increased commercial traffic.

The air pollution from vehicular crossings at the BOTA is inextricably linked with I-10 in El Paso, and GSA must consider the cumulative impacts of past, present, and future TxDOT plans to expand I-10. In determining "reasonably foreseeable actions" that must be evaluated under the cumulative impacts analysis, agencies are required to look ahead and address actions that are "contemplated" or "potential," and need not be formal NEPA proposals that may never trigger NEPA requirements.¹²³ Given that TxDOT has completed a Corridor Study for the entire

¹²⁰ The Paso del Norte air basin—which encompasses parts of Dona Ana County in New Mexico, Cd. Juarez, Chihuahua, Mexico and El Paso Texas—was detrimentally impacted by the passage of NAFTA, and the Joint Advisory Committee on Air Quality was created as a part of the La Paz Agreement. Millions of dollars continue to fund studies on air quality in the region, with a particular emphasis on vehicle emissions.

¹²¹ Barry L. Sullivan, Dennis L. Soden, and Janet S. Conary, *Nafta Transportaiton: The Impacts of Southern Border Trucking on the Texas Highway System*, IPED TECHNICAL REPORTS (2000), https://scholarworks.utep.edu/cgi/viewcontent.cgi?article=1006&context=iped_techrep; *See generally*, Office of the United States Trade Representative, Countries & Regions: Western Hemisphere, Mexico, <https://ustr.gov/countries-regions/americas/mexico#:~:text=U.S.%20goods%20imports%20from%20Mexico,up%2064%20percent%20from%202012.>

¹²² Maya Averbuch and Leda Alvim, *Mexico's Moment: The Biggest US Trading Partner Is No Longer China*, BLOOMBERG BUSINESS, September 11, 2023, <https://www.bloomberg.com/graphics/2023-mexico-china-us-trade-opportunity/>.

¹²³ *Fritiofson v. Alexander*, 772 F.2d 1225, 1243 (5th Cir. 1985), *abrogated by Sabine River Auth. v. U.S. Dep't of Interior*, 951 F.2d 669 (5th Cir. 1992); *accord, Kern v. U.S. Bureau of Land Management*, 284 F.3d 1062,

Reimagine I-10 Project and secured most of the funding for the Downtown Segment, TxDOT's Reimagine I-10 Project is reasonably foreseeable.¹²⁴ The Reimagine I-10 Project would significantly increase the capacity of I-10, risking additional traffic to and from the BOTA. Highway expansions induce widespread development with serious environmental consequences, including deterioration of air quality. By removing the trucks from the BOTA, GSA can reduce the cumulative impacts of air contamination at and around the BOTA, but it cannot evade its responsibility to account for the impacts that TxDOT's I-10 Connect and Reimagine I-10 Projects have had and will continue to have on communities surrounding the BOTA.

H. GSA Must Provide Sufficient Information throughout the Public Participation Process.

The San Xavier community has faced a history of environmental racism, including being denied the opportunity to meaningfully participate in projects that impart significant detrimental impacts on the community. Between DATES, TxDOT held several public meetings for its I-10 Connect Project where it touted significant traffic and pollution benefits, but the reality was far from the image cast.¹²⁵ The San Xavier community and public at large were repeatedly misinformed about the full extent of the I-10 Connect Project's impacts, including construction impacts on homes, streets and drainages, increased traffic, and increased noise and air pollution. TxDOT provided the public with numerous grandiose assurances about traffic reductions and public benefits, but never provided critical traffic studies and substantive justification for its conclusions throughout the public participation process. While GSA was not the agency responsible for the I-10 Connect Project, we urge GSA to reflect on the significant departure TxDOT took from NEPA's public participation mandate and avoid inflicting the same harm on a community already burdened by environmental pollution and a lack of transparency from those who impose additional pollution burdens. We urge GSA to readily make the materials it relies upon—including any expert studies, traffic data, and air quality data—readily available to the public both in-person and online.

GSA has recognized the importance of meaningful public participation in the NEPA process, especially for environmental justice communities. On August 4, 2011, the GSA signed the Memorandum of Understanding (“MOU”) on Environmental Justice and Executive Order 12898 (MOU on Environmental Justice), which affirmed the agency's commitment to pursue environmental justice as an agency objective, and identify and address disproportionately high and adverse human health or environmental effects of activities such as the one at hand on minority and low-income populations.¹²⁶ The MOU also reaffirmed GSA's responsibilities under Title VI of the Civil Rights Act of 1964. As part of the MOU, GSA committed itself to “[e]nsure

1077 (9th Cir. 2002) (“contemplated” actions); *Blue Mountains Biodiversity Project v. Blackwood*, 161 F.3d 1208, 1214 (9th Cir. 1998) (“potential” actions).

¹²⁴ TxDOT, Reimagine I-10: Next Steps, <https://www.txdot.gov/reimaginei10/corridor-study/nextsteps.html>; TxDOT, 2024 UTP at 96, available at <https://www.txdot.gov/projects/planning/utp.html>.

¹²⁵ Exhibit A, TRLA, Complaint under Title VI of the Civil Rights Act of 1964 on behalf of the San Xavier Community, December 7, 2023 [hereinafter TRLA Title VI Complaint].

¹²⁶ GSA, *Memorandum of Understanding (MOU) on Environmental Justice and Executive Order 12898 (MOU on Environmental Justice)*, August 4, 2011 (emphasis added), available at https://www.gsa.gov/system/files/MOU_Environmental_Justice.pdf.

meaningful opportunities exist for the public to submit comments and recommendations relating to the strategy, implementation, and ongoing efforts associated with environmental justice.”¹²⁷

TRLA and its clients appreciate GSA’s efforts thus far to ensure public participation opportunities, including the extension of the time granted to submit these comments. We urge GSA to continue to provide periodic opportunities throughout the development of the EIS to ensure that the numerous concerns of the public are addressed throughout the process.

We also urge GSA to take a step further in ensuring that environmental justice communities are provided with the adequate means to access information beyond public meetings. At public meetings, the information provided to the public is often limited, and significant studies, data, expert reports, and draft NEPA documents like the draft EIS are often not provided at public meetings. Often, the draft EIS and other critical information is only available for review at agency offices, which are hard to reach for those communities with limited funds and resources. We respectfully request that GSA take steps to make critical information, including the draft EIS, available at public meetings and online. It should not be left for the public to obtain missing information through an informal request to GSA, or through the formal FOIA process, which can be lengthy and impede the public’s ability to meaningfully review the materials the agency relies on in its decisionmaking process.

Finally, we request that GSA clarify the proposed project timeline and funding details. In its December 13, 2023 meeting, GSA noted that it would put forth the final IS in September 2024, and issue “Completion of EIS” in late 2024. These statements leave confusion for the estimated date of the final EIS. We ask that GSA clarify the estimated timeframe for the final EIS, preferably within a month range. Further, while GSA indicated that it received funding from the IRA and plans to utilize low-carbon materials as a result of those funds, it remains unclear how much funding from the IRA will be used at the BOTA.

I. GSA Must Include Adequate Mitigation.

GSA must consider possible strategies to mitigate the impact of vehicle emissions on pedestrians at the BOTA. A YEAR study examined the serious environmental justice impacts of cross-border air pollution and noted potential mitigation strategies:

[I]ncreased staffing, improved technology, increased capacity, reductions in emissions per vehicle, anti-idling measures, reductions in personal exposures through such measures as separation of pedestrians from traffic, the use of vegetation barriers, rerouting traffic away from schools and planning and design to reduce exposure.¹²⁸

We urge GSA to evaluate this and other studies examining air pollution mitigation and exposure mitigation at POEs.

I. GSA Must Include Sustainability Measures.

¹²⁷ GSA, Environmental Justice Strategy: Fiscal Years 2016-18 (May 2016), https://www.gsa.gov/system/files/Final_Approved_EJ_Strategy_FY16_-_FY18%28Final%29.pdf.

¹²⁸ Penelope J.E. Quintana et al., *Risky Borders: Traffic Pollution and Health Effects at US–Mexican Ports of Entry*, JOURNAL OF BORDERLANDS STUDIES (2015), available at https://www.researchgate.net/publication/324719712_Risky_Borders_Traffic_Pollution_and_Health_Effects_at_US-Mexican_Ports_of_Entry.

We are pleased to see that GSA plans to utilize low-carbon infrastructure materials, notably LEC materials, to reduce the carbon footprint of the project. GSA should not stop at building materials, and should seriously consider incorporating landscape architecture into the design of the BOTA. Landscape architecture has already been demonstrated to reduce the carbon footprint of government infrastructure, boost the preservation of the surrounding environment, and help alleviate past harms of systemic environmental discrimination.¹²⁹

GSA can also expand on the benefits of landscape architecture through the creation of green spaces for people using the POE and CBP employees. This is not new to GSA, and the agency has already incorporated landscaping at POEs to provide shade and nature for employees in the middle of the desert.¹³⁰ Research shows that exposure to green natural environments produces physical and mental health benefits.¹³¹ In a 2022 study, researchers found that green and desert environment simulations promote the stress recovery of cortisol.¹³² Even more, native landscaping can be utilized to create barriers between vehicle and passenger traffic, minimizing exposure to the emissions of idling vehicles.

2. GSA Must Incentivize Electric Vehicles.

The Bipartisan Infrastructure Act created the Electric Vehicle Working Group, which includes GSA among its members.¹³³ The Bipartisan Infrastructure Act states that “[n]ot later than 1 year after the date of enactment of this Act, the Secretaries shall jointly establish an electric vehicle working group to make recommendations regarding the development, adoption, and integration of light-, medium-, and heavy-duty electric vehicles into the transportation and energy systems of the United States.”¹³⁴

As part of the NEPA process, agencies are required to gain input from stakeholders and the public, and to engage other potentially interested agencies. We encourage GSA to consult with the Electric Vehicle Working Group to discuss strategies that can be undertaken at the BOTA and through other anticipated and planned POE modernization projects to incentivize electric vehicles.

3. GSA Must Include Mandatory Measures to Ensure Best Practices and Minimal Disruption during Construction.

San Xavier residents are still dealing with the damage caused by TXDOT’s construction of I-10 Connect, and GSA must ensure that BOTA does not follow the same route of preventable

¹²⁹ See Richard Schiffman, Ecosystems as Infrastructure: A New Way of Looking at Climate Resilience, Yale Environment 360 (November 7, 2023), <https://e360.yale.edu/features/kate-orff-interview>.

¹³⁰ Reed Karaim, Mariposa Land Port of Entry, Designed by Jones Studio, Architect (October 27, 2014), https://www.architectmagazine.com/design/buildings/mariposa-land-port-of-entry-designed-by-jones-studio_o.

¹³¹ Gregory N. Bratman, Nature and Mental Health: An Ecosystem Service Perspective, 5(7) Science Advances 118,413 (July 24, 2019); Mathew P. White et al., Associations Between Green/Blue Spaces and Mental Health Across 18 Countries, 11 (8903) Scientific Reports (April 26, 2021).

¹³² Jie Yin et al., Stress Recovery from Virtual Exposure to a Brown (Desert) Environment Versus a Green Environment, 81 Journal of Environmental Psychology 101775 (February 22, 2022), <https://doi.org/10.1016/j.jenvp.2022.101775>.

¹³³ 23 USCA § 151, SEC. 25006. ELECTRIC VEHICLE WORKING GROUP. The federal stakeholders of the group are the Department of Energy, the EPA, CEQ, and GSA, and membership may be extended to a representative of any other Federal agency that the Secretaries of the membership agencies consider appropriate.

¹³⁴ *Id.*

construction damage. GSA must ensure that none of its construction negatively impacts the surrounding homes, buildings, and infrastructure; GSA must conduct proper soil tests and take photographs of surrounding homes and buildings and infrastructure prior to construction. GSA must also have clear direction and supervision of the contractors that prohibits the use of heavy machinery that is known in the industry to harm homes and buildings, particularly those homes and buildings in older neighborhoods. GSA must also ensure that construction is only done during limited—and reasonable—hours of the day so that the adverse effects of noise and additional air pollution are minimized. Residents should not bear the burden of construction activities 24 hours a day, 7 days a week as they did with the I-10 Connect Project. We further urge GSA to take all available measure to prevent damage to nearby infrastructure, drainage, and wildlife at the Chamizal, and to avoid creating traffic hazards (e.g. removing lighting).

V. Conclusion

GSA's BOTA Modernization Project risks imposing significant environmental and economic harm, which must be disclosed as part of its EIS. Moving forward, GSA should select Alternative 4 and remove north- and southbound heavy-duty commercial traffic from the BOTA, improve public transportation, adequately analyze environmental justice impacts, conduct local air quality monitoring and a health assessment, reduce its contribution towards climate change, and take all practicable measures to mitigate the impacts of the BOTA.

Sincerely,

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Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

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El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

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Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios Adicionales:

Signature:

Martha Dorado

Date

10/29/24





October 2024

Octubre 2024

Dear Allies and Advocates,

Estimados Aliados,

Recently, the [GSA publishes a Draft Environmental Impact Statement](#) regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

La Administración de Servicios Generales (GSA) recientemente publicó un borrador de la declaración de impacto ambiental respecto a la modernización del Puente Libre en El Paso, TX, recomendando la **eliminación del tráfico de trocas comerciales, Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

We are currently in a 45-day comment period that ends November 4, 2024 (11:59 CST). We encourage you and your networks to send your comments in **support of removing commercial truck traffic from El Puente Libre/ Bridge of the Americas** to DOTA.draftcomment@gsa.gov with the subject line reading "BOTA LPOE Draft EIS."

Actualmente estamos en un periodo de comentarios de 45 días que culmina el 4 de noviembre del 2024 a las 11:59 CST. **Pedimos que usted y sus redes manden comentarios en apoyo a la eliminación de las trocas comerciales en el Puente Libre a** DOTA.draftcomment@gsa.gov con la línea de sujeto "BOTA LOPE Draft EIS."

GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

La selección de la alternativa #4 de GSA elimina todas las operaciones de carga comercial en el Puente Libre. Esta es la única alternativa viable que cumple con el propósito y las necesidades de la modernización del puente mientras **reduce la contaminación peligrosa del aire** y el daño a las comunidades de justicia ambiental. Esta alternativa no solo es la más eficaz en costo, sino que es la única que promueve la justicia ambiental. Removiendo las trocas de carga comercial y evitando expansión de terreno innecesaria, Viable Action Alternative #4 cumple con las metas de NEPA para minimizar impactos ambientales y promover salud pública.

We invite you and your networks to **advocate for Viable Action Alternative #4: the removal of these toxic trucks from the BOTA/El Puente Libre**. Together, we can move forward with this historic possibility.

Invitamos a usted y a sus redes a abogar por Viable Action Alternative #4: la eliminación de estas trocas tóxicas del Puente Libre. Juntos nos acercamos a esta posibilidad histórica.

Sincerely,

Sinceramente,

Familias Unidas del Chamizal



Familias Unidas del Chamizal





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con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Signature:

Rosalba Carrasco

Date:

10/29/24





October 2024

Octubre 2024

Dear Allies and Advocates,

Estimados Aliados,

Recently, the [GSA Environmental Impact Statement](#) regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

La Administración de Protección Ambiental (EPA) recientemente publicó los borradores de la declaración de impacto ambiental respecto a la modernización del Puente Libre en El Paso, TX, recomendando la eliminación del tráfico de trocas comerciales, **Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

We are currently in a 45-day comment period that ends November 4, 2024 (11:59 CST). We encourage you and your networks to send your comments in **support of removing commercial truck traffic from El Puente Libre/ Bridge of the Americas** to [EPA](#) with the subject line reading "BOTA LPOE Draft EIS."

Actualmente estamos en un periodo de comentarios de 45 días que culmina el 4 de noviembre del 2024 a las 11:59 CST. **Pedimos que usted y sus redes manden comentarios en apoyo a la eliminación de las trocas comerciales en el Puente Libre a [EPA](#)** con la línea de sujeto "BOTA LOPE Draft EIS."

GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

La selección de la alternativa #4 de GSA elimina todas las operaciones de carga comercial en el Puente Libre. Esta es la única alternativa viable que cumple con el propósito y las necesidades de la modernización del puente mientras **reduce la contaminación peligrosa del aire** y el daño a las comunidades de justicia ambiental. Esta alternativa no solo es la más eficaz en costo, sino que es la única que promueve la justicia ambiental. Removiendo las trocas de cargo comercial y evitando expansión de terreno innecesaria, Viable Action Alternative #4 cumple con las metas de NEPA para minimizar impactos ambientales y promover salud pública.

We invite you and your networks to **advocate for Viable Action Alternative #4: the removal of these toxic trucks from the BOTA/El Puente Libre**. Together, we can move forward with this historic possibility.

Invitamos a usted y a sus redes a abogar por Viable Action Alternative #4: la eliminación de estas trocas tóxicas del Puente Libre. Juntos nos acercamos a esta posibilidad histórica.

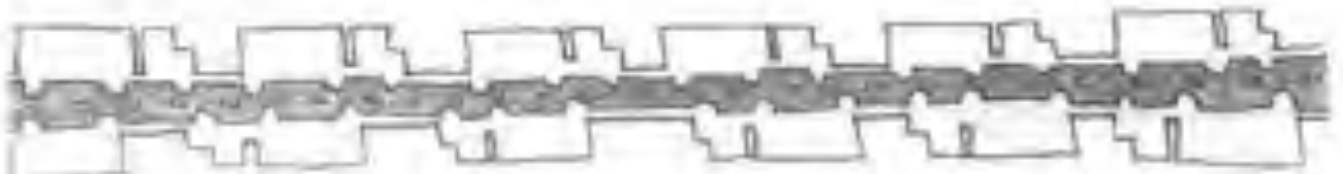
Sincerely,

Sinceramente,

Familias Unidas del Chamizal



Familias Unidas del Chamizal





GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading "BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE:

Saul Sustaita

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3115 Riviera Av.

PHONE/TELEFONO*:

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EMAIL/CORREO*

AGE/EDAD*: *49*

RACE/RAZA*

*Optional

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

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Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios Adicionales:

Signature:

S. Sustaita

Date: *10-29-2024*





October 2024

Octubre 2024

Dear Allies and Advocates,

Recently, the [GSA published a Draft Environmental Impact Statement](#) regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

We are currently in a 45-day comment period that ends November 4, 2024 (11:59 CST). We encourage you and your networks to send your comments in **support of removing commercial truck traffic from El Puente Libre/ Bridge of the Americas to [BOTAdepartment@gsa.gov](#)** with the subject line reading "BOTA LPOE Draft EIS."

GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

We invite you and your networks to **advocate for Viable Action Alternative #4: the removal of these toxic trucks from the BOTA/El Puente Libre**. Together, we can move forward with this historic possibility.

Sincerely,

Familias Unidas del Chamizal



Estimados Aliados,

La Administración de Servicios Contractuales (GSA) recientemente publicó un borrador de la declaración de impacto ambiental respecto a la modernización del Puente Libre en El Paso, TX, recomendando la **eliminación del tráfico de trocas comerciales, Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

Actualmente estamos en un periodo de comentarios de 45 días que culmina el 4 de noviembre del 2024 a las 11:59 CST. **Pedimos que usted y sus redes manden comentarios en apoyo a la eliminación de las trocas comerciales en el Puente Libre a [BOTAdepartment@gsa.gov](#)** con la línea de sujeto "BOTA LOPE Draft EIS."

La selección de la alternativa #4 de GSA elimina todas las operaciones de carga comercial en el Puente Libre. Esta es la única alternativa viable que cumple con el propósito y las necesidades de la modernización del puente mientras **reduce la contaminación peligrosa del aire** y el daño a las comunidades de justicia ambiental. Esta alternativa no solo es la más eficaz en costo, sino que es la única que promueve la justicia ambiental. Removiendo las trocas de carga comercial y evitando expansión de terreno innecesaria, Viable Action Alternative #4 cumple con las metas de NEPA para minimizar impactos ambientales y promover salud pública.

Invitamos a usted y a sus redes a abogar por Viable Action Alternative #4: la eliminación de estas trocas tóxicas del Puente Libre. Juntos nos acercamos a esta posibilidad histórica.

Sinceramente,

Familias Unidas del Chamizal





GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading "BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

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AGE/EDAD*:

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RACE/RAZA*

*Optional

White

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

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Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

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Additional Comments/Comentarios

Adicionales:

Excelente propuesta.
Es tiempo de
tener mejor calidad
de aire ☺

Signature:

[Signature]

Date:

10/31/24





October 2024

Octubre 2024

Dear Allies and Advocates,

Recently, the [GSA published a draft Environmental Impact Statement](#) regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

We are currently in a 45-day comment period that ends November 4, 2024 (11:59 CST). We encourage you and your networks to send your comments in **support of removing commercial truck traffic from El Puente Libre/ Bridge of the Americas to [BOTA@environmentaljustice.org](#)** with the subject line reading "BOTA LPOE Draft EIS."

GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

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Sincerely,

Familias Unidas del Chamizal



Estimados Aliados,

La Administración de Servicios Generales (GSA) recientemente publicó un borrador de la declaración de impacto ambiental respecto a la modernización del Puente Libre en El Paso, TX, recomendando la **eliminación del tráfico de trocas comerciales, Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

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La selección de la alternativa #4 de GSA elimina todas las operaciones de carga comercial en el Puente Libre. Esta es la única alternativa viable que cumple con el propósito y las necesidades de la modernización del puente mientras **reduce la contaminación peligrosa del aire** y el daño a las comunidades de justicia ambiental. Esta alternativa no solo es la más eficaz en costo, sino que es la única que promueve la justicia ambiental. Removiendo las trocas de cargo comercial y evitando expansión de terreno innecesaria, Viable Action Alternative #4 cumple con las metas de NEPA para minimizar impactos ambientales y promover salud pública.

Invitamos a usted y a sus redes a abogar por Viable Action Alternative #4: la eliminación de estas trocas tóxicas del Puente Libre. Juntos nos acercamos a esta posibilidad histórica.

Sinceramente,

Familias Unidas del Chamizal





GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading

"BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE:

Mary Garcia

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AGE/EDAD*:

17

RACE/RAZA*

*Optional

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

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Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Ü Ñ

Signature:

Mary Garcia

Date:

10/29/24





October 2024

Octubre 2024

Dear Allies and Advocates,

Estimados Aliados,

Recently, the [GSA published a draft Environmental Impact Statement](#) regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

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Actualmente estamos en un periodo de comentarios de 45 días que culmina el 4 de noviembre del 2024 a las 11:59 CST. **Pedimos que usted y sus redes manden comentarios en apoyo a la eliminación de las trocas comerciales en el Puente Libre a BITA.comments@gsa.gov** con la línea de sujeto "BOTA LOPE Draft EIS."

GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

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We invite you and your networks to **advocate for Viable Action Alternative #4: the removal of these toxic trucks from the BOTA/El Puente Libre**. Together, we can move forward with this historic possibility.

Invitamos a usted y a sus redes a abogar por Viable Action Alternative #4: la eliminación de estas trocas tóxicas del Puente Libre. Juntos nos acercamos a esta posibilidad histórica.

Sincerely,

Sinceramente,

Familias Unidas del Chamizal

Familias Unidas del Chamizal





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819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

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Public Comment:

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(915)562-5356

AGE/EDAD*:

68

RACE/RAZA*

*Optional

humana

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

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Attention: Karla Carmichael, NEPA Program Manager,
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Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

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Additional Comments/Comentarios

Adicionales:

¡Fuera las trocas!

Respirar aire limpio es

un derecho humano

y de los demás seres vivos.

Signature: [Handwritten Signature]

Date: 10-29-24





October 2024

Octubre 2024

Dear Allies and Advocates,

Recently, the **U.S. Environmental Protection Agency** regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

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GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

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Sincerely,

Familias Unidas del Chamizal



Estimados Aliados,

La Administración de Servicios Generales (ASG) recientemente recomendó la **eliminación del tráfico de trocas comerciales, Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

Actualmente estamos en un periodo de comentarios de 45 días que culmina el 4 de noviembre del 2024 a las 11:59 CST. **Pedimos que usted y sus redes manden comentarios en apoyo a la eliminación de las trocas comerciales en el Puente Libre a BOTA modernization project** con la línea de sujeto "BOTA LOPE Draft EIS."

La selección de la alternativa #4 de GSA elimina todas las operaciones de carga comercial en el Puente Libre. Esta es la única alternativa viable que cumple con el propósito y las necesidades de la modernización del puente mientras **reduce la contaminación peligrosa del aire** y el daño a las comunidades de justicia ambiental. Esta alternativa no solo es la más eficaz en costo, sino que es la única que promueve la justicia ambiental. Removiendo las trocas de carga comercial y evitando expansión de terreno innecesaria, Viable Action Alternative #4 cumple con las metas de NEPA para minimizar impactos ambientales y promover salud pública.

Invitamos a usted y a sus redes a abogar por Viable Action Alternative #4: la eliminación de estas trocas tóxicas del Puente Libre. Juntos nos acercamos a esta posibilidad histórica.

Sinceramente,

Familias Unidas del Chamizal





GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading

"BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE:

Jayleen Luan

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117 Ophelia Way

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(915) 808-7351

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AGE/EDAD*:

17

RACE/RAZA*

*Optional

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA.nepacomments@gsa.gov

con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Signature:

Jayleen Luan

Date:

10/29/24





October 2024

Octubre 2024

Dear Allies and Advocates,

Recently, the [USA published a draft Environmental Impact Statement](#), regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

We are currently in a 45-day comment period that ends November 4, 2024 (11:59 CST). We encourage you and your networks to send your comments in **support of removing commercial truck traffic from El Puente Libre/ Bridge of the Americas to BOTA.comments@epa.gov** with the subject line reading "BOTA LPOE Draft EIS."

GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

We invite you and your networks to **advocate for Viable Action Alternative #4: the removal of these toxic trucks from the BOTA/El Puente Libre**. Together, we can move forward with this historic possibility.

Sincerely,

Familias Unidas del Chamizal



Estimados Aliados,

La Administración de Servicios Generales (GSA) recientemente publicó un borrador de la declaración de impacto ambiental respecto a la modernización del Puente Libre en El Paso, TX, recomendando la **eliminación del tráfico de trocas comerciales, Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

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La selección de la alternativa #4 de GSA elimina todas las operaciones de carga comercial en el Puente Libre. Esta es la única alternativa viable que cumple con el propósito y las necesidades de la modernización del puente mientras **reduce la contaminación peligrosa del aire** y el daño a las comunidades de justicia ambiental. Esta alternativa no solo es la más eficaz en costo, sino que es la única que promueve la justicia ambiental. Removiendo las trocas de carga comercial y evitando expansión de terreno innecesaria, Viable Action Alternative #4 cumple con las metas de NEPA para minimizar impactos ambientales y promover salud pública.

Invitamos a usted y a sus redes a abogar por Viable Action Alternative #4: la eliminación de estas trocas tóxicas del Puente Libre. Juntos nos acercamos a esta posibilidad histórica.

Sinceramente,

Familias Unidas del Chamizal





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or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE:

Andrea Ruiz

ADDRESS/DIRECCIÓN:

3504 Para Ave

PHONE/TÉLEFONO*:

915 299 2692

EMAIL/CORREO*

Andrea.ruiz.guerra@gmail.com

AGE/EDAD*:

21

RACE/RAZA*

Habana

*Optional

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

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Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Signature:

Andrea Ruiz

Date:

10-29-2024





October 2024

Octubre 2024

Dear Allies and Advocates,

Estimados Aliados,

Recently, the [redacted] regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

La Administración Pública Federal (GSA) recientemente publicó un Memorandum de Decisión sobre un aspecto ambiental respecto a la modernización del Puente Libre en El Paso, TX, recomendando la **eliminación del tráfico de trocas comerciales, Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

We are currently in a 45-day comment period that ends November 4, 2024 (11:59 CST). We encourage you and your networks to send your comments in **support of removing commercial truck traffic from El Puente Libre/ Bridge of the Americas to [redacted]** with the subject line reading "BOTA LPOE Draft EIS."

Actualmente estamos en un periodo de comentarios de 45 días que culmina el 4 de noviembre del 2024 a las 11:59 CST. **Pedimos que usted y sus redes manden comentarios en apoyo a la eliminación de las trocas comerciales en el Puente Libre a [redacted]** con la línea de sujeto "BOTA LOPE Draft EIS."

GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

La selección de la alternativa #4 de GSA elimina todas las operaciones de carga comercial en el Puente Libre. Esta es la única alternativa viable que cumple con el propósito y las necesidades de la modernización del puente mientras **reduce la contaminación peligrosa del aire** y el daño a las comunidades de justicia ambiental. Esta alternativa no solo es la más eficaz en costo, sino que es la única que promueve la justicia ambiental. Removiendo las trocas de carga comercial y evitando expansión de terreno innecesaria, Viable Action Alternative #4 cumple con las metas de NEPA para minimizar impactos ambientales y promover salud pública.

We invite you and your networks to **advocate for Viable Action Alternative #4: the removal of these toxic trucks from the BOTA/El Puente Libre**. Together, we can move forward with this historic possibility.

Invitamos a usted y a sus redes a abogar por Viable Action Alternative #4: la eliminación de estas trocas tóxicas del Puente Libre. Juntos nos acercamos a esta posibilidad histórica.

Sincerely,

Sinceramente,

Familias Unidas del Chamizal

Familias Unidas del Chamizal





GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading "BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE:

Mary Rodriguez

ADDRESS/DIRECCIÓN:

2909 Lindley

PHONE/TELEFONO*:

N/A

EMAIL/CORREO*

AGE/EDAD*:

25

RACE/RAZA*

Hispanic

*Optional

El período de comentarios de 45 días de la GSA

NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA.nepacomments@gsa.gov

con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

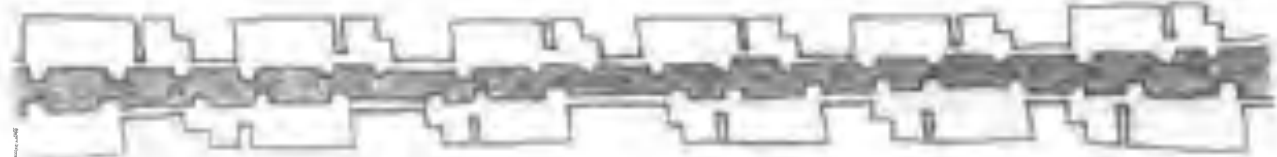
Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Signature: Mary Rdz

Date: 10-29-2024





October 2024

Octubre 2024

Dear Allies and Advocates,

Estimados Aliados,

Recently, the **U.S. Environmental Protection Agency (EPA)** regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

La Administración de Protección Ambiental (EPA) recomendó la eliminación del tráfico de camiones comerciales del Puente Libre en El Paso, TX, recomendando la **eliminación del tráfico de camiones comerciales, Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

We are currently in a 45-day comment period that ends November 4, 2024 (11:59 CST). We encourage you and your networks to send your comments in **support of removing commercial truck traffic from El Puente Libre/ Bridge of the Americas to BOTA** with the subject line reading "BOTA LOPE Draft EIS."

Actualmente estamos en un periodo de comentarios de 45 días que culmina el 4 de noviembre del 2024 a las 11:59 CST. **Pedimos que usted y sus redes manden comentarios en apoyo a la eliminación de las trocas comerciales en el Puente Libre a BOTA** con la línea de sujeto "BOTA LOPE Draft EIS."

GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

La selección de la alternativa #4 de GSA elimina todas las operaciones de carga comercial en el Puente Libre. Esta es la única alternativa viable que cumple con el propósito y las necesidades de la modernización del puente mientras **reduce la contaminación peligrosa del aire** y el daño a las comunidades de justicia ambiental. Esta alternativa no solo es la más eficaz en costo, sino que es la única que promueve la justicia ambiental. Removiendo las trocas de carga comercial y evitando expansión de terreno innecesaria, Viable Action Alternative #4 cumple con las metas de NEPA para minimizar impactos ambientales y promover salud pública.

We invite you and your networks to **advocate for Viable Action Alternative #4: the removal of these toxic trucks from the BOTA/El Puente Libre**. Together, we can move forward with this historic possibility.

Invitamos a usted y a sus redes a abogar por Viable Action Alternative #4: la eliminación de estas trocas tóxicas del Puente Libre. Juntos nos acercamos a esta posibilidad histórica.

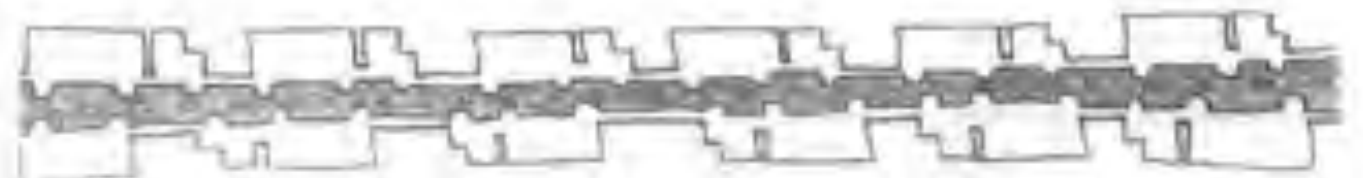
Sincerely,

Sinceramente,

Familias Unidas del Chamizal



Familias Unidas del Chamizal





GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA-nepacomments@gsa.gov

with the email subject line reading

"BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE:

ADDRESS/DIRECCIÓN:

PHONE/TELEFONO*:

EMAIL/Correo*:

AGE/EDAD*:

RACE/RAZA*

*Optional

El período de comentarios de 45 días de la GSA

NEPA DEIS finaliza el 4 de Nov. de 2024

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BOTA-nepacomments@gsa.gov

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"BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Signature:

Date:





October 2024

Octubre 2024

Dear Allies and Advocates,

Estimados Aliados,

Recently, the [U.S. Department of Transportation](#) regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

La Administración de Servicios de Transporte (AST) recientemente publicó el [Formulario de la Decisión de Impacto Ambiental](#) en apoyo a la modernización del Puente Libre en El Paso, TX, recomendando la eliminación del tráfico de trocas comerciales, **Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

We are currently in a 45-day comment period that ends November 4, 2024 (11:59 CST). We encourage you and your networks to send your comments in **support of removing commercial truck traffic from El Puente Libre/ Bridge of the Americas** to [El Paso, Texas](#) with the subject line reading "BOTA LPOE Draft EIS."

Actualmente estamos en un periodo de comentarios de 45 días que culmina el 4 de noviembre del 2024 a las 11:59 CST. **Pedimos que usted y sus redes manden comentarios en apoyo a la eliminación de las trocas comerciales en el Puente Libre a BOTA** con la línea de sujeto "BOTA LOPE Draft EIS."

GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

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Invitamos a usted y a sus redes a abogar por Viable Action Alternative #4: la eliminación de estas trocas tóxicas del Puente Libre. Juntos nos acercamos a esta posibilidad histórica.

Sincerely,

Sinceramente,

Familias Unidas del Chamizal



Familias Unidas del Chamizal





GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

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The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE:

4531 blanco W. 627

ADDRESS/DIRECCIÓN:

915

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*: 57

RACE/RAZA*

*Optional

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Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Signature:

Date:

10-29-24





October 2024

Octubre 2024

Dear Allies and Advocates,

Estimados Aliados,

Recently, the [GSA published a draft Environmental Impact Statement](#) regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

La Administración de Servicios Generales (GSA) recientemente publicó un borrador de la declaración de impacto ambiental respecto a la modernización del Puente Libre en El Paso, TX, recomendando la **eliminación del tráfico de trocas comerciales, Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

We are currently in a 45-day comment period that ends November 4, 2024 (11:59 CST). We encourage you and your networks to send your comments in **support of removing commercial truck traffic from El Puente Libre/ Bridge of the Americas** to WTA.comments@gsa.gov with the subject line reading "BOTA LPOE Draft EIS."

Actualmente estamos en un periodo de comentarios de 45 días que culmina el 4 de noviembre del 2024 a las 11:59 CST. **Pedimos que usted y sus redes manden comentarios en apoyo a la eliminación de las trocas comerciales en el Puente Libre a** WTA.comments@gsa.gov con la línea de sujeto "BOTA LOPE Draft EIS."

GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

La selección de la alternativa #4 de GSA elimina todas las operaciones de carga comercial en el Puente Libre. Esta es la única alternativa viable que cumple con el propósito y las necesidades de la modernización del puente mientras **reduce la contaminación peligrosa del aire** y el daño a las comunidades de justicia ambiental. Esta alternativa no solo es la más eficaz en costo, sino que es la única que promueve la justicia ambiental. Removiendo las trocas de carga comercial y evitando expansión de terreno innecesaria, Viable Action Alternative #4 cumple con las metas de NEPA para minimizar impactos ambientales y promover salud pública.

We invite you and your networks to **advocate for Viable Action Alternative #4: the removal of these toxic trucks from the BOTA/El Puente Libre**. Together, we can move forward with this historic possibility.

Invitamos a usted y a sus redes a abogar por Viable Action Alternative #4: la eliminación de estas trocas tóxicas del Puente Libre. Juntos nos acercamos a esta posibilidad histórica.

Sincerely,

Sinceramente,

Familias Unidas del Chamizal



Familias Unidas del Chamizal





GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading "BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE:

Rosa Aguayo

ADDRESS/DIRECCIÓN:

3000 Rivera Ave

PHONE / TELEFONO*:

915-300-5407

EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

*Optional

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA.nepacomments@gsa.gov

con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Signature:

Rosa Aguayo

Date

10-29-24





October 2024

Octubre 2024

Dear Allies and Advocates,

Estimados Aliados,

Recently, the [GSA published a draft Environmental Impact Statement](#), regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

La Administración de Servicios Generales (GSA) recientemente publicó un borrador de la declaración de impacto ambiental respecto a la modernización del Puente Libre en El Paso, TX, recomendando la **eliminación del tráfico de trocas comerciales**.

Viable Action Alternative #4. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

We are currently in a 45-day comment period that ends November 4, 2024 (11:59 CST). We encourage you and your networks to send your comments in **support of removing commercial truck traffic from El Puente Libre/ Bridge of the Americas to BOTA** [environmental impact](#) with the subject line reading "BOTA LPOE Draft EIS."

Actualmente estamos en un periodo de comentarios de 45 días que culmina el 4 de noviembre del 2024 a las 11:59 CST. **Pedimos que usted y sus redes manden comentarios en apoyo a la eliminación de las trocas comerciales en el Puente Libre a BOTA** [environmental impact](#) con la línea de sujeto "BOTA LOPE Draft EIS."

GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

La selección de la alternativa #4 de GSA elimina todas las operaciones de carga comercial en el Puente Libre. Esta es la única alternativa viable que cumple con el propósito y las necesidades de la modernización del puente mientras **reduce la contaminación peligrosa del aire** y el daño a las comunidades de justicia ambiental. Esta alternativa no solo es la más eficaz en costo, sino que es la única que promueve la justicia ambiental. Removiendo las trocas de carga comercial y evitando expansión de terreno innecesaria, Viable Action Alternative #4 cumple con las metas de NEPA para minimizar impactos ambientales y promover salud pública.

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Invitamos a usted y a sus redes a abogar por Viable Action Alternative #4: la eliminación de estas trocas tóxicas del Puente Libre. Juntos nos acercamos a esta posibilidad histórica.

Sincerely,

Sinceramente,

Familias Unidas del Chamizal

Familias Unidas del Chamizal





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"BOTA LPOE Draft EIS"

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Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE

Cesar G. Grijalva

ADDRESS/DIRECCIÓN:

919 479 7195

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

*Optional

El período de comentarios de 45 días de la GSA

NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA.nepacomment@gsa.gov

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Comentario público:

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Comentario público:

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Additional Comments/Comentarios Adicionales:

Signature: *Cesar G. Grijalva*

Date: *10/29/24*





October 2024

Octubre 2024

Dear Allies and Advocates,

Estimados Aliados,

Recently, the [redacted] regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

La Administración de Servicios Generales (GSA) recientemente recomendó la eliminación de los camiones comerciales del Puente Libre en El Paso, TX, recomendando la eliminación del tráfico de los camiones comerciales, **Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

We are currently in a 45-day comment period that ends November 4, 2024 (11:59 CST). We encourage you and your networks to send your comments in **support of removing commercial truck traffic from El Puente Libre/ Bridge of the Americas to [redacted]** with the subject line reading "BOTA LPOE Draft EIS."

Actualmente estamos en un periodo de comentarios de 45 días que culmina el 4 de noviembre del 2024 a las 11:59 CST. **Pedimos que usted y sus redes manden comentarios en apoyo a la eliminación de las trocas comerciales en el Puente Libre a [redacted]** con la línea de sujeto "BOTA LOPE Draft EIS."

GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

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Sincerely,

Sinceramente,

Familias Unidas del Chamizal



Familias Unidas del Chamizal





GSA NEPA DEIS 45-day comment period ends November 4, 2024

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"BOTA LPOE Draft EIS"

or comments can be mailed to:

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Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE: Dalina Gójea

2921 FUNDIC Y

ADDRESS/DIRECCIÓN: 915 479 71 95

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

*Optional

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA.NEPAComments@gsa.gov

con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

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Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

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Additional Comments/Comentarios Adicionales:

Signature: Dalina Gójea

Date: 10/29/24





October 2024

Octubre 2024

Dear Allies and Advocates,

Estimados Aliados,

Recently, the **GSA** **published a Draft Environmental Impact Statement** regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

La Administración de Servicios Generales (GSA) recientemente publicó un borrador de la declaración de impacto ambiental respecto a la modernización del Puente Libre en El Paso, TX, recomendando la **eliminación del tráfico de trocas comerciales, Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

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GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

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Sincerely,

Sinceramente,

Familias Unidas del Chamizal



Familias Unidas del Chamizal





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Public Comment:

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Public Comment:

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NAME/NOMBRE:

Nickolas Cruz

ADDRESS/DIRECCIÓN:

3010 P. ...

PHONE/TELEFONO*:

915 300 4348

EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

*Optional

El período de comentarios de 45 días de la GSA

NEPA DEIS finaliza el 4 de Nov. de 2024

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Comentario público:

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Comentario público:

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Additional Comments/Comentarios

Adicionales:

Signature:

Date:

Nickolas Cruz
29/10/2024





October 2024

Octubre 2024

Dear Allies and Advocates,

Estimados Aliados,

Recently, the **U.S. Environmental Protection Agency (EPA)** regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

La Administración de Servicios Ambientales (EPA) recientemente publicó un informe de la lista de alternativas viables respecto a la modernización del Puente Libre de El Paso, TX, recomendando la **eliminación del tráfico de trucks comerciales Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

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GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

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Sincerely,

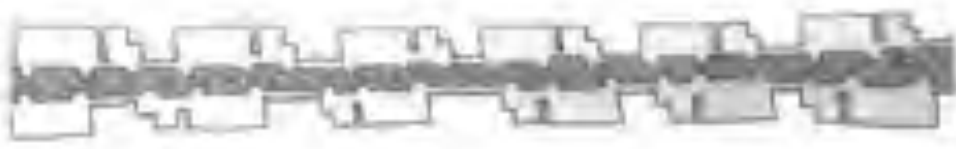
Sinceramente,

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The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and

NAME/NOMBRE:

Margarita Solorzano
2929 Candice #1

ADDRESS/DIRECCIÓN:

915 379 71 95

PHONE/TELÉFONO*:

EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

*Optional

El período de comentarios de 45 días de la GSA

NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA_comments@gsa.gov

con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4

Additional Comments/Comentarios

Adicionales:

Signature

Margarita Solorzano

Date:

10/29/24





October 2024

Octubre 2024

Dear Allies and Advocates,

Estimados Aliados,

Recently, the [U.S. Environmental Protection Agency \(EPA\)](#), regarding the Bridge of the Americas (BOTA) modernization project in El Paso, TX, recommending the **removal of commercial truck traffic from the bridge, Viable Action Alternative #4**. We are excited that the federal agency chose an alternative aligned to residents' demands for environmental justice. Though we celebrate having made it this far, we know that this decision is not yet final and that opponents have begun to surface.

La Administración de Protección Ambiental (EPA) recientemente publicó un boletín de la decisión de Impacto Ambiental respecto a la modernización del Puente Libre en El Paso, TX, recomendando la **eliminación del tráfico de trocas comerciales, Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

We are currently in a 45-day comment period that ends November 4, 2024 (11:59 CST). We encourage you and your networks to send your comments in **support of removing commercial truck traffic from El Puente Libre/ Bridge of the Americas to [EPA.com/epa/epa/epa](#)** with the subject line reading "BOTA LPOE Draft EIS."

Actualmente estamos en un periodo de comentarios de 45 días que culmina el 4 de noviembre del 2024 a las 11:59 CST. **Pedimos que usted y sus redes manden comentarios en apoyo a la eliminación de las trocas comerciales en el Puente Libre a [EPA.com/epa/epa/epa](#)** con la línea de sujeto "BOTA LOPE Draft EIS."

GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

La selección de la alternativa #4 de GSA elimina todas las operaciones de carga comercial en el Puente Libre. Esta es la única alternativa viable que cumple con el propósito y las necesidades de la modernización del puente mientras **reduce la contaminación peligrosa del aire** y el daño a las comunidades de justicia ambiental. Esta alternativa no solo es la más eficaz en costo, sino que es la única que promueve la justicia ambiental. Removiendo las trocas de carga comercial y evitando expansión de terreno innecesaria, Viable Action Alternative #4 cumple con las metas de NEPA para minimizar impactos ambientales y promover salud pública.

We invite you and your networks to **advocate for Viable Action Alternative #4: the removal of these toxic trucks from the BOTA/El Puente Libre**. Together, we can move forward with this historic possibility.

Invitamos a usted y a sus redes a abogar por Viable Action Alternative #4: la eliminación de estas trocas tóxicas del Puente Libre. Juntos nos acercamos a esta posibilidad histórica.

Sincerely,

Sinceramente,

Familias Unidas del Chamizal



Familias Unidas del Chamizal





GSA NEPA DEIS 45-day comment period ends November 4, 2024

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"BOTA LPOE Draft EIS"

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NAME/NOMBRE: Julio Guajardo

2928 Fairley Hill

ADDRESS/DIRECCIÓN: 915 27971 95

PHONE /TELÉFONO*: _____

EMAIL/CORREO* _____

AGE/EDAD*: _____

RACE/RAZA* _____
*Optional

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Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

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Additional Comments/Comentarios Adicionales:

Signature: Julio Guajardo

Date: 10/29/24





October 2024

Octubre 2024

Dear Allies and Advocates,

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La Administración de Gestión de Recursos... recientemente decidió en favor de la eliminación de las trocas comerciales... **Viable Action Alternative #4**. Estamos emocionados que la agencia federal eligió una alternativa que se alinea con las demandas de justicia ambiental de los residentes. Aunque celebramos haber llegado a este punto, sabemos que esta decisión aún no es final y que han empezado a salir los oponentes.

We are currently in a 45-day comment period that ends November 4, 2024 (11:59 CST). We encourage you and your networks to send your comments in **support of removing commercial truck traffic from El Puente Libre/ Bridge of the Americas to BOTA** with the subject line reading "BOTA LPOE Draft EIS."

Actualmente estamos en un periodo de comentarios de 45 días que culmina el 4 de noviembre del 2024 a las 11:59 CST. **Pedimos que usted y sus redes manden comentarios en apoyo a la eliminación de las trocas comerciales en el Puente Libre a BOTA** con la línea de sujeto "BOTA LOPE Draft EIS."

GSA's selection of **Viable Action Alternative #4 eliminates all commercial cargo operations** on the Bridge of the Americas (BOTA). This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

La selección de la alternativa #4 de GSA elimina todas las operaciones de carga comercial en el Puente Libre. Esta es la única alternativa viable que cumple con el propósito y las necesidades de la modernización del puente mientras **reduce la contaminación peligrosa del aire** y el daño a las comunidades de justicia ambiental. Esta alternativa no solo es la más eficaz en costo, sino que es la única que promueve la justicia ambiental. Removiendo las trocas de carga comercial y evitando expansión de terreno innecesaria, Viable Action Alternative #4 cumple con las metas de NEPA para minimizar impactos ambientales y promover salud pública.

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Sincerely,

Sinceramente,

Familias Unidas del Chamizal



Familias Unidas del Chamizal





BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE DEIS PUBLIC COMMENTS

1 message

Cemelli Aztlan <cemelli@mujerobrera.org>
To: BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Sat, Oct 19, 2024 at 2:53 PM

SEE 21 MORE COMMENTS ATTACHED

 **10 19 2024 nepa bota comments final.pdf**
2406K



GSA NEPA DEIS 45-day comment period ends November 4, 2024

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Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE: *Nyssaundra Onille*

3909 Pershing Ave Apt A

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248-525-8921

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*: *25*

RACE/RAZA*

*Optional

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Comentario público:

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Comentario público:

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Additional Comments/Comentarios Adicionales:

Signature:

Date: *10-16-24*





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NAME/NOMBRE:

FERMIN ACOSTA

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915-740-3091 79936

PHONE/TELEFONO*:

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EMAIL/CORREO*

AGE/EDAD*:

69

RACE/RAZA*

WHITE LATINO

*Optional

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Additional Comments/Comentarios

Adicionales:

I AM IN TOTAL SUPPORT
TO ELIMINATE 18 WHEELERS
FROM CROSSING THROUGH
THE BRIDGE OF AMERICAS !!!

Signature:

Fermin Acosta

Date:

10-17-2024





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NAME/NOMBRE:

FERMIN TORADO

ADDRESS/DIRECCIÓN:

915.562.0002

PHONE/TELEFONO*:

doradoengineering@sboglobal.net

EMAIL/CORREO*

AGE/EDAD*:

83

RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

GET THE 18-WHEELER

OUT OF THE BOARD

NOW!!

Signature:

Fermin Torado

Date:

10.17.24





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NAME/NOMBRE:

RICHARD O. MARTINEZ

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11917 PASEO REAL 79936

EMAIL/CORREO*

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AGE/EDAD*: 69

RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

Richard O. Martinez

Date:

17 Oct 24





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NAME/NOMBRE:

Abel Rodriguez Jr

ADDRESS/DIRECCIÓN:

4723 Leads Ave (63)

PHONE/TELEFONO*:

915-525-0531

EMAIL/CORREO*

abelace56@gmail

AGE/EDAD*:

66

RACE/RAZA* *mex/Am*

*Optional

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Additional Comments/Comentarios

Adicionales:

Stop patrolling my city please!

Signature:

Abel Rodriguez Jr

Date:

10-17-2024





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NAME/NOMBRE:

H. HOMER GALICIA

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*710 W. ESITA
915 274 1829*

PHONE/TELEFONO*:

h.ho@gsa.gov galicia@gmail.com

EMAIL/CORREO*

AGE/EDAD*: *84*

RACE/RAZA*: *Hispanic*

*Optional

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819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Signature:

Homer Galicia

Date:

10-17-24





GSA NEPA DEIS 45-day comment period ends November 4, 2024

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BOTA.nepacomments@gsa.gov

with the email subject line reading "BOTA LPOE Draft EIS"

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The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE:

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69

RACE/RAZA*

Hispanic/Chicano

*Optional

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

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Additional Comments/Comentarios

Adicionales:

Helps reduce the congestion on the free ways

Signature:

[Signature]

Date

October 17, 2024





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Additional Comments/Comentarios

Adicionales:

Signature:

Leslie Padilla

Date:

2024/10/20





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Additional Comments/Comentarios

Adicionales:

Signature:

Denise Alvarado

Date:

10/16/2024





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Additional Comments/Comentarios

Adicionales:

Signature: Maura Aguilera

Date: 10-16-24





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NAME/NOMBRE:

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Additional Comments/Comentarios

Adicionales:

Signature: *Michelle Lopez*

Date: 10/16/24





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*Optional

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Additional Comments/Comentarios

Adicionales:

[Handwritten signature]

Signature:

Date:

10-14-24





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Emma Yolanda

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EMAIL/CORREO*

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RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

B. Yolanda Castillo

Date:

10/16/24





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NAME/NOMBRE:

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AGE/EDAD*: 24 **RACE/RAZA*** _____

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature: Desiree Miller
Date: 10/16/24





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NAME/NOMBRE:

Blanca E Villa

ADDRESS/DIRECCIÓN:

Calle Dublin 733 Cambridge

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*: _____ RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature: *Blanca E. Villa*

Date: *16 Oct. 24*





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NAME/NOMBRE:

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278 S Glenwood St

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*: ____ RACE/RAZA*

*Optional

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819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Signature:

Date: 10/16/2024





GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading

"BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

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NAME/NOMBRE:

Victor M Casas

ADDRESS/DIRECCION:

38 Oregon #1

PHONE/TELEFONO*:

915 922 0352

EMAIL/CORREO*

AGE/EDAD*: ____ RACE/RAZA* ____

*Optional

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Comentario público:

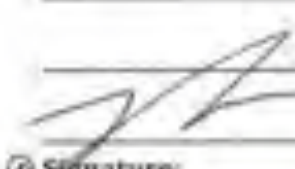
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Adicionales:


Signature: _____
Date: 16- OCT - 2024





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NAME/NOMBRE:

Katherine Vargas

ADDRESS/DIRECCION:

11557 NETTIE ROSE CIR

PHONE/TELEFONO*:

(915) 288 7007

EMAIL/CORREO*

Katherine@mujerobrevea.org

AGE/EDAD* 23 **RACE/RAZA*** Hispanic

*Optional

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Katherine Vargas

Signature

Date:





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NAME/NOMBRE:

Ana Gomez

ADDRESS/DIRECCIÓN:

4748 Camden

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*

RACE/RAZA*

*Optional

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Adicionales:

Ana Gomez

Signature:

Date: 16-OCT-2024





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NAME/NOMBRE:

*Juan Gonzalez
Jota 4/948 Camden Cir*

ADDRESS/DIRECCIÓN:

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*: _____ RACE/RAZA* _____

*Optional

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Signature:

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NAME/NOMBRE:

Teresa Loya

ADDRESS/DIRECCIÓN:

4312 Leeds

PHONE/TELEFONO*:

915-215-3588

EMAIL/CORREO*

AGE/EDAD*: _____ RACE/RAZA* _____

*Optional

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Additional Comments/Comentarios

Adicionales:

Teresa Loya

Signature: *16 OCT 2024*

Date:





BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Comment on BOTA NEPA

5 messages

cynthia renteria <renteria.cynthia@gmail.com>

Fri, Feb 23, 2024 at 7:44 PM

To: BOTA.NEPAcomments@gsa.gov

Cc: daniel.partida@gsa.gov, David Stout <Stout@epcounty.com>, Luis Sito Negron <l.negron@epcounty.com>

Good Evening,


Attached please find 31 comment forms from residents of South Central, members of the Washington Delta Neighborhood Association, and members of the Hilos de Plata Senior Center located one block east of the County Coliseum.

It is clear that everyone wants the trucks to be relocated to a different POE, so in favor of option 4.

Please confirm that you received this email, the attachments, and that they will be included as part of the official comments of the initial scoping for the EIS and NEP process.

Best,
Cynthia

31 attachments

-  **C Renteria.pdf**
2888K
-  **A Cerros.pdf**
132K
-  **R Guzman.pdf**
131K
-  **G Aceves.pdf**
130K
-  **E Solis.pdf**
140K
-  **M Madrid.pdf**
128K
-  **M Daclini.pdf**
126K
-  **M Villalobos.pdf**
142K
-  **A Treras.pdf**
131K
-  **G Escalante.pdf**
133K
-  **R Perez.pdf**
131K
-  **B Arizmendiz.pdf**
129K
-  **C Rivera.pdf**
142K

-  **A Adame.pdf**
130K
-  **C Trujillo.pdf**
122K
-  **M Estrada.pdf**
142K
-  **E Garcia.pdf**
141K
-  **D Rivera.pdf**
136K
-  **V Guerra.pdf**
143K
-  **S Moreno.pdf**
132K
-  **E Jimenez.pdf**
140K
-  **R Maria.pdf**
126K
-  **M Ceballos.pdf**
130K
-  **C Villansana.pdf**
106K
-  **L Soto.pdf**
2296K
-  **C Amparan.pdf**
2343K
-  **Q Villa.pdf**
2315K
-  **A Villa.pdf**
2628K
-  **E Gonzales.pdf**
2419K
-  **I Molina.pdf**
2376K
-  **J Pinon.pdf**
4820K

Hilda Villegas <hildavillegas021@gmail.com>

Wed, Feb 28, 2024 at 11:39 AM

To: cynthia renteria <renteria.cynthia@gmail.com>

Cc: BOTA.NEPACOMMENTS@gsa.gov, daniel.partida@gsa.gov, David Stout <Stout@epcounty.com>, Luis Sito Negron <l.negron@epcounty.com>

Hi Cinthia, yes we received the email.

[Quoted text hidden]

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Thu, Jun 13, 2024 at 2:18 PM

To: cynthia renteria <renteria.cynthia@gmail.com>

Cc: daniel.partida@gsa.gov, David Stout <Stout@epcounty.com>, Luis Sito Negron <l.negron@epcounty.com>

Cynthia / David / Sito

Will you be able to get the notice of the public meeting to the residents of South Central neighborhood, the Washington Delta Neighborhood Association, and members of the Hilos de Plata Senior Center area for whom you submitted comments? I cannot read all of the emails so I want to make make sure they are all aware of the meeting through one way or another. I am also attaching a flyer. I believe all 3 of you already received the email invitation. Please let me know if I need to try and reach out in a different manner to these 31 individuals. karla

[Quoted text hidden]

2 attachments

 **Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx**
1615K

 **Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx**
2060K

Cynthia Renteria <renteria.cynthia@gmail.com>

Thu, Jun 13, 2024 at 6:27 PM

To: BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Cc: daniel.partida@gsa.gov, David Stout <Stout@epcounty.com>, Luis Sito Negrón <L.Negrón@epcounty.com>

Hi Hilda,

I'm just looking through my emails from the GSA and getting caught up with everything since I have to do this after work now.

Also, I thought you knew, but in case you don't, I'm no longer with commissioner Stout 's office, but I'm still at the county in a different department.

I will work on getting the word out to Washington Delta Neighborhood Association and to Hilo's de Plata. Can precinct two provide copies of the flyers that Mr. Partida sent so that we can circulate them?

Best,
Cynthia

On Jun 13, 2024, at 1:18 PM, BOTA NEPA Comments <bota.nepacomments@gsa.gov> wrote:

[Quoted text hidden]

<Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx>

<Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx>

Luis "Sito" Negrón <L.Negrón@epcounty.com>

Thu, Jun 13, 2024 at 6:28 PM

To: Cynthia Renteria <renteria.cynthia@gmail.com>, BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Cc: "daniel.partida@gsa.gov" <daniel.partida@gsa.gov>, David Stout <Stout@epcounty.com>

Yes. We can coordinate printing flyers tomorrow.

[Quoted text hidden]



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NAME/NOMBRE:

Martha Dorado

ADDRESS/DIRECCIÓN:

3003 44th Ave. APT. A

PHONE/TELEFONO*:

915-222 7020

EMAIL/CORREO*

AGE/EDAD*:

63

RACE/RAZA*

Hispana

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

Martha Dorado

Date:

10/29/24





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NAM E/NOMBRE:

Cynthia Melina

ADDRESS/DIRECCIÓN:

3009 Cypress Ave.

PHONE/TELEFONO*:

915-407-1276

EMAIL/CORREO*

cynthiamelina1981@gmail.com

AGE/EDAD*: *43*

RACE/RAZA*: *Hispana*

*Optional

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Signature: *Cynthia Melina*

Date: *10-29-2024*





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NAME/NOMBRE:

Rosalba Carrasco

ADDRESS/DIRECCIÓN:

3321 Morehead Ave

PHONE/TELEFONO*:

(915) 356-6677

EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

*Optional

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The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

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Additional Comments/Comentarios

Adicionales:

Signature:

Rosalba Carrasco

Date:

10/29/24





GSA NEPA DEIS 45-day comment period ends November 4, 2024

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Public Comment:

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Public Comment:

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RACE/RAZA*

*Optional

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Additional Comments/Comentarios Adicionales:

Signature:

S. Sustaita

Date:

10-29-2024





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Additional Comments/Comentarios

Adicionales:

Excelente propuesta
Es tiempo de
tener mejor calidad
de aire ☺

Signature: [Signature]

Date: 10/2/24





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Additional Comments/Comentarios Adicionales:

Ü Ñ

Signature

Mary Garcia

Date:

10/29/24



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Additional Comments/Comentarios

Adicionales:

¡Fuera las trocas!
Respirar aire limpio es un derecho humano y de los demás seres vivos.

Signature

Jena Camp
Date: 10-27-24



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NAME/NOMBRE:

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Additional Comments/Comentarios

Adicionales:

Signature: *Jawleen Lyon*

Date: 10/29/24





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NAME/NOMBRE:

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RACE/RAZA*

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Additional Comments/Comentarios

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Signature:

Andrea Ruiz

Date:

10-29-2024





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NAME/NOMBRE:

Mariya Rodriguez

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AGE/EDAD*: 25

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Additional Comments/Comentarios

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Signature: Mariya Rodriguez

Date: 10-29-2024





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ADDRESS/DIRECCIÓN:

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AGE/EDAD*:

RACE/RAZA*

*Optional

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RACE/RAZA*

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EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

*Optional

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The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

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Additional Comments/Comentarios

Adicionales:

Signature:

Rosa Aguayo

Date:

10-29-24





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NAME/NOMBRE:

Cesarito Galindo

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PHONE/TELÉFONO:

EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

***Optional**

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NAME/NOMBRE:

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NAME/NOMBRE:

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AGE/EDAD*: _____

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Date: *10/20/24*





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NAME/NOMBRE: Margarita G. Grijalva

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AGE/EDAD*:

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Signature: Margarita G. Grijalva

Date: 10/29/24





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NAME/NOMBRE:

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50

RACE/RAZA*

White Hispanic

*Optional

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Additional Comments/Comentarios

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[Handwritten Signature]

Date:

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NAME/NOMBRE:

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42

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NAME/NOMBRE:

Victoria Greening

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AGE/EDAD*:

48

RACE/RAZA*

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*Optional

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NAME/NOMBRE:

Francisco Alfaro

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2931 Central Ave 287, El Paso, TX, 79905

PHONE/TELEFONO*:

EMAIL/CORREO*

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Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

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Additional Comments/Comentarios Adicionales:

Signature: Francis Alar

Date: 10-29-2024





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Public Comment:

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Additional Comments/Comentarios Adicionales:

Signature:

[Handwritten Signature]

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10/29/24





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Additional Comments/Comentarios

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Signature:

Daniel Lefebvre

Date:

10/29/24





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Signature:

Date:

29-OCT-2024





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Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios Adicionales:

Signature: *[Handwritten Signature]*

Date: *10-29-2024*





GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading

"BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE:

Ana Karen Gomez

ADDRESS/DIRECCIÓN:

448 Valle So. NE

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

*Optional

El período de comentarios de 45 días de la GSA

NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

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con el asunto del correo electrónico que diga

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Additional Comments/Comentarios

Adicionales:

Signature:

[Handwritten signature]

Date:

29-01-2024





**COUNTY OF EL PASO
DAVID C. STOUT
COUNTY COMMISSIONER, PRECINCT TWO**

July 22nd, 2024

Honorable Karla R. Carmichael

NEPA Program Manager, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St. Room 12-B
Fort Worth, Texas 76102

Honorable GSA Officials:

After the most recent GSA meeting, the Chamizal community, their neighbors, and public health advocates celebrated the inclusion of Action Alternative #4 which removes commercial traffic entirely from the Bridge of the Americas modernization project. As we in El Paso County await the Environmental Impact Statement from NEPA, we want to make it clear: we must stop acting to the detriment of the already vulnerable people in these South-Central El Paso communities, and we must take the opportunity presented to us and follow through with Action Alternative #4.

We appreciate the GSA's flexibility and responsiveness to the community so far. We urge you to continue your commitment to the community. We also ask for clarification on the details of Action Alternative #1A. It is our understanding that AA#1A introduces the possibility of the removal of commercial traffic in the future, some questions that arise:

1. What would be the logistical process for removing the commercial traffic in the future?
2. What is the initial cost to implement the flexible high-low booths?
3. What are the costs associated with the transition to the "future no commercial option"?
4. If it were to transition to the "future no commercial option" what would become of the truck inspection area?
5. What would the decision-making process and criteria be for deciding if and when to remove the traffic?
6. Is there an idea for a timeline once the decision is made to remove the traffic?

We hope you can answer these questions. We strongly believe Action Alternative #4 is the best option for the communities most affected by the pollution in the area, for the well-being of the citizens of El Paso County, and for the public and economic health of the Paso Del Norte region and we urge you to move forward with this action alternative.

Sincerely,

David C. Stout
County Commissioner
El Paso County, Precinct 2

**An Equal Opportunity Employer
500 E. San Antonio Suite 301, El Paso, TX 79901
Phone: (915) 546-2111 Fax: (915)543-3854
Email:commissioner2@epcounty.com**



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Comentario público:

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NAME/NOMBRE: Jessenia de la Cruz

ADDRESS/DIRECCIÓN: 1107 S. Durbin St. Venus TX 76089

PHONE/TELEFONO*: _____

EMAIL/CORREO* _____

AGE/EDAD*: _____ RACE/RAZA* _____

*Optional

Additional Comments/Comentarios Adicionales:

Signature: Jessenia de la Cruz

Date: 10/24/24



OFFICE OF CITY REPRESENTATIVE
CHRIS CANALES
EL PASO CITY COUNCIL DISTRICT 8

February 7, 2024

To whom it may concern:

I am writing to you representing the interests and concerns that I share with many of my constituents in District 8 and in consideration of the significant role of the Bridge of the Americas Land Port of Entry (BOTA) as a vital gateway between El Paso and Ciudad Juárez. I wish to express my position on the ongoing modernization project for BOTA, with particular concern for the role of commercial traffic in the Port's future. I recognize the importance of modernizing our infrastructure to meet evolving standards and demands, and I appreciate the efforts of the General Services Administration (GSA) in overseeing this significant project. I value the opportunity for public input provided through public meetings and scoping sessions, and that is why I am submitting this letter to be considered as part of the National Environmental Policy Act (NEPA) scoping process that the GSA is currently engaged in.

Having reviewed community feedback and concerns, as well as alternative proposals presented during the public scoping meeting on December 13, 2023 including *Action Alternative #4– No Commercial Traffic*, there has emerged a prevailing sentiment among area residents regarding the impact of commercial vehicle traffic. Many community members, including representatives from various neighborhood associations and advocacy groups, have expressed serious misgivings about the adverse effects of idling commercial vehicles on air quality, public health, and the overall well-being of nearby residents. In light of these concerns, which are backed by historical data on air quality and the incidence of respiratory disease, I am writing to formally convey my preference for the removal of commercial truck traffic from the Bridge of the Americas, a preference that I also shared when I met with the GSA's Regional Project Manager Daniel Partida several months ago. I believe that such an adjustment would align with the City of El Paso's commitment to the health and welfare of our residents and contribute to the sustainability and livability of the surrounding communities. I want to commend the GSA and its Federal government counterparts for the work already done leading up to the public presentation of Alternative #4, including significant consultation with our critically important partners in Mexico.

I recognize the crucial importance of cross-border trade and connectivity. However, I firmly believe that any modernization efforts should also prioritize the safety, health, and quality of life of the residents who call El Paso home. I understand that the GSA is undertaking a comprehensive Environmental Impact Statement (EIS) as part of the NEPA process to assess the various alternatives and their potential implications. I encourage the GSA to consider the input received from the community and explore alternatives that mitigate concerns related to commercial truck traffic while still achieving the overall objectives of the modernization project. Other El Paso-area ports of entry with less densely populated surrounding areas, particularly those in nearby Tornillo and Santa Teresa, are uniquely positioned to absorb the commercial traffic demand of the region with significantly less impact.

I am committed to working collaboratively with the GSA, federal agencies, and the community to ensure that the modernization of the Bridge of the Americas aligns with the best interests of the residents of my district. I appreciate your attention to this matter and look forward to continued dialogue and cooperation. Thank you for your dedication to this critical project, and I anticipate positive outcomes that will benefit BOTA's users, stakeholders, and community members alike across the El Paso Borderland region.

Good wishes,

Chris Canales
City Representative
El Paso City Council, District 8

cc: Hon. Mayor of El Paso Oscar Leeser
Hon. Members of the El Paso City Council
El Paso Interim City Manager Cary Westin
Eduardo Calvo, Executive Director, El Paso MPO
Daniel Partida, Regional Project Manager, GSA
Karla R. Carmichael, NEPA Program Manager, GSA



November 14, 2024

U.S. General Services Administration
Attention: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Ms. Carmichael,

I am writing to express my strong support for Alternative 4 in the GSA's Draft EIS for the proposed modernization of the Bridge of the Americas (BOTA) Land Port of Entry. As the City Representative for District 8 in El Paso, Alternative 4 offers a critical opportunity to address the long-standing issues at one of our busiest border crossings, particularly those that impact the health, safety, and quality of life in surrounding neighborhoods, some of which are in my district.

A key strength of Alternative 4 is the complete removal of commercial truck traffic from the BOTA. This change will directly benefit neighborhoods like Barrio Chamizal, which for years has endured the noise, congestion, and air pollution caused by heavy truck traffic. By eliminating commercial vehicle traffic from the port, this alternative will significantly reduce emissions, making the air cleaner and the streets safer and quieter. This is a meaningful step toward environmental justice, especially for communities that have long been affected by poor air quality and health risks associated with diesel emissions including significantly increased incidence of asthma and various cancers.

With only 4.4 acres of land acquisition required, this plan is both cost-effective and minimally disruptive to the surrounding area. Additionally, Alternative 4's design increases the capacity for private vehicles, improving traffic flow and reducing wait times for travelers. This approach will lead to a smoother, more efficient operation for El Pasoans who depend on this crossing for daily commutes and family visits. This may also have a positive impact on congestion on Interstate 10.

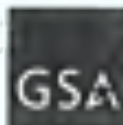
The residents of Barrio Chamizal, represented by the neighborhood association Familias Unidas del Chamizal, have long advocated for eliminating commercial traffic and improving air quality. This alternative directly responds to their concerns, and I strongly support their call for meaningful change. I applaud the GSA for hearing their concerns.

In conclusion, I believe Alternative 4 is the best choice for the future of the Bridge of the Americas. It balances efficiency, environmental sustainability, and the well-being of our communities. I urge the GSA to move forward with this alternative for the benefit of El Paso and its residents. This investment in the modernization of BOTA is a generational opportunity for our community, and I am appreciative that the project is being conducted in a manner that reflects the interests, concerns, and wishes of nearby residents who stand to most directly feel the future impacts.

Good wishes,

A handwritten signature in blue ink, appearing to read "Chris", with a stylized flourish at the end.

Chris Canales
El Paso City Council, District 8



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE

Alexander Adams

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

5935 Jensen Rd.

TELEPHONE/TELÉFONO

915-319-7848

EMAIL/ CORREO ELECTRÓNICO

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

Karla R. Carmichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-8, FW, TX 76102

BOTA.NEPACOMMENTS@gsa.gov

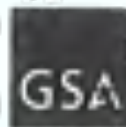
Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección.

Karla R. Carmichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-8, FW, TX 76102.

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

I would like the connection TRUCKS off the FREE beds.
(Candora)



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE	ANA M CERROS
ORGANIZATION/ ORGANIZACIÓN	Hilos de Plata
ADDRESS/DIRECCIÓN	260 S Clark
TELEPHONE/TELÉFONO	(915) 246-9990
EMAIL/ CORREO ELECTRÓNICO	

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GSA/PBS, Facilities Management and Services Programs Division
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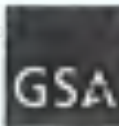
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COMMENTS/COMENTARIOS:
Mucha contaminación y Ruido y tráfico



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas December 13, 2023

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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE AGU 5 Tin. CONTRERAS

ORGANIZATION/ ORGANIZACIÓN HILOS DE PLATA

ADDRESS/DIRECCIÓN _____

TELEPHONE/TELÉFONO 915 433-8569

EMAIL/ CORREO ELECTRÓNICO _____

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GSA/PBS, Facilities Management and Services Programs Division
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COMMENTS/COMENTARIOS:

Que todo este vie. que el comedor

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 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Alicia Villa
 ORGANIZATION/ ORGANIZACIÓN Washington/Delta WA
 ADDRESS/DIRECCIÓN 139 Tobin Pl.
 TELEPHONE/TELÉFONO (915) 534-7760
 EMAIL/ CORREO ELECTRÓNICO avillafox1963@gmail.com

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COMMENTS/COMENTARIOS:

I am not against the modernization of the Bridge of the Americas but bringing more commercial trucks to our neighborhood will cause more pollution for our residents and more traffic problems. So reroute the Trucks else where. It can be done.



GSA NEPA DEIS 45-day comment period ends November 4, 2024

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September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

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Andres Gandara

NAME/NOMBRE

1009 Olive Ave

ADDRESS/DIRECCION

El Paso TX 79901

CITY/CIUDAD STATE/ESTADO ZIP CODE/CODIGO POSTAL

915 355 8940

PHONE/TELEFONO*

andresgandara17@gmail.com

EMAIL/CORREO*

Signature:

Date

08/25/24

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

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Comentario público:

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Additional Comments/Comentarios

Adicionales:

AGE/EDAD*: 31 RACE/RAZA* _____

*Optional





Response to Expansion of BOTA

1 message

Arturo Moreno <art.moreno.ep@gmail.com>

Sat, Jul 27, 2024 at 9:47 AM

To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>, Arturo Moreno <art.moreno.ep@gmail.com>

This is a reply to the options being considered for the Bridge of the Americas (BOTA) and Port of Entry (LPOE) Modernization Project in El Paso. We are recommending the option that does not allow commercial trucks, defined here as 18-wheelers, to use BOTA.

The relevant question is what is the long-term strategy for the El Paso community that will: 1) add to its quality of life; and 2) take advantage of off-shoring opportunities being generated by our country's excessive global-supply chain dependence on China. This is why my colleagues and I choose an option that excludes commercial trucks from using BOTA. Commercial traffic should be diverted away from the middle of the city to sparsely populated areas outside the city such as the Tornillo Bridge and the Santa Teresa Bridge. Long term this will reduce pollution, congestion and increase the safety of the residents that use the main corridor in El Paso, which is I-10.

Heavy pollution from diesel fumes is described by the World Health Organization as a lung cancer-causing carcinogen that contributes to the development of severe health conditions including heart disease, diabetes and Alzheimer's. Already per EPA EJ Index, the area around America's Bridge, or Barrio Chamizal, is above the 99% percentile in diesel particular matter. The American Lung Association ranked El Paso as the 14th worst city in the country for ozone pollution, giving it an F rating. Dr. Silverman, Chief of Environmental Epidemiology of the National Cancer Institute, mentioned in her 50-year study of miners exposed to diesel fuels that they have seven times the normal lung cancer risk of nonsmokers.

Substantial congestion in El Paso's main corridor I-10 will be further increased with the added traffic of 18-wheelers if one chooses any option that allows for commercial trucks to use BOTA. Many residents, especially the elderly, already stay away from I-10 due to the excessive number of 18-wheelers that makes this freeway unsafe for them. And it gets worse every year. In theory Options that allow commercial trucks to use BOTA are expected to bring significant efficiencies resulting from streamlining and modernization that could reduce pollution, but realistically and in practice these same efficiencies will attract even more 18-wheelers to this corridor in the middle of the city further exacerbating congestion and pollution from diesel fumes.

Will Options that exclude commercial trucks, adversely impact off-shoring opportunities that are currently generated and that will be further generated in the future as we try to minimize our global-supply chain dependence on China? No! Yet, if the traffic of 18-wheelers is diverted away from the middle of the city to sparsely populated areas outside such as the Tornillo Bridge on the far east side and the Santa Teresa Bridge on the far west side the whole transportation eco-system becomes more efficient. Encouraging 18-wheelers to utilize these two bridges that already exist will make for more efficient transportation of goods from the South to the North saving them significant downtime caused by very long waits at BOTA and the heavy

traffic they face in the middle of the city once they come across. A suggestion that will add to the success of this recommendation would be for the Tornillo Bridge to be strictly reserved for commercial trucking until it is further expanded.



Respons to expansion of the Americas Bridge.docx

154K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Semi truck removal from bridge

1 message

Aly Orville <alyorville22@yahoo.com>
To: BOTA.nepacomments@gsa.gov

Wed, Jul 17, 2024 at 8:15 AM

Dear GSA,

I am writing to comment on the new options you all have proposed for the renovation of the Bridge of the Americas. As our community has said numerous times, the trucks need to get off the bridge as soon as possible, and stay off the bridge.

The diesel is polluting our lungs, and there is no other urban port of entry along the US-Mexico border that has commercial traffic. Please move the trucks to a bridge that is not surrounded by residential neighborhoods, as we breathe in the diesel smoke all over central El Paso. Thus, I advocate for Action Alternative 4 which keeps all commercial traffic off the bridge. In addition, Action Alternative 1A is misleading, since it says future no commercial traffic, but there is no plan to remove the trucks. The time to remove the trucks forever is NOW.

Thanks,
Citrus

[Sent from Yahoo Mail for iPhone](#)



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

AA4

1 message

Coni salazar <conisalbu@gmail.com>

Tue, Jul 16, 2024 at 8:31 PM

To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Dear GSA,

I saw the new proposed options yall have for the renovations of Bridge of the America's and as a community member I wanted to share some thoughts. The only option for a dignified project in our community is to get the trucks off the bridge as soon as possible and for the foreseen [future.im](#) urging everyone to choose and go forward with action alternative 4. The diesel is polluting our lungs, and there is no other urban port of entry along the US-Mexico border that has commercial traffic. Please move the trucks to a bridge that is not surrounded by residential neighborhoods. I live in central El Paso and our families don't deserve to be inhaling desiel smoke 24/7. The other option is not in favor of a good relationships and health security in the future. We have to move the trucks immediately.

Appreciate it,
Aylin Perez

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Alejandro <gdelallave52@gmail.com>
To: BOTA.nepacomments@gsa.gov

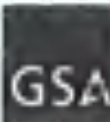
Mon, Sep 23, 2024 at 10:34 AM

Good morning,

Thank you for taking the opinion of the community into consideration, we appreciate this kind gesture. I believe all commercial trucks should not pass through the Bridge of the Americas but rather go through Canutillo or a special bridge designed only for 18-wheelers. Commercial trucks have caused heavy traffic on I-10, ramps heading to Mexico, and caos at the bridge. I appreciate the upgrades and remodeling of the bridge a few years back, but I think the whole citizens would benefit the most without the access to commercial trucks to the center of the city/main artery of daily traffic and commute of vehicles and pedestrians composed mostly of students who are absorbing all the fumes and noise of these poorly regulated trucks. Please please send them to another port of entry. Thank you again for your time and consideration, have a blessed week :)

Sincerely,

Alejandro De La Llave -



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE

Bernarda Arizmendiz

ORGANIZATION/ ORGANIZACIÓN

Hilos de plata

ADDRESS/DIRECCIÓN

594 Simpia Dr

TELEPHONE/TELÉFONO

(915) 260 10 84

EMAIL/ CORREO ELECTRÓNICO

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

BOTA.NEPACOMMENTS@gsa.gov

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección.

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

Contaminación

y el trafico no estoy de acuerdo que
traigan los trailers

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Beatriz Vera <beatrizvera00@gmail.com>
To: BOTA.nepacomments@gsa.gov

Tue, Sep 24, 2024 at 5:57 PM

Dear Sirs and Madams,

I am writing in support and in solidarity with La Mujer Obrera & Familias Unidas del Chamizal in their efforts to "Get the Trucks Out!" from the BotA LPoE. As stated in the press release from the community organizers in their effort to protect local communities from the decades of negative impact from un-clean air due to commercial freight traffic.

Respectfully,
Beatriz E. Vera

"There is nobody more dangerous than one who has been humiliated, even when you humiliate him/her rightly." Nelson Mandela



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

barbara anne welch <obscuredjinn@gmail.com>
To: BOTA.nepacomments@gsa.gov

Sat, Sep 21, 2024 at 5:06 PM

Please consider this email my support for implementing Option 4 for the Bridge of the Americas going forward. The people in the area already suffer health ramifications from the pollution from trucks idling on the bridge, so moving commercial traffic away from a densely populated area of El Paso makes the most sense. And there are definitely enough other bridges to accommodate the traffic in areas that won't jeopardize people's health.
Thank you for suggesting this as the best possible option -

Barbara Welch
[708 Camino Real Avenue](#)
[El Paso, Texas 79922](#)



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Blank Bruno <nulltranq.info@gmail.com>
To: BOTA.nepacomments@gsa.gov

Thu, Oct 10, 2024 at 4:42 PM

My name is Blank Bruno, and I am a resident of El Paso. My address is [2302 Magoffin Ave, El Paso, TX](#).

I am writing in support of the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

ADDITIONAL COMMENTS

Regards,

Blank Bruno



GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading "BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE:

Phillip Barazz

ADDRESS/DIRECCIÓN:

915-494-5922

PHONE/TELEFONO*:

phillipbarazz1@gmail.com

EMAIL/CORREO*

AGE/EDAD*:

50

RACE/RAZA*

White/Blanco

*Optional

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA.nepacomments@gsa.gov

con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

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Additional Comments/Comentarios

Adicionales:

Signature:

[Signature]

Date:

10/29/2024





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NAME/NOMBRE:

Tania M. Guerrero

ADDRESS/DIRECCIÓN:

PHONE/TELEFONO*:

202.733.7431

EMAIL/CORREO*

taniamarieguerrero@gmail.com

AGE/EDAD*:

42

RACE/RAZA*

*Optional

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NAME / NOMBRE:

Victoria Greening

ADDRESS / DIRECCIÓN:

PHONE / TELEFONO*:

Kiki.zoe@gmail.com

EMAIL / CORREO*

AGE / EDAD*:

RACE / RAZA*

*Optional

48
W/H

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Additional Comments / Comentarios

Adicionales:

Signature

Date:

[Signature]
10/29/24





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NAME/NOMBRE:

Mark Suenz

ADDRESS/DIRECCIÓN:

819 915 373-3029

PHONE/TELEFONO*:

marksuenz@gmail.com

EMAIL/CORREO*

AGE/EDAD*:

46

RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature

[Handwritten Signature]

Date:

10/29/2024





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NAME/NOMBRE:

Francisco Alfaro

ADDRESS/DIRECCIÓN:

2931 Central Ave 287, El Paso TX, 79905

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

*Optional

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Comentario público:

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Additional Comments/Comentarios

Adicionales:

Signature: Francis Alfaro

Date: 10-29-2024





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NAME/NOMBRE:

Lourdes Garcia

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6805 Marble Canyon

PHONE/TELEFONO*:

915 503 3016

EMAIL/CORREO*:

lwg5103@gmail.com

AGE/EDAD*:

40

RACE/RAZA*:

F

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature

[Handwritten Signature]

Date:

10/29/24





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NAME/NOMBRE:

Mañelena Banuelos

ADDRESS/DIRECCIÓN:

768 Dr. El Paso TX 79912

PHONE/TELÉFONO*:

(915) 258-5797

EMAIL/CORREO*

banuelosmañelena@gmail.com

AGE/EDAD*:

27

RACE/RAZA*

*Optional

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Adicionales:

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Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE:

Lilbeth Zabala

ADDRESS/DIRECCION:

516 Macmillan St

PHONE/TELEFONO*:

915 303 2214

EMAIL/CORREO*:

LilbethZabala@gmail.com

AGE/EDAD*:

56

RACE/RAZA*

*Optional

El período de comentarios de 45 días de la GSA

NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA.nepacomments@gsa.gov

con el asunto del correo electrónico que diga

"BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Signature:

Date





GSA NEPA DEIS 45-day comment period ends November 4, 2024

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NAME/NOMBRE:

Scott Wright Lt

ADDRESS/DIRECCIÓN:

816 Mayfield Ave

PHONE/TELÉFONO*:

El Paso TX

EMAIL/CORREO*

swright2000@gmail.com

AGE/EDAD*:

RACE/RAZA*

*Optional

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NAME/NOMBRE:

DANIEL LEFERVRE

ADDRESS/DIRECCIÓN:

2921 1ST AVE N SEATTLE

PHONE/TELEFONO*:

(206) 475-0136 WA 98109

EMAIL/CORREO*

frenchman429@gmail.com

AGE/EDAD*:

71

RACE/RAZA*

*Optional

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Additional Comments/Comentarios

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Signature:

Daniel Lefervre

Date:

10/29/24





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Additional Comments/Comentarios

Adicionales:

Signature: Daniel Lefervre

Date: 10/29/24





City Representative Josh Acevedo, Ed.D. District 2

February 23, 2024

To the U.S. General Services Administration:

As you consider several plans for the proposed modernization of the Bridge of the Americas (BOTA), I write in support of “Action Alternative Four – No Commercial Traffic” to be submitted into the official record for the BOTA Environmental Impact Statement process. I understand that the bridge is long overdue for modernization, so I want to capitalize on this moment to remove the daily, idling truck traffic going into Mexico.

My district starts at the U.S.-Mexico border, includes the Bridge of the Americas, the Medical Center of the Americas (MCA), and is adjacent to Barrio Chamizal. I have spoken to my constituents and it is clear that the removal of trucks from the BOTA would be a breath of fresh air for the families that live, work, and go to school in this area. The residents that I represent in this area have been advocating tirelessly on behalf of their neighbors through their neighborhood associations – San Juan, Corbin/Sambrano, Val Verde, and Washington-Delta. Today, I unite my voice to these associations and constituents asking for the same thing – clean air.

This is a culmination of years and generations of people who seek justice to the callousness cast upon these immediate neighborhoods. The U.S. and Mexico agreed to end a 100-year land dispute with the signing of the Chamizal Treaty in 1963. The treaty displaced hundreds of Mexican American people and the border was physically moved. The signing of this treaty was a significant time for my mother and grandparents, as they lived in a house on Piedras Street, in the Chamizal neighborhood, from 1961 to 1967.

Over the next years, challenges for this community south of Interstate 10 continued to emerge. Organizations around basic human rights and education, La Mujer Obrera and Familias Unidas del Chamizal, have fought for clean air and safe spaces for children to learn in this area. In the 1980s, La Mujer Obrera began advocating for a public library in the Chamizal that only came to fruition in 2021.

Bowie High School, a beloved institution in the Chamizal neighborhood, was at the center of a 2010 cheating scheme that was the start of a public corruption scandal that plagued the El Paso Independent School District for several years. In 2018, EPISD moved a bus hub next to Bowie High School – ignoring concerns by families around their children breathing polluted air at school.

In 2019, I was elected to a seat on the EPISD Board of Trustees where I served until 2024. I ran because EPISD closed schools near the Bridge of the Americas without any consideration for the impact that school closures would have on families and their children. Familias Unidas del Chamizal raised environmental and safety concerns around leaving Zavala Elementary open over Beall Elementary because of the toxic exhaust that these idling trucks leave behind for children to breathe, but were once again ignored by the agencies responsible for protecting students and families.

Trade is absolutely important to our border region, but so is clean air. Many of my constituents near the BOTA have suffered through a history of displacement, polluted air, educational challenges, and health issues because of the air they are breathing where they live. The people here have had enough. They are asking us to move commercial traffic. The air in their neighborhood is bad. The decision to keep commercial traffic at BOTA is worse.

The community's ask to move commercial traffic is not without solutions. There is infrastructure in Tornillo that can accommodate commercial traffic. This is an issue we need to approach from both sides of the border. I am setting up a meeting with Ciudad Juarez Mayor Cruz Pérez Cuéllar in the coming weeks to see how we could approach the removal of trucks from both sides of the border to make sure maquiladoras and international trade can be rerouted to other neighboring ports of entry in a seamless way.

Community-oriented leadership and decision making is at the forefront of everything that I do. As the City Representative for District 2, I am asking the U.S. General Services Administration to move commercial traffic away from the Bridge of the Americas. I firmly believe that a person's zip code should not dictate the access they have to clean air, education, and other critical resources for an adequate quality of life. We have an opportunity to correct the mistakes of the past, while reimagining border trade in our binational community. Let's do it, together, through "Action Alternative Four."

Sincerely,



Josh Acevedo, Ed.D.



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Sincerely,



Josh Acevedo, Ed.D.

FROM THE DESK OF

The Acosta Family

July 24, 2024

Karla R. Carmichael
Environmental, Fire, and Safety & Health Branch
GSA/PBS, Facilities Management and Services Program Division
Greater Southwest Region 7
819 Taylor St, Rm 12-B
Forth Worth, Texas 76102

Dear Ms. Carmichael,

We'd like to thank you and the staff that was available for the June 26, 2024 meeting concerning the Bridge of the Americas in El Paso, Texas. We understand the need to upgrade parts of the BOTA to accommodate the demands of the port of entry. The material presented touts improving the capacity and functionality to meet future demand and meeting border security initiatives, all while ensuring the safety and security of employees and the traveling public, however there was no mention of the residents that have to deal with the constant traffic, pollution, and health problems that are in part attributed to the ports of entry. Lacking in this process, is a fully engaged and detailed Environmental Impact Analysis coinciding with a Health Impact Assessment on the impacted areas of El Paso. The immediate area of concern is much larger than the area around the BOTA. In fact, the greater affected area, is inundated with an overwhelming amount of health and safety concerns from a major refinery and Interstate 10 to the north, Texas Loop 375 and Mexico to the south, and is book ended by the BOTA and the Zaragoza Port of Entry. Generations of families have voiced these concerns during several meetings that have been held on the issues surrounding traffic, public safety, public health, environmental impacts, and the ports of entry.

After reviewing the information that was presented at the meeting, we concluded that the only viable option going forward is one in which NO commercial truck traffic is allowed on the BOTA port of entry. There is no justification for having commuter traffic at San Ysidro and commercial traffic at the Otay Mesa port of entry and yet the same cannot be accomplished in El Paso. Our determination is that there are too many ports of entry within the El Paso city limits and that all commercial traffic should be routed to the Tornillo port of entry. This would provide for better infrastructure and construction, lessening the need for eminent domain on residential tax payers. Secondly, any port of entry into the United States can be a target for malicious actors. A safe and secure port would be where proper infrastructure and resources can be implemented without retrofitting it into a dense urban and suburban area. If the citizens who live in the area near the border are not safe, then by definition the border is not safe. We hope that all entities are serious about climate justice. We feel our area is a case study in this approach to addressing environmental, social, and racial injustices.

Respectfully yours,



Minerva C. Acosta
Retired School Administrator/Teacher



Jorge F. Acosta Jr.
Software Engineer

FROM THE DESK OF

The Acosta Family

July 24, 2024

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Jorge F. Acosta Jr.
Software Engineer



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Bridge of the Americas Land Port of Entry Consultation

2 messages

Ignatius Harding <iharding@friars.us>
To: "BOTA.NEPAcomments@gsa.gov" <BOTA.NEPAcomments@gsa.gov>

Fri, Feb 23, 2024 at 9:35 PM

Subject: Bridge of the Americas Land Port of Entry
2024

February 22,

Brother Ignacio Harding ofm

Cabrini Migrant Ministry Fraternity

Dear U.S. GSA,

I, brother Ignacio Harding ofm, am in support of Alternative 4 for the Bridge of the Americas Land Port of Entry (BOTA LPOE) I use the bridge often and strongly suggest the removal and relocation of semi-commercial trucks and related traffic from the BOTA LPOE in both directions.

Please seek sustainable alternatives that remove the issue of idling commercial internal combustion vehicles and implement solutions that provide opportunities that don't further escalate issues present such as poor air quality for the poor in the whole surrounding area.

Why not implement public transportation on the BOTA LPOE?

Can we not find a way to implement conveyor technology for cargo loads on our international bridges?

It is of great concern to me that demolishing the El Paso County Coliseum will only devalue the area more and deconstruction is undesirable for local economics as well as maintaining the historical significance to our region.

Sincerely,

Brother Ignacio Harding ofm

Cabrini migrant Ministry

Fraternity

465 Gallagher Street

El Paso, TX 79915

The information contained in this message, including but not limited to any attachments, may be confidential. It is not intended for transmission to, or receipt by, any unauthorized persons. If you have received this message in error, please (i) do not read it, (ii) reply to the sender that you received the message in error, and (iii) erase or destroy the message and any attachments or copies. Any disclosure, copying, distribution or reliance on the contents of this message or its attachments is strictly prohibited, and may be unlawful. Unless expressly stated otherwise, nothing contained in this message should be construed as a digital or electronic signature, nor is it intended to reflect an intention to make an agreement by electronic means.

Please consider the environment before printing this email or its attachments.

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Thu, Jun 13, 2024 at 2:42 PM

To: Ignatius Harding <iharding@friars.us>

Hello Brother Harding,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

Notice of Public Meeting Proposed Improvements at the Bridge of the Americas Land Port of Entry El Paso, Texas

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

- The meeting will be a casual come-and-go event.
- There will be a brief update of the EIS status and the remaining alternatives under consideration.
- Translators will be available and a limited number of headsets on a first come basis.
- Comments on the proposed improvements will be accepted for 30 calendar days following the meeting date.
- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

[Quoted text hidden]

2 attachments



Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx
1615K



Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx
2060K



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
 El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Carmen Campas
 ORGANIZATION/ ORGANIZACIÓN Niños De Plata
 ADDRESS/DIRECCIÓN 5637 F. Lane 12 El Paso, TX 79905
 TELEPHONE/TELÉFONO 915-325-2321
 EMAIL/ CORREO ELECTRÓNICO N/A

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

BOTA.NEPACOMMENTS@gsa.gov

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección:

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenida y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS: No Trucks or Big Semi Trucks

COMMENT FORM - PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas June 26, 2024

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Américas
Condado de El Paso, El Paso, Texas | el 26 de junio de 2024

NAME/ NOMBRE Y APELLIDO Cynthia Renteria
 ORGANIZATION/ ORGANIZACIÓN Livingston-Delta Neighborhood
 ADDRESS/DIRECCIÓN 354 Francis St.
 TELEPHONE/TELÉFONO 915-637-3020
 EMAIL/ CORREO ELECTRÓNICO renteria.cynthia@gmail.com

Please respond with any feedback, you may write on the back or include additional sheets if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JULY 26, 2024**. While we are not able to respond individually to these comments, your input is welcomed and valuable to the team and will be incorporated into the EIS document.

Karla R. Carmichael NEPA Program Manager
 Environmental, Fire and Safety & Health Branch
 GSA/PWS, Facilities Management and Services Programs Division
 819 Taylor St, Room 22-B, FW, TX 76102

QTA.NEPA.COMMENTS@gsa.gov

Por favor deje sus comentarios a la persona indicada, usted puede escribir en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy, por correo electrónico, o al código postal antes del **26 de julio de 2024** a la siguiente dirección. Su aportación es bienvenida y valiosa por nuestro equipo. Aunque no podemos responder individualmente, sus comentarios serán incorporados en el documento EIS.

Karla R. Carmichael NEPA Program Manager
 Environmental, Fire and Safety & Health Branch
 GSA/PWS, Facilities Management and Services Programs Division
 819 Taylor St, Room 22-B, FW, TX 76102

QTA.NEPA.COMMENTS@gsa.gov

COMMENTS/COMENTARIOS:

I am in favor of option 4 which relocates commercial traffic away from both



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
 El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Cynthia Renteria
 ORGANIZATION/ ORGANIZACIÓN Washington Delta NA
 ADDRESS/DIRECCIÓN 354 Erasco St.
 TELEPHONE/TELÉFONO 915-637-3026
 EMAIL/ CORREO ELECTRÓNICO renteria.cynthia@gmail.com

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

BOEA.NEPACOMMENTS@gsa.gov

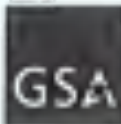
Por favor, responde con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOEA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección:

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

Stay within the existing foot print, do not move the commercial tracks east of U.S. 54 into our neighborhood relocate the tracks from Bridge of the Americas (BOEA)/Cerdova to other POE.



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE	Carolina B. Rivera
ORGANIZATION/ ORGANIZACIÓN	Hilos De Plata
ADDRESS/DIRECCIÓN	100 S. Eucalyptus #1104
TELEPHONE/TELÉFONO	(915) 834-9649
EMAIL/ CORREO ELECTRÓNICO	

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

BOTA.NEPACOMMENTS@gsa.gov

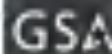
Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección.

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

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COMMENTS/COMENTARIOS:

~~It~~ Very hazardous to our breathing and health. I've been on dialysis for 15 yrs and this wouldn't make it any better. I also have issues with my lungs so please be concern for our Seniors.



COMMENT FORM - PUBLIC INFORMATIONAL MEETING

Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS

Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Carolina B Trujillo

ORGANIZATION/ ORGANIZACIÓN San Juan Association

ADDRESS/DIRECCIÓN 239 Euclid ST

TELEPHONE/TELÉFONO 915-778-7898

EMAIL/ CORREO ELECTRÓNICO

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

BOTA.NEPACOMMENTS@gsa.gov

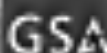
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Karla R. Carmichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102.

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

I want the 18 wheelers ~~to~~ Trucks off
The bridge (Cordova)



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas, December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE CARMEN Villasana

ORGANIZATION/ ORGANIZACIÓN Hilos De Plata

ADDRESS/DIRECCIÓN

TELEPHONE/TELÉFONO (915) 317-0422

EMAIL/ CORREO ELECTRÓNICO

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

BOTA.NEPACOMMENTS@gsa.gov

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección.

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

To much traffic for us Seniors
and for our health



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA NEPA Comments

1 message

Celia Aguilar <celia@mujerobrera.org>
To: BOTA.nepacomments@gsa.gov

Mon, Jul 22, 2024 at 1:37 PM

Without a defined plan or timeline, Alternative 1A is misleading and deceptive. The only option that is certain to get the trucks out is Alternative 4. With all of the sources of pollution already plaguing the area, the vulnerability of the residents, and the communities near the bridge being in the 99th percentile in diesel particulate matter, the only reasonable option is to get the trucks out now. Bipartisan Infrastructure funding should be used to address issues of environmental justice and Alternative 4 would do that.

--

Celia Aguilar



GSA NEPA DEIS 45-day comment period ends ~~November 4, 2024~~ **DEC. 1, 2024**

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading "BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

ERMA RIVAS

NAME/NOMBRE

312 GRAND TETON

ADDRESS/DIRECCIÓN

EL PASO TX 79912

CITY/CIUDAD STATE/ESTADO ZIP CODE/CÓDIGO POSTAL

PHONE/TELEFONO*

EMAIL/CORREO

Signature: *Erma Rivas*

Date: *11/31/2024*

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA.nepacomments@gsa.gov

con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

AGE/EDAD*: _____ RACE/RAZA* _____

*Optional





BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE DRAFT EIS

1 message

Cemelli Aztlan <cemelli@mujerobrera.org>

Mon, Dec 2, 2024 at 2:09 PM

To: BOTA NEPA Comments <bota.nepacomments@gsa.gov>, Karla Carmichael - 7PMC <karla.carmichael@gsa.gov>, Daniel Partida - 7PCA <daniel.partida@gsa.gov>, charlie.hart@gsa.gov

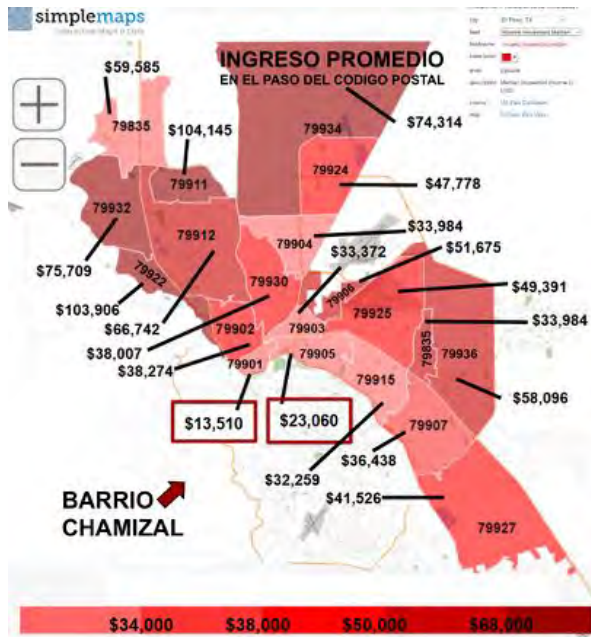
Cc: Hilda Villegas <hilda@mujerobrera.org>, "Paola Camacho(ELP)" <PCamacho@trla.org>, Celia Aguilar <celia@mujerobrera.org>, Raymond Surya <raymond.surya@mujerobrera.org>

Dear Mr. Charlie Hart, Mr. Daniel Patrída, Ms. Karla Carmichael & GSA officials/staff:

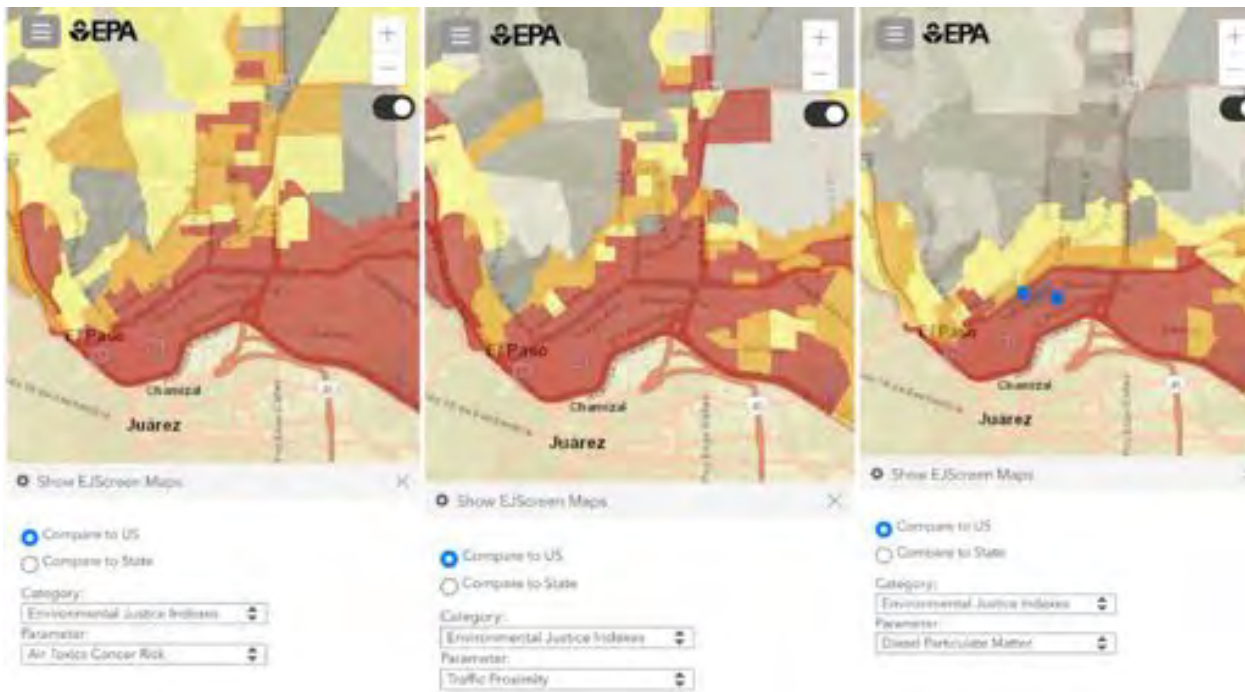
We, Familias Unidas del Chamizal, are writing to submit our concerns and demands in regards to the Bridge of the Americas (BOTA) international port-of-entry renovation project in our neighborhood - barrio Chamizal in El Paso, Texas. We, as residents who are directly affected by the emissions produced at BOTA; and whereas we, residents who are and will be directly affected by the decisions and/or consequences that result from the BOTA renovations, demand that our health be prioritized (SEE: [STATE OF PUBLIC HEALTH: EPA EJ SCREEN CHAMIZAL 2024](#)) and that the GSA finalize the recommendation of Alternative 4; which eliminates semi-truck commercial cargo operations from BOTA. This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

CUMULATIVE IMPACTS CONSIDERATION

Our neighborhood, Barrio Chamizal, is directly located on the US/Mexico border and has a predominantly poor population with more than 7000+ residents, overwhelmingly Spanish speaking families, living in a dense area, approximately 2 sq.miles. According to the 2020 Census, the two zip codes within the Chamizal neighborhood (79901 & 79905) represent median incomes in severe poverty, below \$13,500/year (79901) and below \$23,060/year (79905). Barrio Chamizal's demographics (Census Tracts 28 & 29 and portions of Census Tracts 20 & 21) include: 96.9 % Latino/a, 92.8% Spanish speaking, 81.6% low income, with the majority- 58.1% living below the poverty line, and 68.3 % of households with children under 18 in single-headed households.



The environmental injustice in barrio Chamizal overburdens residents who can least afford it. The current conditions make residents, especially children, women and elders, more susceptible to serious adverse effects on their health. The socioeconomic conditions of the families in the barrio become a major stressor when exposed to high levels of air pollution. The cumulative impacts overburdening the Chamizal community is particularly concerning because of exasperating effects. A snapshot of our neighborhood, barrio Chamizal reveals stark health disparities, varying in affects according to one’s proximity to toxic sources of pollution. Low-life expectancy and documented asthma cases double within a 2-mile radius of barrio Chamizal. The compounded effect of social and environmental injustices in south side El Paso are unseen anywhere in the city. According to EPA’s EJScreen, our asthma rates rank our neighborhood in the 80-95th percentile to other neighborhoods in the U.S. and Air Toxic Cancer Risk rank in the 95-100th percentile. The Climate & Economic Justice Screening Tool (CEJST) qualifies the Chamizal neighborhood as historically underinvested, in the 99th percentile for poverty and ranks the neighborhood in the 95th percentile for lacking green space. The EPA IRA Disadvantaged Communities Map designated barrio Chamizal as disadvantaged and the EPA Environmental Justice Screen ranks the Chamizal neighborhood in the 95-100 percentile in all the following: Ozone, Diesel Particulate Matter, Air Toxics Cancer Risk (Lifetime cancer risk from inhalation of air toxics), Traffic Proximity, Lead Paint, RMP Facilities (potential chemical accident management plan), Hazardous Waste Proximity (hazardous waste management facilities) (TSDFs & LQGs), Underground Storage Tanks, and Wastewater Dischargers Indicator (Stream Proximity & Toxic Concentration).



CHILDREN'S HEALTH & ENVIRONMENTAL JUSTICE CONSIDERATION

Barrio Chamizal is surrounded by stark examples of environmental injustice- BOTA, the second busiest port-of-entry on the US/MEX border is overloaded with commercial semi truck traffic that emits dangerous levels of pollution everyday next to our neighborhood and schools: Bowie High School and Zavala Elementary. The children on campus are exposed to high levels of air pollution linked to life-long health issues, including cancer risks and affects to cognitive growth, including lower GPAs. Numerous studies have shown that diesel truck exposure and near highway exposure pose a grave danger and have everlasting effects in the health of children, women and elders. There is a higher risk of asthma for children living within ½ mile of a highway and higher risk of asthma when exposed to traffic pollution at school. Among children, studies show reduced lung growth in children living within 1,640 feet of a highway. For women, long-term exposure to traffic-related air pollution is linked to premature births, breast cancer and diabetes. For adults, higher long-term exposure to traffic is associated with new cases of heart disease, and both short-term and long-term exposure to traffic-related air pollution is related to cardiovascular deaths and illness. Traffic pollution is linked to increased lung cancer in people who never smoked (See: [Resident Testimony](#)).

Total Respiratory Risk near EPISD schools

In a 2005 assessment, all schools in the EPISD district had air quality levels which the EPA says can lead to the development of respiratory illnesses. According to the EPA, respiratory risk scores above 1.0 demonstrate the potential for adverse health effects.



Pollution in EL PASO contributes to:
21 Deaths/year
55,779 Adverse Health Effects/year
Our CHILDREN are most at risk.



In October 2024, we hosted a toxic tour for EPA officials, including the EPA Region 6 Administrator and the Region 6 Pediatric Environmental Health Specialty Unit, and highlighted the hazards surrounding public schools and housing, citing the Environmental Health impacts on our children. During the tour, EPA officials noted our situation as comparable to cancer alley, one of the most polluted places in the nation. At each stop, officials witnessed the unjustifiable hazards our children are exposed to. Eliminating commercial cargo semi-trucks from BOTA would have profound environmental health effects on a community that has been overburdened for too long. The children are our navigating guides in all we do because they are our future; and though filled with potential and possibilities, they are also the most vulnerable and most susceptible to the contaminants we breathe. The negative long term health consequences that come from exposure to high emissions during critical stages of development are forever, and can negatively affect a family for multiple lifetimes.

Excerpts from article: [EL PASO MATTERS, Residents near Bridge of the Americas demand action on truck pollution; businesses warn of economic impacts](#), October 27, 2024:

Chamizal residents argue other segments of El Paso don't have to face as many challenges and sources of pollution at the same time. "We have a right to exist in a place where we are free of all these environmental stressors and environmental injustices," Villegas said. "Industry has always been considered before us, the residents." "When it comes to diesel contamination, it's super, super horrible for a child's development," Villegas said. "It's the smallest fibers, particles that go inside and get embedded in the bloodstream."

"I don't disagree with the activists from the Chamizal," Calvo, MPO director said. "You have a school (Zavala Elementary) right there in front of the bridge, and you have all the trucks not only northbound but also southbound."

RESIDENTS' PUBLIC HEALTH CONSIDERATION

Resident testimony excerpts from [EL PASO CITY COUNCIL MEETING PUBLIC COMMENTS ON OCTOBER 8, 2024](#) Agenda Item #31, regarding BOTA public health issues:

Maria Rodriguez ([video @ 2:06](#)): “I come here as a human to speak on behalf of Familias Unidas. I have been living in that area for 27 years. A year and a half ago, my son was diagnosed with cancer. The specialists do not know the reason for this diagnosis. He does not smoke, he does not do drugs. And, I personally attribute this to the contamination. And this problem of contamination is not only something that affects my family and me, who suffer from allergies continually, but it affects the whole community. If someone could take a walk through the neighborhood there, one could see that there are a lot of schools there and kids there, and everyone is constantly suffering from allergies. There are a lot of testimonies from different families, from people who are elderly, that are children, that are suffering from this contamination. In fact, there is a child here in Familias Unidas who is already tired of constantly suffering and dealing with this contamination. So I come, as a representative of Familias Unidas, to ask for a humane decision with regards to our community. I appeal to you that you can render a decision that is favorable to the health of the Barrio. I have noticed that, 24 hours a day, there are commercial trucks that are crossing back and forth between the US and Mexico every day, and the smoke that comes from the trucks is black. It is totally contaminated, and this is what we are breathing. I understand that the economy is very important to you all, but something that is even more important is the health of the community around this bridge. And it’s not only the community in the Chamizal, but it’s also the people on the other side, where there are more people who are sick from illnesses such as asthma, allergies, and daily coughs. Lastly, I ask that you all please, think of us in a humane way. Put yourselves in our shoes, if you would like to and are able to, and think for a moment about the quality of life that we are experiencing in the Chamizal.”



([video @ 2:12](#)) “I am Maria Luisa de Amaya, and I am here to support everything that everyone has said here. I am a resident of the Chamizal neighborhood and I am part of Familias Unidas as well. So I come here to ask that you think of the Chamimzal neighborhood in a humane way, because it’s too much, the losses that we have already suffered. There are too many diseases here. I myself have a daughter who lost her baby, and the doctors said it was due to the contamination in the neighborhood. So this is something that is critical, and it is something beyond just respiratory conditions. I come here, thinking of this, to ask you all to really think through this. I am not asking you to send the contamination somewhere else, but know that in our community, there is no more room for more contamination. We have the recycling plants, we have the buses, and we can’t take any more. That is why I’m saying this. There are a lot of stories of the contamination, and while for me, mine is the most critical, for my friends and neighbors, they have their own stories, and their stories are the most critical. The need is big in our area, and this need is urgent. Also, in our area you have the trucks driving by Zavala Elementary, and there are a lot of children there. And I think it’s not fair, I think it’s not fair for us to have all the pollution the trucks are producing right there. Also, as I was saying, we have a lot of other sources of contamination. We have the train, we have the recycling plants, we have the

cardboard business that every so often ignites on fire. And so we can't do it anymore, we can't take anymore contamination. So I will ask you to please think of this, and realize that the need in the Chamizal area is urgent. Please take us into account, consider us. And for there to be no more deaths because of this. Thank



you.”

([video @ 2:18](#)) “I am Josefina Lerma. I come from Barrio Chamizal, I have already lived there for 38 years. I feel like we are abandoned, we are surrounded by many sources of contamination, and they are affecting our health. I have a granddaughter of 2 years, and the doctor is saying she may grow up with asthma, because she suffers from allergies often. All of my family suffers from allergies, and the doctor says that this is because of the pollution. Right now, she is sick, and there is a school there right next to the bridge, and we feel for the kids who go there. Perhaps some mothers do not realize all the pollution their children are being exposed to from their school next to the bridge, but when those kids grow up they will have health issues later on. And we don't know what that school is doing right there. We feel abandoned, like no one pays any attention to us, but we continue in our fight for the sake of our health. Right now I am good, and then tomorrow I will wake up coughing and unable to speak, and the doctor says this is because of the pollution. Sometimes the odor of the smog wakes us up. Maybe it's because our lungs are already ruined, or damaged. We are surrounded by these sources of pollution. There are schools right next to the bridge, and elderly people who are suffering from different diseases in their lungs from the pollution. Many people come here to fight for the economy or financial gain. We come to fight for our health, and the health of our kids and the health of our community. We know that there are trucks passing through there, but that's not the only bridge they can use to cross. Soon, they will have to close that bridge, and we know you will look for solutions for the trucks that will have to find another way to cross. And we hope you will keep that solution so they don't have to come back to our neighborhood. Us, what we want is our health, that of ourselves and our children



and all the children around the bridge.”

Excerpts from article: [THE GUARDIAN ‘You can taste it’: El Paso residents fear air pollution will worsen after border crossing upgrade](#), Benton Graham, published Feb. 13, 2024

‘At Bridge of the Americas, one of the region’s most popular ports of entry, this slow crawl across the border is a near daily occurrence – and residents of surrounding communities say the resulting air pollution is killing them. The port is the city’s only toll-free one, making it especially attractive to the hundreds of thousands of

commercial vehicles that cross there annually. The bridge's facilities are over 50 years old and federal regulators say they are in urgent need of revitalization. But local environmental advocates say such an effort would cater to the needs of the business owners who use the port over the health concerns of the residents who live next door. "It's a public health issue. Lives are being affected," said Cemelli de Aztlan, a community organizer with La Mujer Obrera, an El Paso organization committed to empowering working women of Mexican heritage. She worries that local leaders aren't doing enough to elevate the concerns of its most vulnerable residents. "To dismiss the health of residents and prioritize [industry] is not acceptable."

South-central El Paso has historically been home to working-class communities like the San Xavier neighborhood, where residents say their feedback on infrastructure projects has previously been ignored. Ricardo Leon has lived in San Xavier, adjacent to the Bridge of the Americas, for the majority of the last 60 years. He said he's developed a cough from exposure to diesel fumes from the trucks that cross the border every day. "They're just idling and you can smell everything. On a hot day, it's very, very irritating, annoying. You just can't stand it. Your eyes start burning, you feel it in your throat, you can taste it," Leon said.

Poor air quality has long been a community issue for this region of El Paso. The [Environmental Protection Agency](#) puts the diesel particulate matter, traffic proximity, and air toxics cancer risks in the neighborhoods surrounding the Bridge of the Americas in the 95-100th percentile range compared with the rest of the country. The American Lung Association ranked El Paso as the 14th worst city in the US for ozone pollution, giving it an F rating.

Penelope Quintana, a public health professor at San Diego State University who studies the impact of idling trucks near ports of entry, said air pollution from vehicles can increase the incidence of asthma, heart disease and type 2 diabetes. "Heavy duty trucks spew out much more pollution than passenger vehicles, and it tends to be very toxic pollution," Quintana said.

Indeed, south-central El Paso has some of the city's highest asthma rates, with all US census tracts in the area [above the 8% national average, according to](#) the Maps for Equity project. Leon and his neighbors worry pollution could get even worse if the federal government's \$700m investment in revamping the Bridge of Americas expands the port and encourages more companies to open factories in nearby Mexico. The port currently sees [200,000 commercial trucks cross yearly.](#)'

CITY CLIMATE ACTION PLAN CONSIDERATION

According to the City's Regional Climate Action Plan, transportation is the # 1 source of air pollution and generates 40% of greenhouse gas emissions in our region. Removing the idling commercial semi-trucks from BOTA is in alignment with the Climate Action Plan: <https://www.elpasotexas.gov/assets/Documents/CoEP/Community-Development/Climate-Action/EP-Priority-Climate-Action-Plan-03.01.2024.pdf> (pg v)

NAAQS PM 2.5 UPDATE CONSIDERATION

We, as residents, have been paying a high toll on our health because of long overdue environmental injustices in our neighborhood. In 2023, when we traveled to Washington DC to present resident testimonies alerting the federal government of the soot & smog public health crisis, we spoke to EPA leadership, to

include the Office of Air and Radiation and Office of Environmental Justice, the White House Climate Policy Office, the Senate Environment and Public Works Committee, and we advocated for stricter Clean Air Act national standards for soot and smog, which are overwhelmingly emitted from semi trucks and refineries. In October 2023, the EPA updated the Clean Air Act standards on soot (PM2.5) to a stricter standard, strengthening protections from 12 µg/m³ to 9 µg/m³. This newly established standard would classify El Paso as not meeting standards (non-attainment) when it goes into effect in 2025 if El Paso does nothing to address the PM2.5 pollution now. Additionally, the Draft EIS includes the old NAAQS standard for annual PM 2.5 of 12 ug/m³. The standard was approved/updated to 9 ug/m³ on February 7, 2024 (Below is page 1-17 of the EIS, which needs to be updated to the new NAAQS standard):

Table 1-6. National Ambient Air Quality Standards Primary and Secondary NAAQS.

Air Pollutant	Averaging Time	Primary NAAQS ¹	Secondary NAAQS ²
CO	1-hour	35 ppm	None
	8-hour	9 ppm	None
NO ₂	1-hour	0.10 ppm	None
	Annual	0.053 ppm	0.053 ppm
SO ₂	3-hour	0.075 ppm	0.50 ppm
	1-hour		None
PM ₁₀	24-hour	150 µg/m ³	150 µg/m ³
PM _{2.5}	Annual	12.0 µg/m ³	15.0 µg/m ³
	24-hour	35 µg/m ³	25 µg/m ³
O ₃	8-hour	0.070 ppm	0.070 ppm
Pb	Rolling 3-month average	0.15 µg/m ³	0.15 µg/m ³

The elimination of the commercial cargo operations from BOTA would greatly reduce the congestion problem, and as cited in the initial BOTA NEPA DEIS, and would create at least a 33% decrease in toxic air pollution. The reduction of emissions is evident when we evaluate the dates in which the Governor of Texas shut down cargo from the BOTA during the following dates: September 15, 2023-October 10, 2023. Reviewing data (SEE ATTACHED) from when the bridge was closed to commercial traffic, one can see how much the idling diesel trucks contribute to Particulate Matter pollution. Data from the TCEQ Continuous Air Monitor shows that from 09/15/2023 to 10/10/2023, while the bridge was closed to commercial traffic, PM 2.5 averaged **8.36 ug/m³**. This is below the updated NAAQS Standard of 9 ug/m³. The month prior from 8/15/2023 to 9/10/2023, PM 2.5 averaged **9.11 ug/m³**, while the month after from 10/15/2023 to 11/10/2023, PM 2.5 averaged **9.75 ug/m³**. Thus, only the month without the diesel trucks was in compliance with the new NAAQS standards for PM 2.5.

TORNILLO INTERNATIONAL PORT-OF-ENTRY CONSIDERATION

When the Tornillo port-of-entry was planned and constructed, the intention was for international cargo trucks. Though the BOTA was not built to withstand the weight and ware of impacts of the commercial semi-trucks, the Tornillo port-of-entry was built with the intention of withstanding heavy semi trucks while processing that international cargo (see [El Paso Times article](#)). Yet, **the DEIS does not consider the potential of the Tornillo POE in accommodating the rerouted trucks from BOTA and/or Zaragoza/Ysleta POE.** Both Congresswoman Escobar and the CPB have stated that the Tornillo POE is ready to process 1000 commercial trucks per day. This needs to be considered in the NEPA evaluation.

Furthermore, considering that the majority of cargo is destined to the El Paso Airport, it is important to note

that there is an airport in Tornillo, too, and the potential of rerouting commercial trucks in that direction should be considered.

DECOMMISSIONED SEMI-TRUCKS CONSIDERATION

For years, the Mexican government has allowed for the sale of outdated U.S. semi-trucks to those willing to buy in Mexico. These trucks are not allowed to travel throughout the United States, yet there is an exception made around the border for these decommissioned semi-trucks, which are considered 'short-distance' trucks and are 'allowed' to travel a few miles (12mi) into the US despite **NOT** meeting national standards and regulations. (See the [commercial zone](#), which has been expanded to include the Tornillo POE.) The majority of commercial semi-trucks crossing the BOTA daily are those decommissioned semi-trucks the US does not allow to travel here because they do not meet emission standards (SEE PICTURE OF BLACK SOOT ON SEMI-TRUCK NEXT TO ZAVALA ELEMENTARY, HEADED SOUTH TOWARD BOTA) These semi-trucks are not the 'cleaner' less soot producing semi-trucks used in California; the semi-trucks passing at the BOTA each and every day are the decommissioned ones that the US government does not allow to travel anywhere else in the US. This reality should be considered and weighed when estimating the air contaminants from these semi-trucks crossing the bridge, in addition to how these specific types of decommissioned semi-trucks further affect our health. 'Death by a thousand cuts' has been said to describe the long history of waivers, exceptions, and loopholes that exclude our community from basic rights and protections that most people take for granted.



A [2018 study](#) reveals large diesel trucks to be the greatest contributors to harmful black carbon emissions close to major roadways, indicating that vehicle types matter more than traffic volume for near-road air pollution. "Whether it be cancer, respiratory problems, cardiac problems or neurodegenerative problems, there are numerous adverse health effects associated with the chemicals in these emissions. If we were able to reduce emission of pollutants like black carbon, we would also see an immediate climate benefit."

Further, there needs to be consistency in evaluating air quality impacts, specifically imputing projections that might only account for standard semi-trucks vs. decommissioned semi-trucks, and/or diesel semi-trucks vs. POVs. Further, when calculating projections for both BOTA Option 1 and Alternative 4, inputs should be consistent and based in reality, and as previously pointed out, Option 1's projections should include semi-trucks, as the misleading title: Future No Trucks, does not plan for nor does it guarantee an actual truck free future.

Also, the non-attainment status, extreme poverty, lack of adequate resources and infrastructure should be considered, as the commercial semi-trucks have been damaging our public roads yet do not contribute to the maintenance of those roads. The commercial semi-trucks should be rerouted to POEs that collect tolls in order to ensure contribution to maintaining the roads, ports and bridges that the industry depends on.

NEIGHBORHOOD & PUBLIC SCHOOLS PROXIMITY CONSIDERATION

Those involved in the planning have expressed concerns about shifting one environmental problem to another area, yet no one is considering the distance and proximity to the POE's, as the BOTA is the ONLY POE with commercial traffic in a neighborhood. The other POE's are more than 2 miles away from the POE, thus lessening exposure risks from emissions. BOTA is directly next to two Title I public schools, Zavala Elementary School and Bowie High School; and is located in one of the poorest neighborhoods in the city of El Paso, TX. For years, Zavala Elementary has dealt with substandard cooling systems, where windows are often opened for ventilation, yet no one is calculating the health effects that the dangerous fine particulate matter has on those children. Included is a snapshot of areas of expected ultrafine particle exposure, noting the proximity of both Zavala Elementary School, and Bowie H.S. (next to Chamizal National Park):



Figure 12. Areas of expected ultrafine particle exposure above background levels.

WIND PATTERN CONSIDERATION

On particularly windy days, the air quality worsens to unbearable conditions (SEE EPA AIRNOW 839 AQI). There are numerous hazardous particles in the hard, swirling winds that we would like NEPA EIS to access and consider. Further, the wind patterns in each POE should be considered, given that the BOTA is feeding into the Chamizal neighborhoods, of which the land area's topography is basin like and the wind patterns circle the pollution problem directly into the neighborhoods and schools, creating a circling accumulation of airborne particulates as well as particulates settling on the soil that get kicked back up by winds and movement. In comparison to the Ysleta/Zaragoza POE, the wind patterns in that area blow towards the commercially-zoned area of warehouses (SEE CITY ZONING NOTICE). Also, the expectation of POV's rerouting their commute to BOTA should alleviate traffic wait times at other POEs.

RECOGNIZE UNIQUENESS OF BOTA: THE ONLY FREE POE ON US/MEX BORDER

In 1963, when the U.S. and Mexico declared the official international boundary between the two countries with the Treaty of Chamizal. As a result, the river was dammed in concrete and our community was divided between two countries. At that time, during the planning process, residents were discriminated against and left out of negotiations. Families shuffled and scrambled into ‘new territory’ as boundary lines were drawn. Many unjustly lost their homes and their community. Residents of the Chamizal demanded inclusion and reparations. The concessions they fought for and won included: the establishment of a new school, Bowie High School; the establishment of Chamizal National Park to preserve the natural integrity of the environment; and a toll-free international port of entry for residents to cross freely between the two nations that divided the Chamizal community, The Bridge of the Americas, commonly known as El Puente Libre (“the free bridge”). The concessions made did not make up for all that was lost - yet residents hoped that these spaces would protect the Chamizal community from displacement.

Today, BOTA is the only toll free POE on the US/Mexico border. The Treaty of Chamizal was designed to bring two sister cities together as one community, now divided by international boundaries, yet the maquiladora semi-trucks have taken over BOTA. The two POE’s in downtown, near our neighborhood: Stanton & Paso del Norte POE’s do not allow commercial semi-trucks, yet the BOTA POE in our neighborhood is overloaded with commercial semi-trucks. We, as residents of barrio Chamizal - one of the poorest neighborhoods in the US- should be able to use the BOTA toll free daily, yet because of the congestion from semi-truck pollution, often opt to travel via the downtown POE’s, paying the tolls in order to avoid unbearable high levels of pollution. Worse, all our barrio schools are surrounded by serious sources of pollution. Bowie High School sits between a massive bus hub, an international port of entry overloaded with semi-trucks. Our neighborhood is treated as a dumping ground for international trade, as our schools and housing are under a cloud of pollutants that enter our lungs, hearts, brains, and blood on a daily basis. The Chamizal National Park, which students once walked through on their way to school, is now fenced and guarded, access limited, often denied. El Puente Libre, the only toll-free bridge along the U.S. - Mexico border intended for the people, is overloaded with polluting semi-trucks transporting products and industrial waste from the NAFTA maquiladora industry in Ciudad Juarez, Mexico.

MAINTAIN NATURAL INTEGRITY OF THE CHAMIZAL CONSIDERATION

Since the Treaty of Chamizal (1963), both the US and Mexico have promised to maintain the natural integrity of the land, as expressed through the establishment of Chamizal National Park (US) and Parque Chamizal (MEX). Recently, in 2024, the Mexican government declared Parque Chamizal an ecological restoration zone. [“El Chamizal is of historical, socioeconomic and cultural importance, since it is part of the identity of the people of Juárez, as a space for recreation and contact with the natural environment, immersed in the urban area of more than one and a half million inhabitants,” the presidential decree states.](#) The Parque Chamizal ecological restoration zone declaration states the following:

- Ecosystem restoration must be carried out in order to recover the continuity of ecological processes.
- The reintroduction or repopulation of wildlife must be carried out with native species or with species compatible with the original ecosystems but must not compromise or impact the recovery of other native species.
- The eradication or control of exotic, invasive exotic or harmful species must not impact the ecological and evolutionary processes.
- Scientific research and collection, environmental monitoring and environmental education must be carried out in such a way that they do not affect the restoration process and do not involve the

installation of infrastructure.

- Environmental education must be carried out in such a way that it does not alter the restoration process, nor the habitat or viability of wildlife species and populations, and does not involve the installation of infrastructure.
- Tourism and any other recreational activity may only be carried out outside the reforestation zones to be determined.
- The construction and maintenance of infrastructure in the reforestation areas that are determined is only permitted for activities related to the restoration.

Parque Chamizal in Juarez, MX is 320 acres of land adjacent to the BOTA and any and all future planning for BOTA should consider, calculate and respect the integrity of the ecological life that exists and will be restored at the Parque Chamizal.

LETTERS OF SUPPORT FROM ELECTED OFFICIALS CONSIDERATION

As we enter into the final planning stages of this historic funding, we know that the multinational export industries are countering any plans to remove the commercial trucks from the Bridge of the Americas/El Puente Libre, citing a supposed financial burden. The power structure has depended on these exploitative practices for so long, but resident's health has never been considered as part of the 'bottom-line.' The reality is that the maquiladora industry, a billion dollar per month industry, can afford to cross their products without jeopardizing the health and safety of vulnerable populations. We, as residents, have gained the support of our elected officials to ensure our environmental health is prioritized, and both the county commissioners court and the city council to unanimously voted in favor of sending a letter of support to GSA for removing the commercial trucks from BOTA (SEE ATTACHED).

We, as the Familias Unidas del Chamizal Neighborhood Association, urge the GSA to commit to Alternative 4, and remove the commercial cargo trucks from El Puente Libre/ The Bridge of the Americas (BOTA) in El Paso, TX. We have a once-in-a-lifetime opportunity to plan for a better future with these historic funds. Please address the long-overdue public health crisis in barrio Chamizal, and protect the health and civil rights of families who live here by fulfilling the promise and intent of these important federal funds. Removing the commercial trucks from El Puente/BOTA is in the best interest of the city of El Paso and will have long term benefits for generations to come. Thank you.

Respectfully,

Hilda Villegas & Cemelli de Aztlan

President & Secretary










Familias Unidas del Chamizal Neighborhood Association

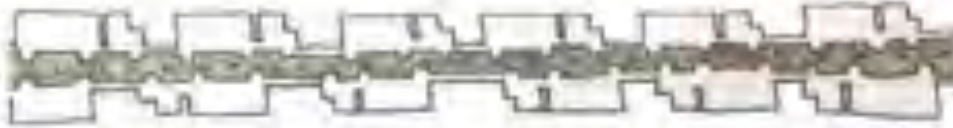
ATTACHMENTS: FAMILIAS UNIDAS DEL CHAMIZAL BOTA NEPA DEIS LETTER PDF ATTACHED; CITATIONS, ELECTED OFFICIALS LETTERS OF SUPPORT; 109 COMMUNITY PUBLIC COMMENTS PDFs, AIR QUALITY DATA, PUBLIC HEALTH SNAPSHOTS & NEWS ARTICLE LINKS



FUDC EL ESTADO DE SALUD 2024

9 attachments

-  **BOTA NEPA 12 01 2024 REFERENCE ATTACHMENTS.pdf**
1150K
-  **Air Quality Data_v3.xlsx**
17K
-  **Air Quality Data_v2.xlsx**
14K
-  **Reports_v2.xlsx**
1448K
-  **Reports_v3.xlsx**
1869K
-  **Reports_v2_updated.xlsx**
1625K
-  **elected officials letters of support 2024.pdf**
3129K
-  **BOTA DEIS NEPA 109 COMMENTS SUBMITTED 12 01 2024.pdf**
11309K
-  **FINAL FAMILIAS UNIDAS DEL CHAMIZAL NEPA BOTA LETTER 12 02 2024.pdf**
1130K



GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading

"BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

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El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA.nepacomments@gsa.gov

con el asunto del correo electrónico que diga

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Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

AGE/EDAD*: *31* RACE/RAZA*

*Optional





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*Optional





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Additional Comments/Comentarios

Adicionales:

El puente es de la gente no de las maquilas!!

AGE/EDAD*: *25* RACE/RAZA* *Hispanic*
*Optional





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Comentario público:

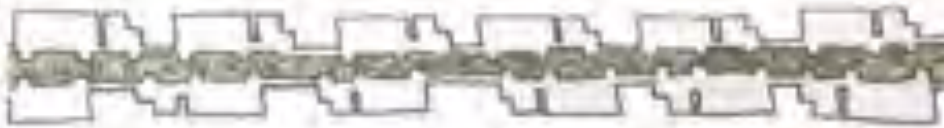
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Additional Comments/Comentarios Adicionales:

AGE/EDAD*: _____ RACE/RAZA*

*Optional





GSA NEPA DEIS 45-day comment period ends November 4, 2024

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The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

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Public Comment:

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Patricia Castro

NAME/NOMBRE

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315-214-4582

PHONE/TELEFONO*

castrojj@yahoo.com

EMAIL/CORREO*

Signature: _____

Date: *10/10/24*

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Comentario público:

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Additional Comments/Comentarios

Adicionales:

AGE/EDAD*: _____ RACE/RAZA* _____

*Optional





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 end ~~November 4, 2024~~ **DEC. 4, 2024**

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ERMA RIVAS

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Signature: *Erma Rivas*

Date: *11/13/2024*

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Additional Comments/Comentarios

Adicionales:

AGE/EDAD*:

RACE/RAZA*

*Optional





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Jeff Codes

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Signature: *Jeff Codes*

Date: *Oct 1 / 2024*

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Additional Comments/Comentarios

Adicionales:

Bridge remove all heavy-duty commercial trucks

too

AGE/EDAD*: *84* RACE/RAZA* *mixed*
*Optional





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NAME/NOMBRE:

Martha Dorado

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3003 Cypress Ave APT. 22

PHONE/TELEFONO*:

915-222-7020

EMAIL/CORREO*

AGE/EDAD*

63

RACE/RAZA*

Hispana

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

Martha Dorado

Date:

10/29/24





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NAME/NOMBRE:

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cynthiamelina1981@gmail.com

AGE/EDAD*:

43

RACE/RAZA*

Hispana

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

Cynthia Melina

Date: *10-29-2024*





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NAME/NOMBRE:

Rosalba Carrasco

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3321 Morehead Ave

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(915) 356-6677

EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

Rosalba Carrasco

Date:

10/29/24





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NAME/NOMBRE:

Saul Sustaita

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(915) 875-5797

EMAIL/CORREO*

AGE/EDAD*: *49*

RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

S. Sustaita

Date:

10/29/2024





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NAME/NOMBRE:

CLAISA TIZARENO.

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AGE/EDAD*:

48

RACE/RAZA*

White

*Optional

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Additional Comments/Comentarios Adicionales:

Excelente propuesta.
Es tiempo de tener mejor calidad de aire 😊

Signature:

[Handwritten Signature]

Date:

10/2/24





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NAME/NOMBRE:

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EMAIL/CORREO*:

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AGE/EDAD*:

17

RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Ü Ñ

Signature

Mary Garcia

Date:

10/29/24





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RACE/RAZA*

*Optional

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con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

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The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

*¡Fuera las trocas!
Respirar aire limpio es un derecho humano y de los demás seres vivos.*

Signature

Date: 10-29-24





GSA NEPA DEIS 45-day comment period ends November 4, 2024

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Public Comment:

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Public Comment:

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NAME/NOMBRE:

Jayleen Lujan

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17

RACE/RAZA*

*Optional

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Additional Comments/Comentarios

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Signature:

Jayleen Lujan

Date:

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NAME/NOMBRE:

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EMAIL/CORREO*

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RACE/RAZA*

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Additional Comments/Comentarios

Adicionales:

Signature

Andrea Ruiz

Date:

10-29-2024





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NAME/NOMBRE:

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N/A

EMAIL/CORREO*

AGE/EDAD*: 25

RACE/RAZA* Hispanic

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature: Mary Rodriguez

Date: 10-29-2024





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NAME/NOMBRE:

ADDRESS/DIRECCIÓN:

PHONE/TELEFONO*:

EMAIL/CORREO*:

AGE/EDAD*:

RACE/RAZA*

*Optional

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Comentario público:

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Comentarios público:

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Additional Comments/Comentarios Adicionales:

Signature:

Date:





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4531 Blanco N. 627

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95

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*: 57

RACE/RAZA*

*Optional

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*Optional

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Rosa Aguayo

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NAME/NOMBRE: Cesario G. Galdames

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PHONE/TELEFONO*: 915 479 7195

EMAIL/CORREO* _____

AGE/EDAD*: _____

RACE/RAZA* _____
*Optional

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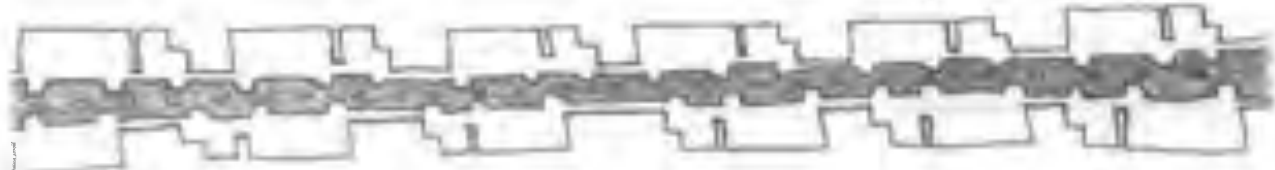
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Date: 10/29/24





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NAME/NOMBRE: Dalina Guejra

ADDRESS/DIRECCIÓN: 2321 Eradio

PHONE/TELEFONO*: 915 479 1195

EMAIL/CORREO*

AGE/EDAD*: _____

RACE/RAZA* _____

*Optional

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Comentario público:

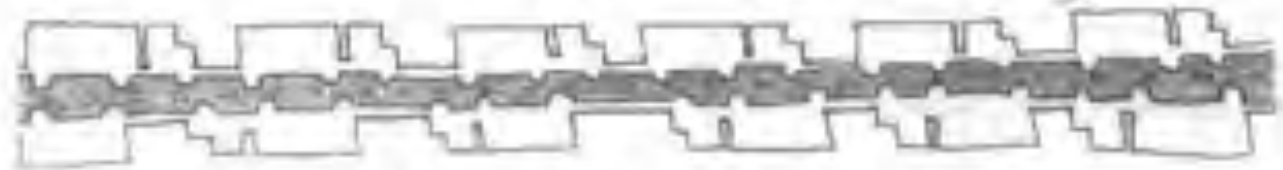
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Additional Comments/Comentarios

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Signature Dalina Guejra

Date: 10/13/24





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NAME/NOMBRE:

Victoria Garcia

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500 P. O. BOX 4348 EL PASO, TX 79905

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915 300 4348

EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

*Optional

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Signature Victoria Garcia

Date 10/10/2024





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NAME/NOMBRE: Marijunta Guadalupe

2429 RANDICY #1

ADDRESS/DIRECCIÓN:

915 379 71 95

PHONE/TELEFONO*

EMAIL/CORREO*

AGE/EDAD*: _____

RACE/RAZA* _____

*Optional

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The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

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Comentario público:

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Additional Comments/Comentarios Adicionales:

Signature: Marijunta Guadalupe

Date: 10/29/24





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Public Comment:

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Public Comment:

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NAME/NOMBRE:

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Additional Comments/Comentarios

Adicionales:

Signature:

Julia Guajardo

Date:

10/29/24





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[Handwritten Signature]

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Tania M. Giron

Date:





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RACE/RAZA*

WH

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Additional Comments/Comentarios

Adicionales:

Signature

[Signature]

Date:

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NAME/NOMBRE:

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46

RACE/RAZA*

*Optional

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NAME/NOMBRE:

Francisco Alfaro

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2931 Central Ave 287, El Paso, TX, 79905

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AGE/EDAD*:

RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature: Francisco Alfaro

Date: 10-24-2024





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F

*Optional

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RACE/RAZA*

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RACE/RAZA*

*Optional

El período de comentarios de 45 días de la GSA

NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA.nepacomments@gsa.gov

con el asunto del correo electrónico que diga

"BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

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Additional Comments/Comentarios

Adicionales:

Signature: _____

Date: _____





GSA NEPA DEIS 45-day comment period ends November 4, 2024

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Public Comment:

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AGE/EDAD*:

71

RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

Daniel Lefebvre

Date:

10/29/24





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Additional Comments/Comentarios Adicionales:

Signature:

Date: 29-OCT-2024





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Additional Comments/Comentarios Adicionales:

Signature: *Genoveva Edmunds*

Date: *29-OCT-2024*





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Additional Comments/Comentarios Adicionales:

Signature

Luis Domínguez

Date: *10/29/24*





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3013 Rivera

ADDRESS/DIRECCIÓN:

915 820-37-16

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EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature

Blanca Rosales

Date:

10-29-24





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NAME/NOMBRE:

ADDRESS/DIRECCION:

PHONE/TELEFONO*:

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NAME/NOMBRE:

Ana Haven Gomez

ADDRESS/DIRECCIÓN:

448 Valle So. de

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

[Handwritten Signature]

Date:

29-01-2024





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Laura Gutierrez

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El Paso TX 79905

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PHONE/TELEFONO*

EMAIL/CORREO*

SIGNATURE

[Signature]

DATE

10-30-24

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Comentario público:

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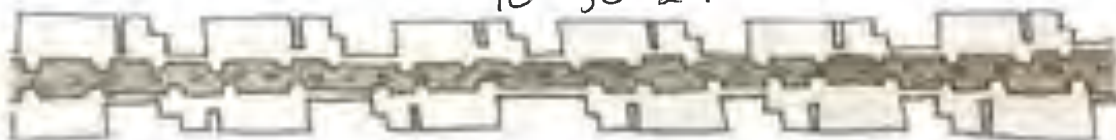
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Additional Comments/Comentarios

Adicionales:

AGE/EDAD*: *50* RACE/RAZA* *Mex*
*Optional





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CINDY VIDANA
SIGNATURE

DATE *10/30/24*

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Sola Alvarez

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SIGNATURE

DATE

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Lo alentamos a usted a enviar sus comentarios a:

BOTA.nepacomments@gsa.gov

con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

AGE/EDAD*: _____ RACE/RAZA* _____

*Optional





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Attention: Karla Carmichael, NEPA Program Manager,
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Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

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I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

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Efraim Valdehinos

SIGNATURE

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Additional Comments/Comentarios

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AGE/EDAD*: _____ RACE/RAZA* _____

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Additional Comments/Comentarios Adicionales:

AGE/EDAD*: _____ RACE/RAZA* _____
*Optional



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SIGNATURE

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Additional Comments/Comentarios

Adicionales:

AGE/EDAD*: _____ RACE/RAZA* _____

*Optional





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SIGNATURE *A. J. ...* DATE *10/30/24*

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AGE/EDAD*: _____ RACE/RAZA* _____

*Optional





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Date: *11-3-2024*

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Additional Comments/Comentarios

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AGE/EDAD*: _____ RACE/RAZA* _____
*Optional



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Additional Comments/Comentarios

Adicionales:

AGE/EDAD*: _____ RACE/RAZA*

*Optional



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Additional Comments/Comentarios

Adicionales:

Trabajo en la zona
Junta, por trabajo
siempre andan por ahí
y así como a los estudiantes

AGE/EDAD* 39 RACE/RAZA*
*Optional

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Linda Rivas

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Additional Comments/Comentarios

Adicionales:

*Gracias a las
mamas del Chamizal*

AGE/EDAD*: *40* RACE/RAZA* *Hispanic/White*
*Optional



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Date: 11/2

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Additional Comments/Comentarios Adicionales:

AGE/EDAD*: 1/2 RACE/RAZA* Hispanic
*Optional





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September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

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NAME/NOMBRE

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CITY/CIUDAD STATE/ESTADO ZIP CODE/CÓDIGO POSTAL

PHONE/TELEFONO*

EMAIL/CORREO*

SIGNATURE

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Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

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Additional Comments/Comentarios Adicionales:

AGE/EDAD*: _____ RACE/RAZA* _____

*Optional





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RACE/RAZA*

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Lorenzo Guel-Camp

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AGE/EDAD*:

25

RACE/RAZA*

Mexican American

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

[Signature]

Date:

10/31/24





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Date: 10/31/24



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Additional Comments/Comentarios

Adicionales:

AGE/EDAD*

RACE/RAZA*

*Optional





GSA NEPA DEIS 45-day comment period ends November 4, 2024

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The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

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Eduardo Bouche

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CITY/CIUDAD STATE/ESTADO ZIP CODE/CÓDIGO POSTAL

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ehbouche@gmail.com

EMAIL/CORREO*

Signature: *[Handwritten Signature]*

Date: *10/22/24*

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Comentario público:

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Additional Comments/Comentarios

Adicionales:

AGE/EDAD*: _____ RACE/RAZA* _____

*Optional





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NAME/NOMBRE: Jessica Cruz

ADDRESS/DIRECCION: 1105 Savanah St.
 Vandalia TX 76084

PHONE/TELEFONO*: _____

EMAIL/CORREO* _____

AGE/EDAD*: ____ RACE/RAZA* _____

*Optional

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Additional Comments/Comentarios Adicionales:

Signature: Jessica Cruz

Date: 10/24/24



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NAME/NOMBRE: Enya Stephanie Rojas

Enya Stephanie Rojas

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AGE/EDAD*: 24

RACE/RAZA*
*Optional

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Additional Comments/Comentarios Adicionales:

Signature: Enya

Date: 10/19/24





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NAME/NOMBRE:

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AGE/EDAD*: 44

RACE/RAZA* Mexican American

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature: Melissa Mayo

Date: 10-19-24





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NAME/NOMBRE:

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EMAIL/CORREO*

AGE/EDAD*: *34*

RACE/RAZA* *White*
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Additional Comments/Comentarios Adicionales:

Signature: *Catherine Cort*

Date: *17 October 2024*





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NAME/NOMBRE:

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EMAIL/CORREO*

icruz@bnhr.org

AGE/EDAD*: 54

RACE/RAZA* His

*Optional

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Additional Comments/Comentarios

Adicionales:

Creo que también es necesaria un área de drop off/pick up para toda la gente que camina el puente

Signature:

Irma Cruz R.

Date:

10/19/24





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NAME/NOMBRE:

Yo Rocío Estevane

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1915 303 4037

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nepacomments@gsa.gov

EMAIL CORREO*

7631 N Loop apt 238

AGE/EDAD*:

59

RACE/RAZA*

hispano

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

Yo Rocío Estevane

Date:

10-19-2024





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NAME/NOMBRE:

Manuela Villa

ADDRESS/DIRECCIÓN:

1201 E Huck x Berry

PHONE/TELEFONO*:

(915) 502-6207

EMAIL/CORREO*

AGE/EDAD*: 80 años

RACE/RAZA* hispana

*Optional

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Additional Comments/Comentarios

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Signature: *Manuela Villa*

Date: 10-19-2024





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NAME/NOMBRE:

ADDRESS/DIRECCIÓN:

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*: 50

RACE/RAZA* hispanic

*Optional

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Date: 10-19-2024





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NAME/NOMBRE:

Alma Klages

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915-613-6911

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EMAIL/CORREO*

AGE/EDAD*: 46

RACE/RAZA* Chicana

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature: Alma Klages

Date: 10/19/2024





GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading

"BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE:

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El período de comentarios de 45 días de la GSA

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Additional Comments/Comentarios

Adicionales:

IP possible. Start collecting data:

Signature: Angelica Rodriguez

Date:





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Additional Comments/Comentarios Adicionales:

Signature

Andy Ruiz

Date:





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Additional Comments/Comentarios

Adicionales:

Signature:

R. Aragon

Date:

10/19/2024





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NAME/NOMBRE: Beatriz Lozano

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Additional Comments/Comentarios

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Signature: Beatriz Lozano

Date: 10/19/24





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NAME/NOMBRE:

Norma Arriaga
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RACE/RAZA* *Mexicana*

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NAME/NOMBRE:

[Handwritten signature]

ADDRESS/DIRECCION:

[Handwritten address]

PHONE/TELEFONO*:

[Handwritten phone number]

EMAIL/CORREO*:

[Handwritten email address]

AGE/EDAD*:

[Handwritten age]

RACE/RAZA*

[Handwritten race]

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

Kaya Malek

Date:

10/19/2024





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Additional Comments/Comentarios

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Signature:

Minerva Hernandez
Date: *Oct. 19, 2024*





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Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios Adicionales:

Signature: *[Signature]*

Date: *10/19/24*





GSA NEPA DEIS 45-day comment period ends November 4, 2024

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BOTA.nepacomments@gsa.gov

with the email subject line reading "BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

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AGE/EDAD*: 50

RACE/RAZA* Hispana
*Optional

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Additional Comments/Comentarios Adicionales:

Signature: [Handwritten Signature]

Date: 10/19/2024





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NAME/NOMBRE:

Rosa

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PHONE/TELEFONO*:

955-999-3669

EMAIL/CORREO*

AGE/EDAD*:

45

RACE/RAZA*

HISP.

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

[Handwritten Signature]

Date:

10-19-24





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NAME/NOMBRE:

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RACE/RAZA* *Black*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature

Michael Grady

Date

19 Sept 2024





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AGE/EDAD*: *25*

RACE/RAZA*

*Optional

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Additional Comments/Comentarios Adicionales:

Signature:

Date: *10-15-24*





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EMAIL/CORREO*

AGE/EDAD*: 69

RACE/RAZA* WHITE LATINO

*Optional

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Additional Comments/Comentarios

Adicionales:

I AM IN TOTAL SUPPORT TO ELIMINATE 18 WHEELERS FROM CROSSING THROUGH THE BRIDGE OF AMERICAS !!!

Signature:

Fermin Acosta

Date:

10-17-2024





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NAME/NOMBRE:

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g1okol.net

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AGE/EDAD*:

83

RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

GET THE 18-WHEELER

OUT OF THE BORDER

NOW!!

Signature

Felix's Puerto

Date:

10.17.24





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NAME/NOMBRE:

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RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature: Richard O Martinez

Date: 17 Oct 24





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NAME/NOMBRE:

Abel Rodriguez Jr

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4733 Leeds Ave

PHONE/TELEFONO*:

915-523-0531

EMAIL/CORREO*

abelace54@gmail

AGE/EDAD*:

66

RACE/RAZA*

Mex/Amer

*Optional

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Additional Comments/Comentarios

Adicionales:

Stop polluting my city please!

Signature:

Abel Rodriguez Jr

Date:

10-17-2024





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NAME/NOMBRE:

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AGE/EDAD*: *84*

RACE/RAZA*: *HISPANIC*
*Optional

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Additional Comments/Comentarios Adicionales:

Signature: *Home Galicia*

Date: *10-17-24*





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NAME / NOMBRE:

Arturo Moreno

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EMAIL / CORREO*

AGE / EDAD*:

69

RACE / RAZA*

Hispanic / Chicano

*Optional

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o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments / Comentarios

Adicionales:

Helps reduce the congestion on the freeways

Signature:

[Handwritten Signature]

Date:

October 17, 2024





GSA NEPA DEIS 45-day comment period ends November 4, 2024

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Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

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NAME/NOMBRE:

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AGE/EDAD*: 24

RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature: [Signature]

Date: 10/16/24





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NAME/NOMBRE:

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AGE/EDAD*: *25*

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*Optional

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Additional Comments/Comentarios

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Signature

Denise Alvarado

Date:

10/16/2024





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NAME/NOMBRE:

Maura Aguilera

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3717 Wickham ave 79904

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AGE/EDAD*: _____

RACE/RAZA* _____

*Optional

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Additional Comments/Comentarios Adicionales:

Signature: Maura Aguilera

Date: 10-16-24





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NAME/NOMBRE:

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Additional Comments/Comentarios

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Signature

Michelle Lopez

Date:

10/16/24



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AGE/EDAD*:
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Additional Comments/Comentarios

Adicionales:

[Handwritten signature]

Signature:

Date: 10-14-24



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NAME/NOMBRE:

Emma Yolanda

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136 Margueta

PHONE/TELEFONO*:

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RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

Emma Yolanda Castillo

Date:

10/16/24





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NAME/NOMBRE:

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Desiree.milavaren@gsa.gov

AGE/EDAD*: 24 RACE/RAZA*

*Optional

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Additional Comments/Comentarios

Adicionales:

Signature:

Date:

Desiree Miller
10/26/24





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Additional Comments/Comentarios Adicionales:

NAME/NOMBRE:

Blanca E. Villa

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PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*: ____ RACE/RAZA* _____

*Optional

Signature: *Blanca E. Villa*

Date: *16. OCT. 24*





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NAME/NOMBRE:

Xóchitl Santiago

ADDRESS/DIRECCIÓN:

218 S Glenwood St

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*: ____ **RACE/RAZA*** _____

*Optional

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Date: 10/10/2024





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NAME/NOMBRE:

Victor M. Cruz

ADDRESS/DIRECCION:

33 Oregon #1

PHONE/TELEFONO*:

915 922 0352

EMAIL/CORREO*

AGE/EDAD*: _____ RACE/RAZA* _____

*Optional

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Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

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Additional Comments/Comentarios Adicionales:

Signature:

Date: 16-OCT-2024





GSA NEPA DEIS 45-day comment period ends November 4, 2024

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BOTA.nepacomments@gsa.gov

with the email subject line reading

"BOTA LPOE Draft EIS"

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Attention: Karla Carmichael, NEPA Program Manager,
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Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

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NAME/NOMBRE:

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EMAIL/CORREO*:

Katherine@mujerobrevea.org

AGE/EDAD*: 23 **RACE/RAZA*:** Hispanic

*Optional

El período de comentarios de 45 días de la GSA

NEPA DEIS finaliza el 4 de Nov. de 2024

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Additional Comments/Comentarios

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Katherine Villegas

Signature:

Date:





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NAME/NOMBRE:

Ana Gomez

ADDRESS/DIRECCIÓN:

4948 Camden

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*: _____ RACE/RAZA*

*Optional

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Additional Comments/Comentarios Adicionales:

[Signature]
Signature:
Date: 16 OCT - 2024





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NAME/NOMBRE: *Jan Gory*
Jose 4/9/8 Camden Cir

ADDRESS/DIRECCIÓN:

PHONE/TELEFONO*:

EMAIL/CORREO*

AGE/EDAD*: ____ RACE/RAZA*

*Optional

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Additional Comments/Comentarios Adicionales:

Jan Gory
Signature:

Date: *16-01-2024*





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NAME/NOMBRE:

Teresa Lova

ADDRESS/DIRECCIÓN:

4312 Leeds

PHONE/TELEFONO*:

915-215-3588

EMAIL/CORREO*

AGE/EDAD*:

*Optional

RACE/RAZA*

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Additional Comments/Comentarios

Adicionales:

Teresa Lova

Signature: *16 OCT-2024*

Date:



Comentario Público
September 2024 Draft Environmental Impact Statement for the
Proposed Modernization of the
Bridge of the Americas Land Port of Entry, El Paso, TX

NOMBRE: Roman Silva
DIRECCIÓN: Thraceala 1417 Col. Salvavaca

Public Comment:

Como residente de Juárez, apoyo la selección de la Alternativa de Acción Viable 4 de la GSA que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire que daña a las comunidades de justicia ambiental. Ahora, el Puente de las Américas tiene las filas más largas para cruzar. Eliminar el tráfico de las trocas comerciales prioriza a los residentes, ya que eliminar la carga comercial va a ampliar la capacidad del puente para que los individuos y familias de El Paso y Juárez crucen más rápido. Según el Tratado de Chamizal de 1963, El Puente Libre fue hecho para la gente, no para el comercio. Al retirar la carga comercial, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública y el interés de los residentes.

Comentarios Adicionales:

Prioricemos la salud de las personas

Firma: Jesús

Fecha: Oct 21 2024

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CAMILA GUERRERO

NAME/NOMBRE

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El Paso, TX, 79927

CITY/CIUDAD ESTADO/PAIS ZIP CODE/CÓDIGO POSTAL

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SIGNATURE

DATE 11/27/24

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Additional Comments/Comentarios

Adicionales:

AGE/EDAD* 22 RACE/RAZA* Hispanic
*Optional



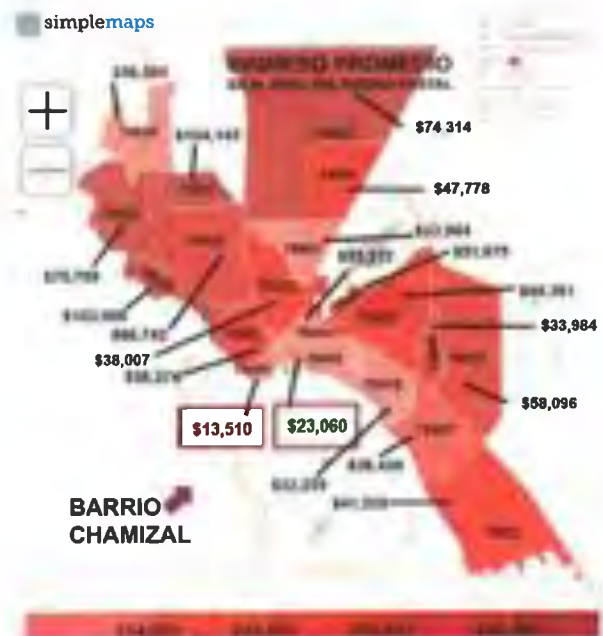
December 2, 2024

Dear Mr. Charlie Hart, Mr. Daniel Patrída, Ms. Karla Carmichael & GSA officials/staff:

We, Familias Unidas del Chamizal, are writing to submit our concerns and demands in regards to the Bridge of the Americas (BOTA) international port-of-entry renovation project in our neighborhood - barrio Chamizal in El Paso, Texas. We, as residents who are directly affected by the emissions produced at BOTA; and whereas we, residents who are and will be directly affected by the decisions and/or consequences that result from the BOTA renovations, demand that our health be prioritized (SEE: [STATE OF PUBLIC HEALTH- EPA EJ SCREEN CHAMIZAL 2024](#)) and that the GSA finalize the recommendation of Alternative 4; which eliminates semi-truck commercial cargo operations from BOTA. This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

CUMULATIVE IMPACTS CONSIDERATION

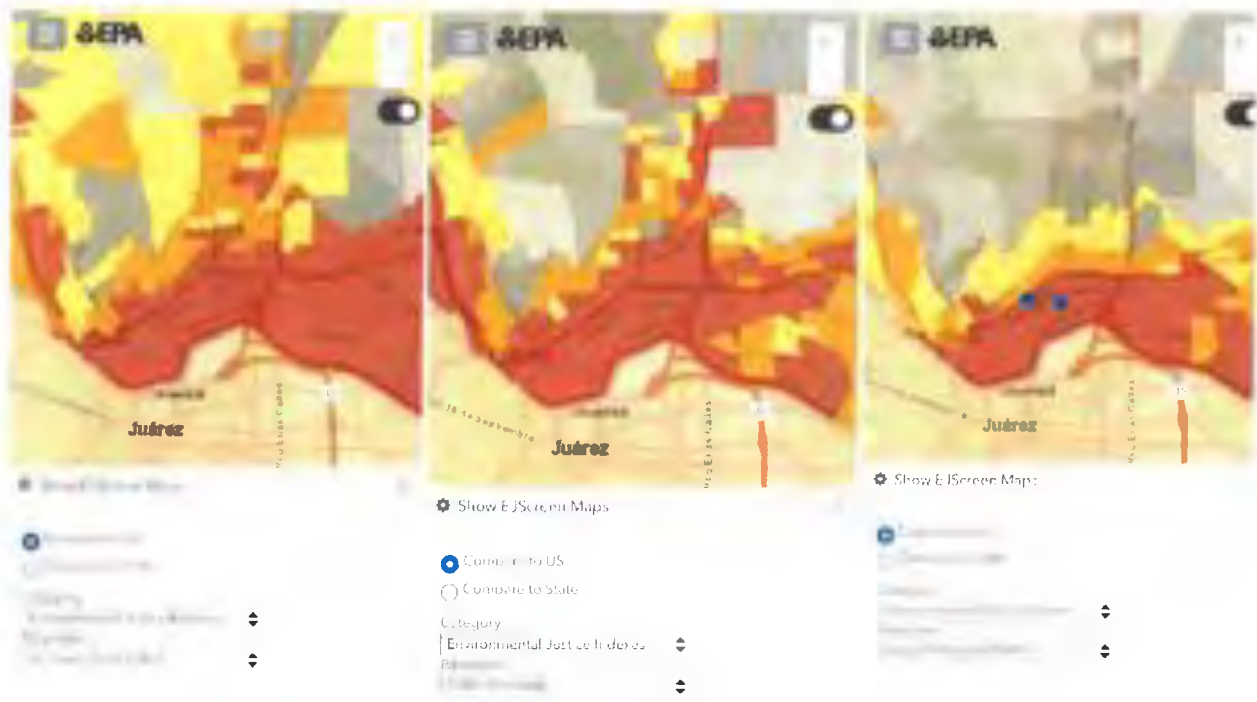
Our neighborhood, Barrio Chamizal, is directly located on the US/Mexico border and has a predominantly poor population with more than 7000+ residents, overwhelmingly Spanish speaking families, living in a dense area, approximately 2 sq.miles. According to the 2020 Census, the two zip codes within the Chamizal neighborhood (79901 & 79905) represent median incomes in severe poverty, below \$13,500/year (79901) and below \$23,060/year (79905). Barrio Chamizal's demographics (Census Tracts 28 & 29 and portions of Census Tracts 20 & 21) include: 96.9 % Latino/a, 92.8% Spanish speaking, 81.6% low income, with the majority- 58.1% living below the poverty line, and 68.3 % of households with children under 18 in single-headed households.



The environmental injustice in barrio Chamizal overburdens residents who can least afford it. The current conditions make residents, especially children, women and elders, more susceptible



to serious adverse effects on their health. The socioeconomic conditions of the families in the barrio become a major stressor when exposed to high levels of air pollution. The cumulative impacts overburdening the Chamizal community is particularly concerning because of exasperating effects. A snapshot of our neighborhood, barrio Chamizal reveals stark health disparities, varying in affects according to one's proximity to toxic sources of pollution. Low-life expectancy and documented asthma cases double within a 2-mile radius of barrio Chamizal. The compounded effect of social and environmental injustices in south side El Paso are unseen anywhere in the city. According to EPA's EJScreen, our asthma rates rank our neighborhood in the 80-95th percentile to other neighborhoods in the U.S. and Air Toxic Cancer Risk rank in the 95-100th percentile. The Climate & Economic Justice Screening Tool (CEJST) qualifies the Chamizal neighborhood as historically underinvested, in the 99th percentile for poverty and ranks the neighborhood in the 95th percentile for lacking green space. The EPA IRA Disadvantaged Communities Map designated barrio Chamizal as disadvantaged and the EPA Environmental Justice Screen ranks the Chamizal neighborhood in the 95-100 percentile in all the following: Ozone, Diesel Particulate Matter, Air Toxics Cancer Risk (Lifetime cancer risk from inhalation of air toxics), Traffic Proximity, Lead Paint, RMP Facilities (potential chemical accident management plan), Hazardous Waste Proximity (hazardous waste management facilities) (TSDFs & LQGs), Underground Storage Tanks, and Wastewater Dischargers Indicator (Stream Proximity & Toxic Concentration).



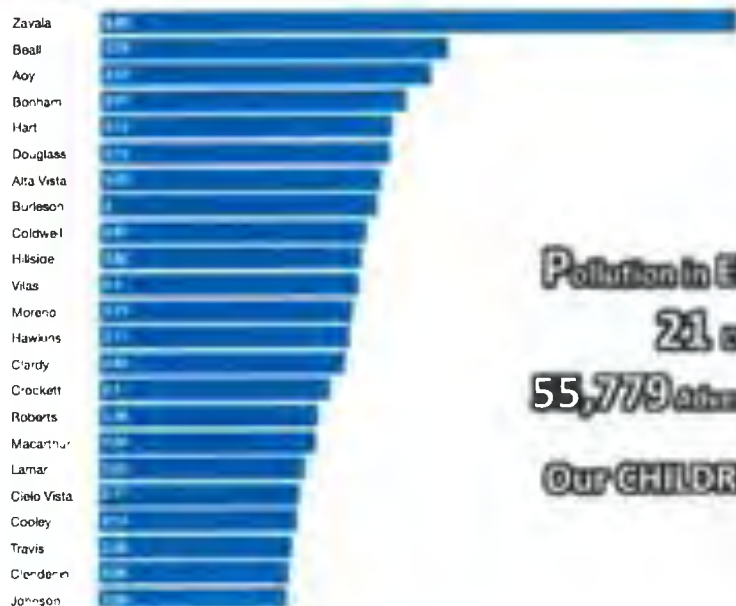


CHILDREN’S HEALTH & ENVIRONMENTAL JUSTICE CONSIDERATION

Barrio Chamizal is surrounded by stark examples of environmental injustice- BOTA, the second busiest port-of-entry on the US/MEX border is overloaded with commercial semi truck traffic that emits dangerous levels of pollution everyday next to our neighborhood and schools: Bowie High School and Zavala Elementary. The children on campus are exposed to high levels of air pollution linked to life-long health issues, including cancer risks and affects to cognitive growth, including lower GPAs. Numerous studies have shown that diesel truck exposure and near highway exposure pose a grave danger and have everlasting effects in the health of children, women and elders. There is a higher risk of asthma for children living within ½ mile of a highway and higher risk of asthma when exposed to traffic pollution at school. Among children, studies show reduced lung growth in children living within 1,640 feet of a highway. For women, long-term exposure to traffic-related air pollution is linked to premature births, breast cancer and diabetes. For adults, higher long-term exposure to traffic is associated with new cases of heart disease, and both short-term and long-term exposure to traffic-related air pollution is related to cardiovascular deaths and illness. Traffic pollution is linked to increased lung cancer in people who never smoked (See: [Resident Testimony](#)).

Total Respiratory Risk near EPISD schools

In a 2005 assessment, all schools in the EPISD district had air quality levels which the EPA says can lead to the development of respiratory illnesses. According to the EPA, respiratory risk scores above 1.0 demonstrate the potential for



Pollution in EL PASO contributes to
21 deaths/year
55,779 adverse Health Effects/year
Our CHILDREN are most at risk.



In October 2024, we hosted a toxic tour for EPA officials, including the EPA Region 6 Administrator and the Region 6 Pediatric Environmental Health Specialty Unit, and highlighted



the hazards surrounding public schools and housing, citing the Environmental Health impacts on our children. During the tour, EPA officials noted our situation as comparable to cancer alley, one of the most polluted places in the nation. At each stop, officials witnessed the unjustifiable hazards our children are exposed to. Eliminating commercial cargo semi-trucks from BOTA would have profound environmental health effects on a community that has been overburdened for too long. The children are our navigating guides in all we do because they are our future; and though filled with potential and possibilities, they are also the most vulnerable and most susceptible to the contaminants we breathe. The negative long term health consequences that come from exposure to high emissions during critical stages of development are forever, and can negatively affect a family for multiple lifetimes.

Excerpts from article: [EL PASO MATTERS, Residents near Bridge of the Americas demand action on truck pollution; businesses warn of economic impacts](#), October 27, 2024:

Chamizal residents argue other segments of El Paso don't have to face as many challenges and sources of pollution at the same time. "We have a right to exist in a place where we are free of all these environmental stressors and environmental injustices," Villegas said. "Industry has always been considered before us, the residents." "When it comes to diesel contamination, it's super, super horrible for a child's development," Villegas said. "It's the smallest fibers, particles that go inside and get embedded in the bloodstream."

"I don't disagree with the activists from the Chamizal," Calvo, MPO director said. "You have a school (Zavala Elementary) right there in front of the bridge, and you have all the trucks not only northbound but also southbound."

RESIDENTS' PUBLIC HEALTH CONSIDERATION

Resident testimony excerpts from [EL PASO CITY COUNCIL MEETING PUBLIC COMMENTS ON OCTOBER 8, 2024](#) Agenda Item #31, regarding BOTA public health issues:

[Maria Rodriguez \(video @ 2:06\)](#): "I come here as a human to speak on behalf of Familias Unidas. I have been living in that area for 27 years. A year and a half ago, my son was diagnosed



with cancer. The specialists do not know the reason for this diagnosis. He does not smoke, he does not do drugs. And, I personally attribute this to the contamination. And this problem of contamination is not only something that affects my family and me, who suffer from allergies continually, but it affects the whole community. If someone could take a walk through the



neighborhood there, one could see that there are a lot of schools there and kids there, and everyone is constantly suffering from allergies. There are a lot of testimonies from different families, from people who are elderly, that are children, that are suffering from this contamination. In fact, there is a child here in Familias Unidas who is already tired of constantly suffering and dealing with this contamination. So I come, as a representative of Familias Unidas, to ask for a humane decision with regards to our community. I appeal to you that you can render a decision that is favorable to the health of the Barrio. I have noticed that, 24 hours a day, there are commercial trucks that are crossing back and forth between the US and Mexico every day, and the smoke that comes from the trucks is black. It is totally contaminated, and this is what we are breathing. I understand that the economy is very important to you all, but something that is even more important is the health of the community around this bridge. And it's not only the community in the Chamizal, but it's also the people on the other side, where there are more people who are sick from illnesses such as asthma, allergies, and daily coughs. Lastly, I ask that you all please, think of us in a humane way. Put yourselves in our shoes, if you would like to and are able to, and think for a moment about the quality of life that we are experiencing in the Chamizal."

(video @ 2:17) "I am Maria Luisa de Amaya, and I am here to support everything that everyone has said here. I am a resident of the Chamizal neighborhood and I am part of Familias Unidas as



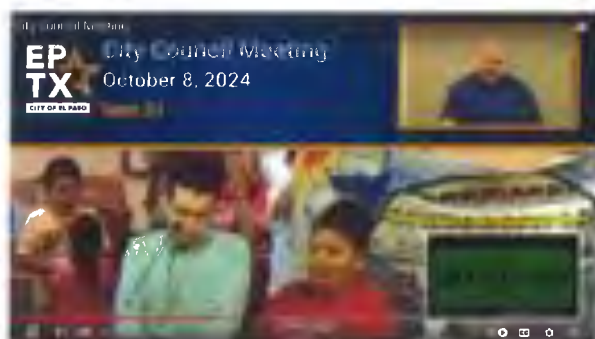
well. So I come here to ask that you think of the Chamimzal neighborhood in a humane way, because it's too much, the losses that we have already suffered. There are too many diseases here. I myself have a daughter who lost her baby, and the doctors said it was due to the contamination in the neighborhood. So this is something that is critical, and it is something beyond just respiratory conditions. I come here,

thinking of this, to ask you all to really think through this. I am not asking you to send the contamination somewhere else, but know that in our community, there is no more room for more contamination. We have the recycling plants, we have the buses, and we can't take any more. That is why I'm saying this. There are a lot of stories of the contamination, and while for me, mine is the most critical, for my friends and neighbors, they have their own stories, and their stories are the most critical. The need is big in our area, and this need is urgent. Also, in our area you have the trucks driving by Zavala Elementary, and there are a lot of children there. And I think it's not fair, I think it's not fair for us to have all the pollution the trucks are producing right there. Also, as I was saying, we have a lot of other sources of contamination. We have the train, we have the recycling plants, we have the cardboard business that every so often ignites on fire. And so we can't do it anymore, we can't take anymore contamination. So I will ask you to please



think of this, and realize that the need in the Chamizal area is urgent. Please take us into account, consider us. And for there to be no more deaths because of this. Thank you.”

(video @ 2:18) “I am Josefina Lerma. I come from Barrio Chamizal, I have already lived there for 38 years. I feel like we are abandoned, we are surrounded by many sources of contamination,



and they are affecting our health. I have a granddaughter of 2 years, and the doctor is saying she may grow up with asthma, because she suffers from allergies often. All of my family suffers from allergies, and the doctor says that this is because of the pollution. Right now, she is sick, and there is a school there right next to the bridge, and we feel for the kids who go there. Perhaps some mothers do not realize all the pollution their children are being exposed

to from their school next to the bridge, but when those kids grow up they will have health issues later on. And we don't know what that school is doing right there. We feel abandoned, like no one pays any attention to us, but we continue in our fight for the sake of our health. Right now I am good, and then tomorrow I will wake up coughing and unable to speak, and the doctor says this is because of the pollution. Sometimes the odor of the smog wakes us up. Maybe it's because our lungs are already ruined, or damaged. We are surrounded by these sources of pollution. There are schools right next to the bridge, and elderly people who are suffering from different diseases in their lungs from the pollution. Many people come here to fight for the economy or financial gain. We come to fight for our health, and the health of our kids and the health of our community. We know that there are trucks passing through there, but that's not the only bridge they can use to cross. Soon, they will have to close that bridge, and we know you will look for solutions for the trucks that will have to find another way to cross. And we hope you will keep that solution so they don't have to come back to our neighborhood. Us, what we want is our health, that of ourselves and our children and all the children around the bridge.”

Excerpts from article: [THE GUARDIAN ‘You can taste it’: El Paso residents fear air pollution will worsen after border crossing upgrade](#), Benton Graham, published Feb. 13, 2024

‘At Bridge of the Americas, one of the region’s most popular ports of entry, this slow crawl across the border is a near daily occurrence – and residents of surrounding communities say the resulting air pollution is killing them. The port is the city’s only toll-free one, making it especially attractive to the hundreds of thousands of commercial vehicles that cross there annually. The bridge’s facilities are over 50 years old and federal regulators say they are in urgent need of revitalization. But local environmental advocates say such an effort would cater to the needs of the business owners who use the port over the health concerns of the residents who



live next door. “It’s a public health issue. Lives are being affected,” said Cemelli de Aztlan, a community organizer with La Mujer Obrera, an El Paso organization committed to empowering working women of Mexican heritage. She worries that local leaders aren’t doing enough to elevate the concerns of its most vulnerable residents. “To dismiss the health of residents and prioritize [industry] is not acceptable.”

South-central El Paso has historically been home to working-class communities like the San Xavier neighborhood, where residents say their feedback on infrastructure projects has previously been ignored. Ricardo Leon has lived in San Xavier, adjacent to the Bridge of the Americas, for the majority of the last 60 years. He said he’s developed a cough from exposure to diesel fumes from the trucks that cross the border every day. “They’re just idling and you can smell everything. On a hot day, it’s very, very irritating, annoying. You just can’t stand it. Your eyes start burning, you feel it in your throat, you can taste it,” Leon said.

Poor air quality has long been a community issue for this region of El Paso. The [Environmental Protection Agency](#) puts the diesel particulate matter, traffic proximity, and air toxics cancer risks in the neighborhoods surrounding the Bridge of the Americas in the 95-100th percentile range compared with the rest of the country. The American Lung Association ranked El Paso as the 14th worst city in the US for ozone pollution, giving it an F rating.

Penelope Quintana, a public health professor at San Diego State University who studies the impact of idling trucks near ports of entry, said air pollution from vehicles can increase the incidence of asthma, heart disease and type 2 diabetes. “Heavy duty trucks spew out much more pollution than passenger vehicles, and it tends to be very toxic pollution,” Quintana said.

Indeed, south-central El Paso has some of the city’s highest asthma rates, with all US census tracts in the area [above the 8% national average, according to](#) the Maps for Equity project. Leon and his neighbors worry pollution could get even worse if the federal government’s \$700m investment in revamping the Bridge of Americas expands the port and encourages more companies to open factories in nearby Mexico. The port currently sees [200,000 commercial trucks cross yearly.](#)

CITY CLIMATE ACTION PLAN CONSIDERATION

According to the City’s Regional Climate Action Plan, transportation is the # 1 source of air pollution and generates 40% of greenhouse gas emissions in our region. Removing the idling commercial semi-trucks from BOTA is in alignment with the Climate Action Plan:

<https://www.elpasotexas.gov/assets/Documents/CoEP/Community-Development/Climate-Action/EP-Priority-Climate-Action-Plan-03.01.2024.pdf> (pg v)



NAAQS PM 2.5 UPDATE CONSIDERATION

We, as residents, have been paying a high toll on our health because of long overdue environmental injustices in our neighborhood. In 2023, when we traveled to Washington DC to present resident testimonies alerting the federal government of the soot & smog public health crisis, we spoke to EPA leadership, to include the Office of Air and Radiation and Office of Environmental Justice, the White House Climate Policy Office, the Senate Environment and Public Works Committee, and we advocated for stricter Clean Air Act national standards for soot and smog, which are overwhelmingly emitted from semi trucks and refineries. In October 2023, the EPA updated the Clean Air Act standards on soot (PM2.5) to a stricter standard, strengthening protections from 12 $\mu\text{g}/\text{m}^3$ to 9 $\mu\text{g}/\text{m}^3$. This newly established standard would classify El Paso as not meeting standards (non-attainment) when it goes into effect in 2025 if El Paso does nothing to address the PM2.5 pollution now. Additionally, the Draft EIS includes the old NAAQS standard for annual PM 2.5 of 12 $\mu\text{g}/\text{m}^3$. The standard was approved/updated to 9 $\mu\text{g}/\text{m}^3$ on February 7, 2024 (Below is page 1-17 of the EIS, which needs to be updated to the new NAAQS standard):

Table 1-6. National Ambient Air Quality Standards Primary and Secondary NAAQS.

Air Pollutant	Averaging Time	Primary NAAQS ¹	Secondary NAAQS ²
CO	1-hour	35 ppm	None
	8-hour	9 ppm	None
NO ₂	1-hour	0.10 ppm	None
	Annual	0.053 ppm	0.053 ppm
SO ₂	3-hour	—	0.50 ppm
	1-hour	0.5 ppm	None
PM ₁₀	24-hour	150 $\mu\text{g}/\text{m}^3$	150 $\mu\text{g}/\text{m}^3$
PM _{2.5}	Annual	12.0 $\mu\text{g}/\text{m}^3$	15.0 $\mu\text{g}/\text{m}^3$
	24-hour	35 $\mu\text{g}/\text{m}^3$	35 $\mu\text{g}/\text{m}^3$
O ₃	8-hour	0.070 ppm	0.070 ppm
Pb	Rolling 3-month average	0.15 $\mu\text{g}/\text{m}^3$	0.15 $\mu\text{g}/\text{m}^3$

The elimination of the commercial cargo operations from BOTA would greatly reduce the congestion problem, and as cited in the initial BOTA NEPA DEIS, and would create at least a 33% decrease in toxic air pollution. The reduction of emissions is evident when we evaluate the dates in which the Governor of Texas shut down cargo from the BOTA during the following dates: September 15, 2023-October 10, 2023. Reviewing data (SEE ATTACHED) from when the bridge was closed to commercial traffic, one can see how much the idling diesel trucks contribute to Particulate Matter pollution. Data from the TCEQ Continuous Air Monitor shows that from 09/15/2023 to 10/10/2023, while the bridge was closed to commercial traffic, PM 2.5 averaged **8.36 $\mu\text{g}/\text{m}^3$** . This is below the updated NAAQS Standard of 9 $\mu\text{g}/\text{m}^3$. The month



prior from 8/15/2023 to 9/10/2023, PM 2.5 averaged **9.11 ug/m³**, while the month after from 10/15/2023 to 11/10/2023, PM 2.5 averaged **9.75 ug/m³**. Thus, only the month without the diesel trucks was in compliance with the new NAAQS standards for PM 2.5.

TORNILLO INTERNATIONAL PORT-OF-ENTRY CONSIDERATION

When the Tornillo port-of-entry was planned and constructed, the intention was for international cargo trucks. Though the BOTA was not built to withstand the weight and wear of impacts of the commercial semi-trucks, the Tornillo port-of-entry was built with the intention of withstanding heavy semi trucks while processing that international cargo (see [El Paso Times article](#)). Yet, **the DEIS does not consider the potential of the Tornillo POE in accommodating the rerouted trucks from BOTA and/or Zaragoza/Ysleta POE.** Both Congresswoman Escobar and the CPB have stated that the Tornillo POE is ready to process 1000 commercial trucks per day. This needs to be considered in the NEPA evaluation. Furthermore, considering that the majority of cargo is destined to the El Paso Airport, it is important to note that there is an airport in Tornillo, too, and the potential of rerouting commercial trucks in that direction should be considered.

DECOMMISSIONED SEMI-TRUCKS CONSIDERATION

For years, the Mexican government has allowed for the sale of outdated U.S. semi-trucks to those willing to buy in Mexico. These trucks are not allowed to travel throughout the United States, yet there is an exception made around the border for these decommissioned semi-trucks, which are considered ‘short-distance’ trucks and are ‘allowed’ to travel a few miles (12mi) into the US despite **NOT** meeting national standards and regulations. (See the [commercial zone](#), which has been expanded to include the Tornillo POE.)

The majority of commercial semi-trucks crossing the BOTA daily are those decommissioned semi-trucks the US does not allow to travel here because they do not meet emission standards (SEE PICTURE OF BLACK SOOT ON



SEMI-TRUCK NEXT TO ZAVALA ELEMENTARY, HEADED SOUTH TOWARD BOTA)

These semi-trucks are not the ‘cleaner’ less soot producing semi-trucks used in California; the semi-trucks passing at the BOTA each and every day are the decommissioned ones that the US government does not allow to travel anywhere else in the US. This reality should be considered and weighed when estimating the air contaminants from these semi-trucks crossing the bridge, in addition to how these specific types of decommissioned semi-trucks further affect our health.

‘Death by a thousand cuts’ has been said to describe the long history of waivers, exceptions, and



loopholes that exclude our community from basic rights and protections that most people take for granted.

A 2018 study reveals large diesel trucks to be the greatest contributors to harmful black carbon emissions close to major roadways, indicating that vehicle types matter more than traffic volume for near-road air pollution. "Whether it be cancer, respiratory problems, cardiac problems or neurodegenerative problems, there are numerous adverse health effects associated with the chemicals in these emissions. If we were able to reduce emission of pollutants like black carbon, we would also see an immediate climate benefit."

Further, there needs to be consistency in evaluating air quality impacts, specifically imputing projections that might only account for standard semi-trucks vs. decommissioned semi-trucks, and/or diesel semi-trucks vs. POVs. Further, when calculating projections for both BOTA Option 1 and Alternative 4, inputs should be consistent and based in reality, and as previously pointed out, Option 1's projections should include semi-trucks, as the misleading title: Future No Trucks, does not plan for nor does it guarantee an actual truck free future.

Also, the non-attainment status, extreme poverty, lack of adequate resources and infrastructure should be considered, as the commercial semi-trucks have been damaging our public roads yet do not contribute to the maintenance of those roads. The commercial semi-trucks should be rerouted to POEs that collect tolls in order to ensure contribution to maintaining the roads, ports and bridges that the industry depends on.

NEIGHBORHOOD & PUBLIC SCHOOLS PROXIMITY CONSIDERATION

Those involved in the planning have expressed concerns about shifting one environmental problem to another area, yet no one is considering the distance and proximity to the POE's, as the BOTA is the ONLY POE with commercial traffic in a neighborhood. The other POE's are more than 2 miles away from the POE, thus lessening exposure risks from emissions. BOTA is directly next to two Title I public schools, Zavala Elementary School and Bowie High School; and is located in one of the poorest neighborhoods in the city of El Paso, TX. For years, Zavala Elementary has dealt with substandard cooling systems, where windows are often opened for ventilation, yet no one is calculating the health effects that the dangerous fine particulate matter



Figure 12. Areas of expected ultrafine particle exposure above background levels.



has on those children. Included is a snapshot of areas of expected ultrafine particle exposure, noting the proximity of both Zavala Elementary School, and Bowie H.S. (next to Chamizal National Park):

WIND PATTERN CONSIDERATION

On particularly windy days, the air quality worsens to unbearable conditions (SEE EPA AIRNOW 839 AQI). There are numerous hazardous particles in the hard, swirling winds that we would like NEPA EIS to access and consider. Further, the wind patterns in each POE should be considered, given that the BOTA is feeding into the Chamizal neighborhoods, of which the land area's topography is basin like and the wind patterns circle the pollution problem directly into the neighborhoods and schools, creating a circling accumulation of airborne particulates as well as particulates settling on the soil that get kicked back up by winds and movement. In comparison to the Ysleta/Zaragoza POE, the wind patterns in that area blow towards the commercially-zoned area of warehouses (SEE CITY ZONING NOTICE). Also, the expectation of POV's rerouting their commute to BOTA should alleviate traffic wait times at other POEs.



RECOGNIZE UNIQUENESS OF BOTA: THE ONLY FREE POE ON US/MEX BORDER

In 1963, when the U.S. and Mexico declared the official international boundary between the two countries with the Treaty of Chamizal. As a result, the river was dammed in concrete and our community was divided between two countries. At that time, during the planning process, residents were discriminated against and left out of negotiations. Families shuffled and scrambled into 'new territory' as boundary lines were drawn. Many unjustly lost their homes and their community. Residents of the Chamizal demanded inclusion and reparations. The concessions they fought for and won included: the establishment of a new school, Bowie High School; the establishment of Chamizal National Park to preserve the natural integrity of the environment; and a toll-free international port of entry for residents to cross freely between the two nations that divided the Chamizal community, The Bridge of the Americas, commonly known as El Puente Libre ("the free bridge"). The concessions made did not make up for all that was lost - yet residents hoped that these spaces would protect the Chamizal community from displacement.

Today, BOTA is the only toll free POE on the US/Mexico border. The Treaty of Chamizal was designed to bring two sister cities together as one community, now divided by international



boundaries, yet the maquiladora semi-trucks have taken over BOTA. The two POE's in downtown, near our neighborhood: Stanton & Paso del Norte POE's do not allow commercial semi-trucks, yet the BOTA POE in our neighborhood is overloaded with commercial semi-trucks. We, as residents of barrio Chamizal - one of the poorest neighborhoods in the US- should be able to use the BOTA toll free daily, yet because of the congestion from semi-truck pollution, often opt to travel via the downtown POE's, paying the tolls in order to avoid unbearable high levels of pollution. Worse, all our barrio schools are surrounded by serious sources of pollution. Bowie High School sits between a massive bus hub, an international port of entry overloaded with semi-trucks. Our neighborhood is treated as a dumping ground for international trade, as our schools and housing are under a cloud of pollutants that enter our lungs, hearts, brains, and blood on a daily basis. The Chamizal National Park, which students once walked through on their way to school, is now fenced and guarded, access limited, often denied. El Puente Libre, the only toll-free bridge along the U.S. - Mexico border intended for the people, is overloaded with polluting semi-trucks transporting products and industrial waste from the NAFTA maquiladora industry in Ciudad Juarez, Mexico.

MAINTAIN NATURAL INTEGRITY OF THE CHAMIZAL CONSIDERATION

Since the Treaty of Chamizal (1963), both the US and Mexico have promised to maintain the natural integrity of the land, as expressed through the establishment of Chamizal National Park (US) and Parque Chamizal (MEX). Recently, in 2024, the Mexican government declared Parque Chamizal an ecological restoration zone. *"El Chamizal is of historical, socioeconomic and cultural importance, since it is part of the identity of the people of Juárez, as a space for recreation and contact with the natural environment, immersed in the urban area of more than one and a half million inhabitants,"* the presidential decree states. The Parque Chamizal ecological restoration zone declaration states the following:

- Ecosystem restoration must be carried out in order to recover the continuity of ecological processes.
- The reintroduction or repopulation of wildlife must be carried out with native species or with species compatible with the original ecosystems but must not compromise or impact the recovery of other native species.
- The eradication or control of exotic, invasive exotic or harmful species must not impact the ecological and evolutionary processes.
- Scientific research and collection, environmental monitoring and environmental education must be carried out in such a way that they do not affect the restoration process and do not involve the installation of infrastructure.
- Environmental education must be carried out in such a way that it does not alter the restoration process, nor the habitat or viability of wildlife species and populations, and does not involve the installation of infrastructure.



- Tourism and any other recreational activity may only be carried out outside the reforestation zones to be determined.
- The construction and maintenance of infrastructure in the reforestation areas that are determined is only permitted for activities related to the restoration.

Parque Chamizal in Juarez, MX is 320 acres of land adjacent to the BOTA and any and all future planning for BOTA should consider, calculate and respect the integrity of the ecological life that exists and will be restored at the Parque Chamizal.

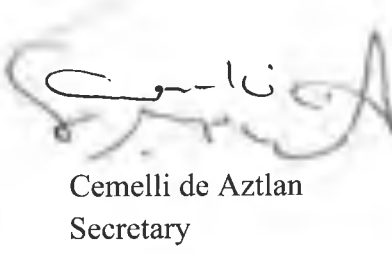
LETTERS OF SUPPORT FROM ELECTED OFFICIALS CONSIDERATION

As we enter into the final planning stages of this historic funding, we know that the multinational export industries are countering any plans to remove the commercial trucks from the Bridge of the Americas/El Puente Libre, citing a supposed financial burden. The power structure has depended on these exploitative practices for so long, but resident's health has never been considered as part of the 'bottom-line.' The reality is that the maquiladora industry, a billion dollar per month industry, can afford to cross their products without jeopardizing the health and safety of vulnerable populations. We, as residents, have gained the support of our elected officials to ensure our environmental health is prioritized, and both the county commissioners court and the city council to unanimously voted in favor of sending a letter of support to GSA for removing the commercial trucks from BOTA (SEE ATTACHED).

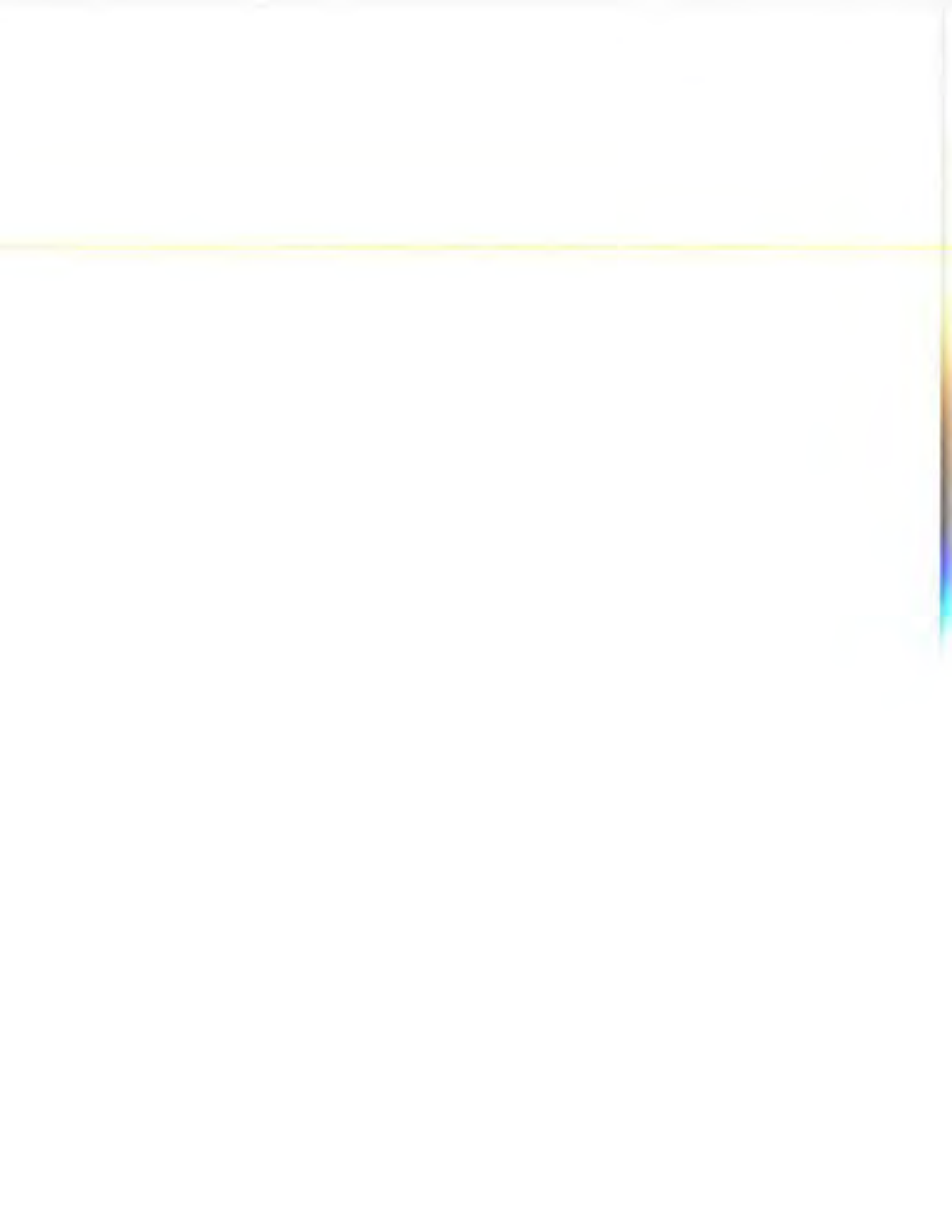
We, as the Familias Unidas del Chamizal Neighborhood Association, urge the GSA to commit to Alternative 4, and remove the commercial cargo trucks from El Puente Libre/ The Bridge of the Americas (BOTA) in El Paso, TX. We have a once-in-a-lifetime opportunity to plan for a better future with these historic funds. Please address the long-overdue public health crisis in barrio Chamizal, and protect the health and civil rights of families who live here by fulfilling the promise and intent of these important federal funds. Removing the commercial trucks from El Puente/BOTA is in the best interest of the city of El Paso and will have long term benefits for generations to come. Thank you.

Respectfully,


Hilda Villegas
President


Cemelli de Aztlan
Secretary

Familias Unidas del Chamizal Neighborhood Association





City Representative Josh Acevedo, Ed.D. – District 2

November 1, 2024

Via email to: BOTA.nepacomments@gsa.gov
U.S. General Services Administration
Attention: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Letter in Support of Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry El Paso, Texas.

Dear Ms. Carmichael,

This letter is submitted in support of Viable Action Alternative 4 from the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry (LPOE) Modernization Project. My constituents and I are elated that you have stated Viable Action Alternative 4 as your preferred option as it falls in line with the work of the community to promote health in our neighborhoods.

Thank you for the important public comment period regarding the draft EIS for BOTA prior to improvements. The multiple LPOEs in our city are critical to daily life in our border community as they facilitate the movement of people who live, work, and are educated between El Paso and Ciudad Juarez as well as represent significant pillars of our local, regional, state, and national economies.

I also thank you for the public outreach efforts and meetings that have taken place throughout El Paso over the past two years. During those meetings, along with others throughout the city, residents have made clear that public health and environmental justice should be critical focus points and efforts in any alternative for improvements to BOTA. Residents and neighborhoods surrounding BOTA have been subject to idling commercial cargo vehicles for decades and have been placed at risk. The fact remains, the neighborhoods surrounding the one-mile radius of BOTA are primarily residential along with open space school parks, the City Zoo, the County Coliseum, and the Chamizal National Memorial park. Other LPOEs, such as the Ysleta LPOE is surrounded largely by industrial and undeveloped land, while the Santa Teresa LPOE is similarly surrounded by open and commercial land. In addition, the Tornillo LPOE is completely surrounded by open and commercial land. The introduction of Viable Alternative 4 eliminates commercial cargo traffic altogether and is supported by residents, neighborhoods, community organizations, the County of El Paso, and the City of El Paso.

As a City Council that prides itself on public safety and health, we are also supportive of Viable Alternative 4 as it will eliminate exposure to air pollution and noise. We continue to look forward towards a collaborative partnership that not only enhances our community, but one that protects its health as well.

Sincerely,

A handwritten signature in blue ink that reads "Josh Acevedo".

Dr. Josh Acevedo
District 2 City Representative





OSCAR LEESER
MAYOR

October 24, 2024

Via email to: BOTA.recommendations@gsa.gov
U.S. General Services Administration
Attention: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Letter in Support of Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry El Paso, Texas

Dear Ms. Carmichael:

This letter is submitted on behalf of the City Council of the City of El Paso, Texas in support of Viable Action Alternative 4 from the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry (LPOE) Modernization Project. The safe, efficient, and effective movement of people and goods through our region's ports of entry are a vital lifeline to the economy of the Paso del Norte Region and beyond. LPOEs are critical to daily life in our border community as they facilitate the movement of people who live, work, visit and are educated between El Paso and Ciudad Juarez, as well as advance our local, regional, state, and national economies.

The City of El Paso appreciates the U.S. General Services Administration (GSA) for the public outreach efforts and meetings that have taken place throughout El Paso over the past two years. During those meetings, residents have made clear that public health and environmental justice should be critical focus points in any planned improvements to BOTA. Residents and neighborhoods surrounding BOTA have been subject to the effects of idling commercial cargo vehicles for decades, including public health concerns and noise.

The introduction of Viable Action Alternative 4 eliminates commercial cargo traffic altogether and is supported by residents, nearby neighborhoods, and community organizations, as it is expected that removing the truck traffic will result in "Moderate to Significant Long-Term Beneficial" outcomes to traffic, safety, air pollution, noise pollution, and "public/community health or other related environmental impact" (EIS 9-12).

On October 9, 2024, the El Paso City Council considered item 31: "Discussion and action to approve and adopt a letter by the El Paso City Council in support of the U.S. General Services Administration's (GSA) identification of Alternative 4 for the Bridge of the Americas port project in El Paso, Texas before the 45-day public comment period, which ends on November 4, 2024, pending review and approval from the City Attorney's Office." Council discussed concerns regarding making sure this alternative truly reduces pollution in the area.

Council also iterated concerns related to holistic planning and detailed preparation to handle the traffic that is diverted from BOTA both during and after the construction, and other items. Though GSA determined that the elimination of cargo traffic at BOTA via Viable Action Alternative 4 and the number of trucks routed to the Ysleta-Zaragoza Port of entry "are not considered significant and would not be anticipated to have an adverse effect on the local transportation network at these ports" (EIS 4-30), Council expressed concerns about the ability of regional ports of entry to absorb southbound commercial traffic, estimated to be closer to 2,000 trucks daily.

Approximately 17 members of the public spoke at the Council meeting in support of this item, and the El Paso City Council unanimously voted in favor. *City Council and members of the public are hopeful that removing commercial traffic from BOTA would result in three beneficial outcomes, but discussed ensuring that the benefits be verified, and the appropriate actions be taken in rezonation and holistic planning for diverted traffic, with federal support.*

We look forward to a collaborative partnership that not only enhances our community, but one that protects its health as well.

Respectfully,



Oscar Leeser
Mayor



October 1, 2024

U.S. General Services Administration
Attention: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

RE: BOTA LPOE Draft EIS

Dear Ms. Carmichael:

Thank you for the opportunity to provide feedback to the General Services Administration regarding the draft Environmental Impact Statement (EIS) prepared in anticipation of improvements to the Bridge of the Americas (BOTA) Land Port of Entry (LPOE). The safe, efficient, and effective movement of people and goods through our region's ports of entry are a critical lifeline to the regional economic of the Paso del Norte Region. Your agency's work to enhance the only toll-free facility into a modern and welcoming port of entry to individuals entering the United States through our southern border is vital to the overall success of our region. We thank you for the work you've done to meet with stakeholders in our community, including with the County.

That work includes the determination to pursue a full Environmental Impact Statement, instead of a less thorough Environmental Assessment, to ensure that your agency was able to capture the full effect that expanding this port of entry will have on the community. And crucially, the development and introduction of Viable Alternative 4, which not only demonstrated a commitment by GSA to minimize the impact to community assets, such as the 81-year-old El Paso County Coliseum and surrounding entertainment centers, but also to community health and the health of travelers and the primary stakeholders who manage/operate the port – U.S. Customs and Border Protection (CBP).


The BOTA LPOE is in the middle of an urban area with limited access to logistics and commercial storage infrastructure. The other region's ports of entry, including the Ysleta Port of Entry managed by the City of El Paso and the County-owned Tornillo Port of Entry, are growing their capacity to accept and process commercial traffic. The County's facilities in the area remain active community assets and part of the social fabric of South Central El Paso, which has evolved over the past 80 years from a livestock facility to an area that now promotes various events, concerns, sporting events, and other activities for residents and visitors alike. Additionally, continuing to operate the LPOE with commercial activity continues to introduce a variety of social and environmental justice issues for abutting neighborhoods, residences, and businesses. Although commercial truck and truck container traffic has reduced more than 40 percent since 2020, the existing levels of traffic continue to create significant air quality and mobility concerns in the immediate area of the LPOE. These concerns extend beyond the immediate footprint of the LPOE and onto the state-highway infrastructure, which often experiences significant traffic queuing of large commercial vehicles on bridges, connecting roadways, and other transportation infrastructure—there are more effective and efficient crossings in the region to accommodate the critical movement of goods. As Pages ES-9 through 12 indicate, Viable Alternative 4 would produce significant beneficial long-term community impacts regarding noise, air pollution, and the flow of non-commercial traffic.

Beginning in the early 2000's, the County and GSA partnered to open the modern Tornillo-Guadalupe Port of Entry (TGPOE) to replace an outdated and insufficient border crossing in East El Paso County. Since the opening of TGPOE, the County has continued to work with bilateral partners and agencies to facilitate the buildout of necessary transportation infrastructure on both sides of the border. The advocacy and recent improvements

provide a signal to industry that the TGPOE and immediate area will be available as an alternative for crossing for users of other LPOE's in the region. The County is committed to facilitating the buildout of supporting infrastructure in East El Paso County to comprehensively activate the TGPOE.

We thank you again for the efforts made by the project team to work through the points outlined here as well as those previously discussed with GSA. We look forward to continuing our partnership to ensure the region is successful in providing for the welcoming, secure, and efficient movement of people and goods through all LPOE's in the region, including the Bridge of the Americas. If you have any questions, please do not hesitate to contact El Paso Chief Administrator Betsy Keller at b.keller@el-paso-county.com / 915.546.2215. Thank you for your critical work on this issue and we look forward to continuing our collaborative discussion.

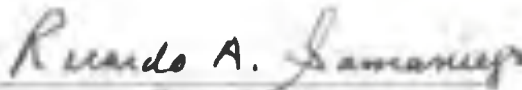
Respectfully,


Commissioner Carlos Leon, Pct. 1


Commissioner David C. Stout, Pct. 2


Commissioner Iliana Heston, Pct. 3


Commissioner Sergio Coronado, Pct. 4


Ricardo A. Samaniego, County Judge

- CC:
- Hon. El Paso County Commissioners Court
 - Hon. Veronica Escobar, TX-16
 - Hon. Tony Gonzalez, TX-23
 - Hon. John Cornyn, TX
 - Hon. Ted Cruz, TX
 - Hon. Texas Legislative Delegation
 - Betsy C. Keller, Chief Administrator, El Paso County
 - Tomas Trevino, PE, El Paso District Engineer
 - Raymond Telles, Executive Director, Camino Real RMA
 - Eduardo Calvo, Executive Director, El Paso MPO

Public Law 89-479

AN ACT

June 30, 1966
[H. R. 7402]

To provide for the establishment of the Chamizal National Memorial in the city of El Paso, Texas, and for other purposes.

Chamizal National Memorial

15 UST 21

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior is authorized to establish and develop a memorial to be known as the Chamizal National Memorial at El Paso, Texas, on approximately fifty-five acres in the northeastern part of the portion of Cordova Island acquired by the United States under the Convention between the United States of America and the United Mexican States for the Solution of the Problem of the Chamizal, signed at Mexico City August 20, 1906 (TIAS-5515). The Chamizal National Memorial shall commemorate the harmonious settlement of the long-standing boundary disputes between the United States and Mexico concerning the Chamizal, an area of land situated in the north of the Rio Grande in the El Paso Ciudad Juarez region.

Sec. 2. The Secretary of the Interior may, in his discretion, defer the establishment of the Chamizal National Memorial until the city of El Paso or other governmental agencies of the State of Texas has submitted, and the Secretary has approved, a comprehensive plan for the development of the remaining lands acquired by the United States under the Chamizal Convention, August 20, 1906, upon their transfer to said city or other government agencies in the State of Texas under other provisions of law. Such comprehensive plan shall include a development plan and work schedule that is in the judgment of the Secretary compatible and coordinated with the development plan and schedule for the Chamizal National Memorial.

Sec. 3. The Secretary of the Interior shall administer, protect, and develop such memorial, subject to the provisions of the Act entitled "An Act to establish a National Park Service, and for other purposes," approved August 25, 1916 (39 Stat. 535; 16 U.S.C. 1 et seq.), as amended and supplemented, and the Act entitled "An Act to provide for the preservation of historic American sites, buildings, objects, and antiquities of national significance, and for other purposes," approved August 21, 1935 (49 Stat. 666; 16 U.S.C. 461 et seq.).

Sec. 4. The Secretary of the Interior is authorized to cooperate and consult with the city and county of El Paso, Texas, Texas Western College, local historical and preservation societies, and other interested government agencies, associations and persons in the utilization and preservation of the Chamizal National Memorial.

Sec. 5. There are hereby authorized to be appropriated such sums, but not more than \$2,000,000, for the development of the Chamizal National Memorial.

Appropriation

Approved June 30, 1966.

Public Law 89-480

AN ACT

June 30, 1966
[H. R. 13431]

To extend the Renegotiation Act of 1951.

Renegotiation Act, extension.

70 Stat. 786;
78 Stat. 233.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 1012(c) (1) of the Renegotiation Act of 1951, as amended (30 U.S.C., App., sec. 1012(c) (1)), is amended by striking out "June 30, 1966" and inserting in lieu thereof "June 30, 1968".

Approved June 30, 1966.



APRIL 21, 2023

Executive Order on Revitalizing Our Nation's Commitment to Environmental Justice for All

By the authority vested in me as President by the Constitution and the laws of the United States of America, and in order to advance environmental justice, it is hereby ordered as follows:

Section 1. Policy. To fulfill our Nation's promises of justice, liberty, and equality, every person must have clean air to breathe; clean water to drink; safe and healthy foods to eat; and an environment that is healthy, sustainable, climate-resilient, and free from harmful pollution and chemical exposure.

Restoring and protecting a healthy environment — wherever people live, play, work, learn, grow, and worship — is a matter of justice and a fundamental duty that the Federal Government must uphold on behalf of all people.

We must advance environmental justice for all by implementing and enforcing the Nation's environmental and civil rights laws, preventing pollution, addressing climate change and its effects, and working to clean up legacy pollution that is harming human health and the environment. Advancing environmental justice will require investing in and supporting culturally vibrant, sustainable, and resilient communities in which every person has safe, clean, and affordable options for housing, energy, and transportation. It is also necessary to prioritize building an equitable, inclusive, and sustainable economy that offers economic opportunities, workforce training, and high-quality and well-paying jobs, including union jobs, and facilitating an equitable transition of the workforce as part of a clean energy future. Achieving this vision will also require improving equitable access to parks, tree cover, playgrounds, sports fields, rivers, ponds, beaches, lakes, and all of the benefits provided by nature, including America's public lands and waters. Pursuing these and other objectives integral to advancing environmental justice can successfully occur only through meaningful engagement and collaboration with underserved and

overburdened communities to address the adverse conditions they experience and ensure they do not face additional disproportionate burdens or underinvestment.

We have more work to do to make environmental justice a reality for our Nation, both for today and for the generations that will follow us. Even as many communities in the United States have prospered and thrived in recent decades, many other communities have been left behind. Communities with environmental justice concerns face entrenched disparities that are often the legacy of racial discrimination and segregation, redlining, exclusionary zoning, and other discriminatory land use decisions or patterns. These decisions and patterns may include the placement of polluting industries, hazardous waste sites, and landfills in locations that cause cumulative impacts to the public health of communities and the routing of highways and other transportation corridors in ways that divide neighborhoods. These remnants of discrimination persist today. Communities with environmental justice concerns exist in all areas of the country, including urban and rural areas and areas within the boundaries of Tribal Nations and United States Territories. Such communities are found in geographic locations that have a significant proportion of people who have low incomes or are otherwise adversely affected by persistent poverty or inequality. Such communities are also found in places with a significant proportion of people of color, including individuals who are Black, Latino, Indigenous and Native American, Asian American, Native Hawaiian, and Pacific Islander. Communities with environmental justice concerns also include geographically dispersed and mobile populations, such as migrant farmworkers.

Communities with environmental justice concerns experience disproportionate and adverse human health or environmental burdens. These burdens arise from a number of causes, including inequitable access to clean water, clean air, natural places, and resources for other basic human health and environmental needs; the concentration of pollution, hazardous waste, and toxic exposures; and underinvestment in affordable housing that is safe and healthy and in basic infrastructure and services to support such housing, including safe drinking water and effective sewage management. The cumulative impacts of exposure to those types of burdens and other stressors, including those related to climate change and the environment,

further disadvantage communities with environmental justice concerns.

People in these communities suffer from poorer health outcomes and have lower life expectancies than those in other communities in our Nation.

Moreover, gaps in environmental and human health data can conceal these harms from public view, and, in doing so, are themselves a persistent and pernicious driver of environmental injustice.

Nearly three decades after the issuance of Executive Order 12898 of February 11, 1994 (Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations), the Federal Government must build upon and strengthen its commitment to deliver environmental justice to all communities across America. Our Nation needs an ambitious approach to environmental justice that is informed by scientific research, high-quality data, and meaningful Federal engagement with communities with environmental justice concerns and that uses the tools available to the Federal Government, including enforcement of civil rights and environmental laws. Our Nation must also take further steps to dismantle racial discrimination and institutional bias that disproportionately affect the health, environment, safety, and resiliency of communities with environmental justice concerns.

To ensure that the Nation's policies and investments respond to the needs of every community, all people should be afforded the opportunity to meaningfully participate in agency decision-making processes that may affect the health of their community or environment. The Federal Government must continue to remove barriers to the meaningful involvement of the public in such decision-making, particularly those barriers that affect members of communities with environmental justice concerns, including those related to disability, language access, and lack of resources. The Federal Government must also continue to respect Tribal sovereignty and support self-governance by ensuring that Tribal Nations are consulted on Federal policies that have Tribal implications. In doing so, we must recognize, honor, and respect the different cultural practices — including subsistence practices, ways of living, Indigenous Knowledge, and traditions — in communities across America. As our Nation reaffirms our commitment to environmental justice, the Federal Government must continue to be transparent about, and accountable for, its actions.

It is the policy of my Administration to pursue a whole-of-government approach to environmental justice. This order builds upon my Administration's ongoing efforts to advance environmental justice and equity consistent with Executive Order 13985 of January 20, 2021 (Advancing Racial Equity and Support for Underserved Communities Through the Federal Government), Executive Order 13990 of January 20, 2021 (Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis), Executive Order 14008 of January 27, 2021 (Tackling the Climate Crisis at Home and Abroad), Executive Order 14052 of November 15, 2021 (Implementation of the Infrastructure Investment and Jobs Act), Executive Order 14057 of December 8, 2021 (Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability), Executive Order 14082 of September 12, 2022 (Implementation of the Energy and Infrastructure Provisions of the Inflation Reduction Act of 2022), and Executive Order 14091 of February 16, 2023 (Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government). This order also supplements the foundational efforts of Executive Order 12898 to address environmental justice. In partnership with State, Tribal, territorial, and local governments, as well as community organizations, businesses, and members of the public, the Federal Government will advance environmental justice and help create a more just and sustainable future for all.

Sec. 2. Definitions. As used in this order:

(a) "Agency" means an executive agency as defined by 5 U.S.C. 105, excluding the Government Accountability Office and independent regulatory agencies, as defined in 44 U.S.C. 3502(5).

(b) "Environmental justice" means the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment so that people:

(i) are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and

(ii) have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices.

(c) “Federal activity” means any agency rulemaking, guidance, policy, program, practice, or action that affects or has the potential to affect human health and the environment, including an agency action related to climate change. Federal activities may include agency actions related to: assuring compliance with applicable laws; licensing, permitting, and the reissuance of licenses and permits; awarding, conditioning, or oversight of Federal funds; and managing Federal resources and facilities. This may also include such activities in the District of Columbia and the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, the U.S. Virgin Islands, and other Territories and possessions of the United States.

(d) “Tribal Nation” means an American Indian or Alaska Native tribe, band, nation, pueblo, village, or community that the Secretary of the Interior acknowledges as a federally recognized Tribe pursuant to the Federally Recognized Indian Tribe List Act of 1994, 25 U.S.C. 5130, 5131.

Sec. 3. Government-Wide Approach to Environmental Justice. (a) Consistent with section 1-101 of Executive Order 12898 and each agency’s statutory authority, each agency should make achieving environmental justice part of its mission. Each agency shall, as appropriate and consistent with applicable law:

(i) identify, analyze, and address disproportionate and adverse human health and environmental effects (including risks) and hazards of Federal activities, including those related to climate change and cumulative impacts of environmental and other burdens on communities with environmental justice concerns;

(ii) evaluate relevant legal authorities and, as available and appropriate, take steps to address disproportionate and adverse human health and environmental effects (including risks) and hazards unrelated to Federal activities, including those related to climate change and cumulative

impacts of environmental and other burdens on communities with environmental justice concerns;

(iii) identify, analyze, and address historical inequities, systemic barriers, or actions related to any Federal regulation, policy, or practice that impair the ability of communities with environmental justice concerns to achieve or maintain a healthy and sustainable environment;

(iv) identify, analyze, and address barriers related to Federal activities that impair the ability of communities with environmental justice concerns to receive equitable access to human health or environmental benefits, including benefits related to natural disaster recovery and climate mitigation, adaptation, and resilience;

(v) evaluate relevant legal authorities and, as available and appropriate, take steps to provide, in consultation with unions and employers, opportunities for workforce training and to support the creation of high-quality and well-paying jobs, including union jobs, for people who are part of communities with environmental justice concerns;

(vi) evaluate relevant legal authorities and, where available and appropriate, consider adopting or requiring measures to avoid, minimize, or mitigate disproportionate and adverse human health and environmental effects (including risks) and hazards of Federal activities on communities with environmental justice concerns, to the maximum extent practicable, and to address any contribution of such Federal activities to adverse effects — including cumulative impacts of environmental and other burdens — already experienced by such communities;

(vii) provide opportunities for the meaningful engagement of persons and communities with environmental justice concerns who are potentially affected by Federal activities, including by:

(A) providing timely opportunities for members of the public to share information or concerns and participate in decision-making processes;

(B) fully considering public input provided as part of decision-making processes;

(C) seeking out and encouraging the involvement of persons and communities potentially affected by Federal activities by:

(1) ensuring that agencies offer or provide information on a Federal activity in a manner that provides meaningful access to individuals with limited English proficiency and is accessible to individuals with disabilities;

(2) providing notice of and engaging in outreach to communities or groups of people who are potentially affected and who are not regular participants in Federal decision-making; and

(3) addressing, to the extent practicable and appropriate, other barriers to participation that individuals may face; and

(D) providing technical assistance, tools, and resources to assist in facilitating meaningful and informed public participation, whenever practicable and appropriate;

(viii) continue to engage in consultation on Federal activities that have Tribal implications and potentially affect human health or the environment, pursuant to Executive Order 13175 of November 6, 2000 (Consultation and Coordination With Indian Tribal Governments), the Presidential Memorandum of January 26, 2021 (Tribal Consultation and Strengthening Nation-to-Nation Relationships), and the Presidential Memorandum of November 30, 2022 (Uniform Standards for Tribal Consultation), and fulfill obligations established pursuant to Executive Order 13007 of May 24, 1996 (Indian Sacred Sites);

(ix) carry out environmental reviews under the National Environmental Policy Act (NEPA), 42 U.S.C. 4321 *et seq.*, consistent with the statute and its implementing regulations and through the exercise of the agency's expertise and technical judgment, in a manner that:

(A) analyzes direct, indirect, and cumulative effects of Federal actions on communities with environmental justice concerns;

(B) considers best available science and information on any disparate health effects (including risks) arising from exposure to pollution and other environmental hazards, such as information related to the race, national origin, socioeconomic status, age, disability, and sex of the individuals exposed; and

(C) provides opportunities for early and meaningful involvement in the environmental review process by communities with environmental justice concerns potentially affected by a proposed action, including when establishing or revising agency procedures under NEPA;

(x) in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, and agency regulations, ensure that all programs or activities receiving Federal financial assistance that potentially affect human health or the environment do not directly, or through contractual or other arrangements, use criteria, policies, practices, or methods of administration that discriminate on the basis of race, color, or national origin;

(xi) ensure that the public, including members of communities with environmental justice concerns, has adequate access to information on Federal activities, including planning, regulatory actions, implementation, permitting, compliance, and enforcement related to human health or the environment, when required under the Freedom of Information Act, 5 U.S.C. 552; the Government in the Sunshine Act, 5 U.S.C. 552b; the Clean Air Act, 42 U.S.C. 7401 *et seq.*; the Clean Water Act, 33 U.S.C. 1251 *et seq.*; the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA), 42 U.S.C. 11001 *et seq.*; or other environmental statutes with public information provisions;

(xii) improve collaboration and communication with State, Tribal, territorial, and local governments on programs and activities to advance environmental justice;

(xiii) encourage and, to the extent permitted by law, ensure that Government-owned, contractor-operated facilities take appropriate steps to implement the directives of this order;

(xiv) consider ways to encourage and, as appropriate, ensure that

recipients of Federal funds -- including recipients of block grant funding -- and entities subject to contractual, licensing, or other arrangements with Federal agencies advance environmental justice;

(xv) develop internal mechanisms to achieve the goals of this order, including by:

(A) creating performance metrics and other means of accountability;

(B) identifying and dedicating staff, funding, and other resources;

and

(C) providing appropriate professional development and training of agency staff; and

(xvi) consistent with section 2-2 of Executive Order 12898, ensure that Federal activities do not have the effect of:

(A) excluding persons, including populations, from participation in Federal activities on the basis of their race, color, or national origin;

(B) denying persons, including populations, the benefits of Federal activities on the basis of their race, color, or national origin; or

(C) subjecting persons, including populations, to discrimination on the basis of their race, color, or national origin.

(b) The Administrator of the Environmental Protection Agency (EPA) shall:

(i) in carrying out responsibilities under section 309 of the Clean Air Act, 42 U.S.C. 7609, assess whether each agency analyzes and avoids or mitigates disproportionate human health and environmental effects on communities with environmental justice concerns; and

(ii) report annually to the Chair of the Council on Environmental Quality (CEQ) and the White House Environmental Justice Interagency Council (Interagency Council) described in section 7 of this order on EPA's

Clean Air Act section 309 reviews regarding communities with environmental justice concerns and provide recommendations on legislative, regulatory, or policy options to advance environmental justice in Federal decision-making.

(c) In carrying out assigned responsibilities under Executive Order 12250 of November 2, 1980 (Leadership and Coordination of Nondiscrimination Laws), the Attorney General shall assess agency efforts to ensure compliance with civil rights laws in programs and activities receiving Federal financial assistance that potentially affect human health or the environment and shall report annually based on publicly available information to the Chair of CEQ regarding any relevant pending or closed litigation.

Sec. 4. Environmental Justice Strategic Plans. (a) No later than 18 months after the date of this order and every 4 years thereafter, each agency shall submit to the Chair of CEQ and make available to the public online an Environmental Justice Strategic Plan.

(b) Each Environmental Justice Strategic Plan shall, based on guidance provided by the Chair of CEQ under section 9 of this order, set forth the agency's vision, goals, priority actions, and metrics to address and advance environmental justice and to fulfill the directives of this order, including through the identification of new staffing, policies, regulations, or guidance documents.

(c) Each Environmental Justice Strategic Plan shall also identify and address opportunities through regulations, policies, permits, or other means to improve accountability and compliance with any statute the agency administers that affects the health and environment of communities with environmental justice concerns. Such measures may include:

(i) increasing public reporting by regulated entities;

(ii) expanding use of pollution measurement and other environmental impact or compliance assessment tools such as fence-line monitoring;

(iii) improving the effectiveness of remedies to provide relief to individuals and communities with environmental justice concerns, such as

remedies that penalize and deter violations and promote future compliance, including harm mitigation and corrective action; and

(iv) considering whether to remove exemptions or waivers that may undermine the achievement of human health or environmental standards.

(d) No later than 2 years after the submission of an Environmental Justice Strategic Plan, each agency shall submit to the Chair of CEQ, and make available to the public, an Environmental Justice Assessment that evaluates, based on guidance provided by the Chair of CEQ under section 9 of this order, the effectiveness of the agency's Environmental Justice Strategic Plan. The Environmental Justice Assessment shall include an evaluation of:

(i) the agency's progress in implementing its Environmental Justice Strategic Plan;

(ii) any barriers to implementing the agency's Environmental Justice Strategic Plan; and

(iii) steps taken to address any barriers identified.

(e) An agency's completion of an Environmental Justice Strategic Plan and Environmental Justice Assessment shall satisfy the requirements of section 1-103 of Executive Order 12898.

(f) The Environmental Justice Scorecard established under section 223(d) of Executive Order 14008 shall address agency progress toward achieving the goals outlined in this order and shall include, among other items, a section on agencies' Environmental Justice Strategic Plans and Environmental Justice Assessments.

(g) The Chair of CEQ may request additional periodic reports, information, or evaluations on environmental justice issues from agencies.

(h) Independent regulatory agencies are strongly encouraged to comply with the provisions of this order and to provide a notice to the Chair of CEQ of their intention to do so. The Chair of CEQ shall make such notices publicly available and maintain a list online of such agencies.

Sec. 5. Research, Data Collection, and Analysis to Advance Environmental Justice. (a) To address the need for a coordinated Federal strategy to identify and address gaps in science, data, and research related to environmental justice, the Director of the Office of Science and Technology Policy (OSTP) shall establish an Environmental Justice Subcommittee of the National Science and Technology Council (Environmental Justice Subcommittee).

(i) The Director of OSTP, in consultation with the Chair of CEQ, shall designate at least two co-chairs of the Environmental Justice Subcommittee and may designate additional co-chairs as appropriate. The membership of the Subcommittee shall consist of representatives of agencies invited by the Director, in consultation with the Chair of CEQ.

(ii) The Environmental Justice Subcommittee and the Interagency Council described in section 7 of this order shall hold an annual summit on the connection of science, data, and research with policy and action on environmental justice.

(iii) The Environmental Justice Subcommittee shall prepare, and update biennially, an Environmental Justice Science, Data, and Research Plan (Research Plan) to:

(A) analyze any gaps and inadequacies in data collection and scientific research related to environmental justice, with a focus on gaps and inadequacies that may affect agencies' ability to advance environmental justice, including through the Environmental Justice Strategic Plans required under section 4 of this order;

(B) identify opportunities for agencies to coordinate with the research efforts of State, Tribal, territorial, and local governments; academic institutions; communities; the private sector; the non-profit sector; and other relevant actors to accelerate the development of data, research, and techniques — including consideration of Indigenous Knowledge — to address gaps and inadequacies in data collection and scientific research that may affect agencies' ability to advance environmental justice;

(C) provide recommendations to agencies on the development and use of science, data, and research to support environmental justice policy and the agency responsibilities outlined in section 3 of this order;

(D) provide recommendations to the Chair of CEQ on data sources to include in the Climate and Economic Justice Screening Tool established pursuant to section 222(a) of Executive Order 14008;

(E) provide recommendations to agencies on ethical standards, privacy protections, and other requirements for the development and use of science, data, and research addressed in the Research Plan, including recommendations with respect to engaging in consultation with and obtaining consent of Tribal Nations; and

(F) provide recommendations to agencies on:

(1) encouraging participatory science, such as research or data collection undertaken by communities or the public, and, as appropriate, integrating such science into agency decision-making processes;

(2) taking steps to ensure or encourage, as appropriate, that collections of data related to environmental justice include data from the Territories and possessions of the United States;

(3) improving the public accessibility of research and information produced or distributed by the Federal Government, including through the use of machine-readable formats, where appropriate;

(4) disaggregating environmental risk, exposure, and health data by race, national origin, income, socioeconomic status, age, sex, disability, and other readily accessible and appropriate categories;

(5) identifying and addressing data collection challenges related to patterns of historical or ongoing racial discrimination and bias;

(6) analyzing cumulative impacts (including risks) from multiple sources, pollutants or chemicals, and exposure pathways, and accounting for non-chemical stressors and current and anticipated climate change;

(7) in collaboration with Tribal Nations, as appropriate, collecting, maintaining, and analyzing information on consumption patterns of fish, wildlife, and plants related to subsistence and cultural practices of Tribal and Indigenous populations;

(8) providing opportunities for meaningful engagement for communities with environmental justice concerns on the development and design of data collection and research strategies relevant to those communities; and

(9) implementing sections 3-3 and 4-4 of Executive Order 12898 in an efficient and effective manner.

(b) Consistent with sections 3-3 and 4-4 of Executive Order 12898, each agency shall take appropriate steps, considering the recommendations of the Environmental Justice Subcommittee, to promote the development of research and data related to environmental justice, including enhancing the collection of data, supporting the creation of tools to improve the consideration of environmental justice in decision-making, providing analyses of cumulative impacts and risks, and promoting science needed to inform decisions that advance environmental justice.

(c) When conducting research and data collection in furtherance of the directives in this order and Executive Order 12898, agencies shall comply with applicable regulations and directives, including those related to standards of ethics for the protection of human subjects, such as those set forth in Executive Order 12975 of October 3, 1995 (Protection of Human Research Subjects and Creation of National Bioethics Advisory Commission), and the Presidential Memorandum of January 27, 2021 (Restoring Trust in Government Through Scientific Integrity and Evidence-Based Policymaking).

Sec. 6. Community Notification on Toxic Chemical Releases. To ensure that the public, including members of communities with environmental justice concerns, receives timely information about releases of toxic chemicals that may affect them and health and safety measures available to address such releases:

(a) Each agency shall report in accordance with sections 301 through 313 of EPCRA after considering applicable EPA guidance and without regard to the Standard Industrial Classification or North American Industry Classification System delineations.

(b) No later than 6 weeks following a release requiring notification by an agency under section 304(a) of EPCRA, the notifying agency shall hold a public meeting providing the information required under section 304(b)(2) of EPCRA, including information on the nature of the release, known or anticipated health risks, and the proper precautions to take as a result. The agency shall provide notice of a public meeting no later than 72 hours after a release.

(c) The Administrator of EPA shall evaluate available legal authorities and consider any additional steps it may require or encourage non-Federal facilities that report releases under EPCRA to undertake in connection with the report.

(d) The Administrator of EPA shall provide the Environmental Justice Subcommittee established by section 5 of this order with an annual report on trends in data in the Toxic Release Inventory established by section 313 of EPCRA to inform the development of the Research Plan required under section 5(a)(iii) of this order.

Sec. 7. White House Environmental Justice Interagency Council. (a) Section 1-102(b) of Executive Order 12898, as amended by section 220(a) of Executive Order 14008, and further amended by section 4(b) of Executive Order 14082, creating the White House Environmental Justice Interagency Council, is amended to read as follows:

“(b) Membership. The Interagency Council shall consist of the following additional members:

- (i) the Secretary of State;
- (ii) the Secretary of Defense;

- (iii) the Attorney General;
- (iv) the Secretary of the Interior;
- (v) the Secretary of Agriculture;
- (vi) the Secretary of Commerce;
- (vii) the Secretary of Labor;
- (viii) the Secretary of Health and Human Services;
- (ix) the Secretary of Housing and Urban Development;
- (x) the Secretary of Transportation;
- (xi) the Secretary of Energy;
- (xii) the Secretary of Veterans Affairs;
- (xiii) the Secretary of Homeland Security;
- (xiv) the Administrator of the Environmental Protection Agency;
- (xv) the Director of the Office of Management and Budget;
- (xvi) the Chair of the Council of Economic Advisers;
- (xvii) the Administrator of General Services;
- (xviii) the Executive Director of the Federal Permitting Improvement Steering Council;
- (xix) the Director of the Office of Science and Technology Policy;
- (xx) the Assistant to the President and National Climate Advisor;
- (xxi) the Assistant to the President for Domestic Policy;

(xxii) the Assistant to the President for Economic Policy;

(xxiii) the Executive Director of the White House Gender Policy Council;

(xxiv) the Senior Advisor to the President for Clean Energy Innovation and Implementation; and

(xxv) other relevant agency heads as determined by the Chair of CEQ.”

(b) Section 1-102(d) of Executive Order 12898, as amended by section 220(a) of Executive Order 14008, is further amended by adding the following sentence at the end: “The Interagency Council shall support and facilitate interagency collaboration on programs and activities related to environmental justice, including the development of materials for environmental justice training to build the capacity of Federal employees to advance environmental justice and to increase the meaningful participation of individuals from communities with environmental justice concerns in Federal activities.”

(c) Section 1-102(g) of Executive Order 12898, as amended by section 220(a) of Executive Order 14008, is amended to read as follows: “Officers. The head of each agency on the Interagency Council shall designate an Environmental Justice Officer within the agency with the authority to represent the agency on the Interagency Council and with the responsibility for leading agency planning and implementation of the agency’s Environmental Justice Strategic Plan, coordinating with CEQ and other agencies, and performing such other duties related to advancing environmental justice as the head of the agency deems appropriate.”

(d) Section 1-102 of Executive Order 12898, as amended by section 220(a) of Executive Order 14008, is further amended by adding the following at the end:

“(h) Memorandum of Understanding. The Interagency Council shall adopt a Memorandum of Understanding among its members that sets forth the objectives, structure, and planned operations of the Interagency Council.

(i) Public meetings. In coordination with the White House Environmental Justice Advisory Council, the Interagency Council shall hold at least one public meeting per year. The Interagency Council shall prepare, for public review, a summary of the comments and recommendations discussed at public meetings of the Interagency Council.

(j) Clearinghouse. The Administrator of EPA, in coordination with the Interagency Council, shall, no later than March 31, 2024, establish a public, internet-based, whole-of-government clearinghouse composed of culturally and linguistically appropriate and accessible materials related to environmental justice, including:

(i) information describing the activities of the members of the Interagency Council to address issues relating to environmental justice;

(ii) information on technical assistance, tools, and resources to assist communities with environmental justice concerns in building capacity for public participation;

(iii) copies of training materials developed by the Interagency Council or its members to help individuals and employees understand and carry out environmental justice activities; and

(iv) any other information deemed appropriate by the Administrator, in coordination with the Interagency Council.”

(e) Section 5-5(a) of Executive Order 12898 is amended to read as follows: “The public may submit recommendations to Federal agencies relating to the incorporation of environmental justice principles into Federal agency programs or policies. Each Federal agency shall convey such recommendations to the Interagency Council.”

Sec. 8. White House Office of Environmental Justice. (a) The White House Office of Environmental Justice is hereby established within CEQ

(b) The Office shall be headed by a Federal Chief Environmental Justice Officer, who shall be appointed by the President. The Federal Chief

Environmental Justice Officer shall advance environmental justice initiatives, including by coordinating the development of policies, programs, and partnerships to achieve the policies set forth in this order; identifying opportunities for collaboration and coordination with State, Tribal, territorial, and local governments; supporting the Interagency Council; and advising the Chair of CEQ and the Interagency Council on environmental justice matters.

(c) The heads of all agencies shall cooperate with the Federal Chief Environmental Justice Officer and provide such information, support, and assistance as the Federal Chief Environmental Justice Officer may request, as appropriate.

Sec. 9. Guidance. Within 6 months of the date of this order, the Chair of CEQ shall issue interim guidance, in consultation with the Interagency Council, to inform agency implementation of this order, and shall request recommendations on the guidance from the White House Environmental Justice Advisory Council established by Executive Order 14008 (Advisory Council). To reduce redundancy and streamline reporting obligations, the interim guidance shall identify ways for agencies to align other related efforts, such as obligations that agencies may have under Executive Order 13985 and Executive Order 14008. Within 18 months of the date of this order, the Chair of CEQ shall issue final guidance after considering any recommendations of the Advisory Council. The Chair of CEQ may revise any guidance, or issue additional guidance under this order, as appropriate, and shall consider any additional recommendations made by the Advisory Council in issuing or revising guidance under this section.

Sec. 10. Reports to the President. Within 1 year of the date for the submission of agency Environmental Justice Strategic Plans to the Chair of CEQ under section 4(a) of this order, the Chair shall, after consultation with the Interagency Council and after considering recommendations from the Advisory Council, submit to the President a report that describes the implementation of this order, includes each agency's Environmental Justice Strategic Plan, provides recommendations for additional steps to advance environmental justice, and, beginning with the second report, also provides any insights gathered from each agency's Environmental Justice Assessment required under section 4(d) of this order.

Sec. 11. General Provisions. (a) Nothing in this order shall be construed to impair or otherwise affect:

(i) the authority granted by law to an executive department or agency, or the head thereof; or

(ii) the functions of the Director of the Office of Management and Budget relating to budgetary, administrative, or legislative proposals.

(b) This order shall be implemented consistent with applicable law and subject to the availability of appropriations.

(c) This order is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the United States, its departments, agencies, or entities, its officers, employees, or agents, or any other person.

JOSEPH R. BIDEN JR.

THE WHITE HOUSE,
April 21, 2023.

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Tackling the Climate Crisis at Home and Abroad

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([print page 7619](#)) Executive Order 14008 (</executive-order/14008>) of January 27, 2021

Tackling the Climate Crisis at Home and Abroad

The United States and the world face a profound climate crisis. We have a narrow moment to pursue action at home and abroad in order to avoid the most catastrophic impacts of that crisis and to seize the opportunity that tackling climate change presents. Domestic action must go hand in hand with United States international leadership, aimed at significantly enhancing global action. Together, we must listen to science and meet the moment.

By the authority vested in me as President by the Constitution and the laws of the United States of America, it is hereby ordered as follows:

PART I—PUTTING THE CLIMATE CRISIS AT THE CENTER OF UNITED STATES FOREIGN POLICY AND NATIONAL SECURITY

Section 101 . Policy. United States international engagement to address climate change—which has become a climate crisis—is more necessary and urgent than ever. The scientific community has made clear that the scale and speed of necessary action is greater than previously believed. There is little time left to avoid setting the world on a dangerous, potentially catastrophic, climate trajectory. Responding to the climate crisis will require both significant short-term global reductions in greenhouse gas emissions and net-zero global emissions by mid-century or before.

It is the policy of my Administration that climate considerations shall be an essential element of United States foreign policy and national security. The United States will work with other countries and partners, both bilaterally and multilaterally, to put the world on a sustainable climate pathway. The United States will also move quickly to build resilience, both at home and abroad, against the impacts of climate change that are already manifest and will continue to intensify according to current trajectories.

Sec. 102 . Purpose. This order builds on and reaffirms actions my Administration has already taken to place the climate crisis at the forefront of this Nation's foreign policy and national security planning, including submitting the United States instrument of acceptance to rejoin the Paris Agreement. In implementing—and building upon—the Paris Agreement's three overarching objectives (a safe global temperature, increased climate resilience, and financial flows aligned with a pathway toward low greenhouse gas emissions and climate-resilient development), the United States will exercise its leadership to promote a significant increase in global climate ambition to meet the climate challenge. In this regard:

(a) I will host an early Leaders' Climate Summit aimed at raising climate ambition and making a positive contribution to the 26th United Nations Climate Change Conference of the Parties (COP26) and beyond.

(b) The United States will reconvene the Major Economies Forum on Energy and Climate, beginning with the Leaders' Climate Summit. In cooperation with the members of that Forum, as well as with other partners as appropriate, the United States will pursue green recovery efforts, initiatives to advance the clean energy transition, sectoral decarbonization, and alignment of financial flows with the objectives of the Paris Agreement, including with respect to coal financing, nature-based solutions, and solutions to other climate-related challenges. (□ print page 7620)

(c) I have created a new Presidentially appointed position, the Special Presidential Envoy for Climate, to elevate the issue of climate change and underscore the commitment my Administration will make toward addressing it.

(d) Recognizing that climate change affects a wide range of subjects, it will be a United States priority to press for enhanced climate ambition and integration of climate considerations across a wide range of international fora, including the Group of Seven (G7), the Group of Twenty (G20), and fora that address clean energy, aviation, shipping, the Arctic, the ocean, sustainable development, migration, and other relevant topics. The Special Presidential Envoy for Climate and others, as appropriate, are encouraged to promote innovative approaches, including international multi-stakeholder initiatives. In addition, my Administration will work in partnership with States, localities, Tribes, territories, and other United States stakeholders to advance United States climate diplomacy.

(e) The United States will immediately begin the process of developing its nationally determined contribution under the Paris Agreement. The process will include analysis and input from relevant executive departments and agencies (agencies), as well as appropriate outreach to domestic stakeholders. The United States will aim to submit its nationally determined contribution in advance of the Leaders' Climate Summit.

(f) The United States will also immediately begin to develop a climate finance plan, making strategic use of multilateral and bilateral channels and institutions, to assist developing countries in implementing ambitious emissions reduction measures, protecting critical ecosystems, building resilience against the impacts of climate change, and promoting the flow of capital toward climate-aligned investments and away from high-carbon investments. The Secretary of State and the Secretary of the Treasury, in coordination with the Special Presidential Envoy for Climate, shall lead a process to develop this plan, with the participation of the Administrator of the United States Agency for International Development (USAID), the Chief Executive Officer of the United States International Development Finance Corporation (DFC), the Chief Executive Officer of the Millennium Challenge Corporation, the Director of the United States Trade and Development Agency, the Director of the Office of Management and Budget, and the head of any other agency providing foreign assistance and development financing, as appropriate. The Secretary of State and the Secretary of the Treasury shall submit the plan to the President, through the Assistant to the President for National Security Affairs and the Assistant to the President for Economic Policy, within 90 days of the date of this order.

(g) The Secretary of the Treasury shall:

(i) ensure that the United States is present and engaged in relevant international fora and institutions that are working on the management of climate-related financial risks;

(ii) develop a strategy for how the voice and vote of the United States can be used in international financial institutions, including the World Bank Group and the International Monetary Fund, to promote financing programs, economic stimulus packages, and debt relief initiatives that are aligned with and support the goals of the Paris Agreement; and

(iii) develop, in collaboration with the Secretary of State, the Administrator of USAID, and the Chief Executive Officer of the DFC, a plan for promoting the protection of the Amazon rainforest and other critical ecosystems that serve as global carbon sinks, including through market-based mechanisms.

(h) The Secretary of State, the Secretary of the Treasury, and the Secretary of Energy shall work together and with the Export-Import Bank of the United States, the Chief Executive Officer of the DFC, and the heads of other agencies and partners, as appropriate, to identify steps through which the United States can promote ending international financing of carbon- (□ print page 7621) intensive fossil fuel-based energy while simultaneously advancing sustainable development and a green recovery, in consultation with the Assistant to the President for National Security Affairs.

(i) The Secretary of Energy, in cooperation with the Secretary of State and the heads of other agencies, as appropriate, shall identify steps through which the United States can intensify international collaborations to drive innovation and deployment of clean energy technologies, which are critical for climate protection.

(j) The Secretary of State shall prepare, within 60 days of the date of this order, a transmittal package seeking the Senate's advice and consent to ratification of the Kigali Amendment to the Montreal Protocol on Substances that Deplete the Ozone Layer, regarding the phasedown of the production and consumption of hydrofluorocarbons.

Sec. 103 . *Prioritizing Climate in Foreign Policy and National Security.* To ensure that climate change considerations are central to United States foreign policy and national security:

(a) Agencies that engage in extensive international work shall develop, in coordination with the Special Presidential Envoy for Climate, and submit to the President, through the Assistant to the President for National Security Affairs, within 90 days of the date of this order, strategies and implementation plans for integrating climate considerations into their international work, as appropriate and consistent with applicable law. These strategies and plans should include an assessment of:

(i) climate impacts relevant to broad agency strategies in particular countries or regions;

(ii) climate impacts on their agency-managed infrastructure abroad (e.g., embassies, military installations), without prejudice to existing requirements regarding assessment of such infrastructure;

(iii) how the agency intends to manage such impacts or incorporate risk mitigation into its installation master plans; and

(iv) how the agency's international work, including partner engagement, can contribute to addressing the climate crisis.

(b) The Director of National Intelligence shall prepare, within 120 days of the date of this order, a National Intelligence Estimate on the national and economic security impacts of climate change.

(c) The Secretary of Defense, in coordination with the Secretary of Commerce, through the Administrator of the National Oceanic and Atmospheric Administration, the Chair of the Council on Environmental Quality, the Administrator of the Environmental Protection Agency, the Director of National Intelligence, the Director of the Office of Science and Technology Policy, the Administrator of the National Aeronautics and Space Administration, and the heads of other agencies as appropriate, shall develop and submit to the President, within 120 days of the date of this order, an analysis of the security implications of climate change (Climate Risk Analysis) that can be incorporated into modeling, simulation, war-gaming, and other analyses.

(d) The Secretary of Defense and the Chairman of the Joint Chiefs of Staff shall consider the security implications of climate change, including any relevant information from the Climate Risk Analysis described in subsection (c) of this section, in developing the National Defense Strategy, Defense Planning Guidance, Chairman's Risk Assessment, and other relevant strategy, planning, and programming documents and processes. Starting in January 2022, the Secretary of Defense and the Chairman of the Joint Chiefs of Staff shall provide an annual update, through the National Security Council, on the progress made in incorporating the security implications of climate change into these documents and processes.

(e) The Secretary of Homeland Security shall consider the implications of climate change in the Arctic, along our Nation's borders, and to National (□ print page 7622) Critical Functions, including any relevant information from the Climate Risk Analysis described in subsection (c) of this section, in developing relevant strategy, planning, and programming documents and processes. Starting in January 2022, the Secretary of Homeland Security shall provide an annual update, through the National Security Council, on the progress made in incorporating the homeland security implications of climate change into these documents and processes.

Sec. 104 . Reinstatement. The Presidential Memorandum of September 21, 2016 (Climate Change and National Security), is hereby reinstated.

PART II—TAKING A GOVERNMENT-WIDE APPROACH TO THE CLIMATE CRISIS

Sec. 201 . Policy. Even as our Nation emerges from profound public health and economic crises borne of a pandemic, we face a climate crisis that threatens our people and communities, public health and economy, and, starkly, our ability to live on planet Earth. Despite the peril that is already evident, there is promise in the solutions—opportunities to create well-paying union jobs to build a modern and sustainable infrastructure, deliver an equitable, clean energy future, and put the United States on a path to achieve net-zero emissions, economy-wide, by no later than 2050.

We must listen to science—and act. We must strengthen our clean air and water protections. We must hold polluters accountable for their actions. We must deliver environmental justice in communities all across America. The Federal Government must drive assessment, disclosure, and mitigation of climate pollution and climate-related risks in every sector of our economy, marshaling the creativity, courage, and capital necessary to make our Nation resilient in the face of this threat. Together, we must combat the climate crisis with bold, progressive action that combines the full capacity of the Federal Government with efforts from every corner of our Nation, every level of government, and every sector of our economy.

It is the policy of my Administration to organize and deploy the full capacity of its agencies to combat the climate crisis to implement a Government-wide approach that reduces climate pollution in every sector of the economy; increases resilience to the impacts of climate change; protects public health; conserves our lands, waters, and biodiversity;

delivers environmental justice; and spurs well-paying union jobs and economic growth, especially through innovation, commercialization, and deployment of clean energy technologies and infrastructure. Successfully meeting these challenges will require the Federal Government to pursue such a coordinated approach from planning to implementation, coupled with substantive engagement by stakeholders, including State, local, and Tribal governments.

Sec. 202 . *White House Office of Domestic Climate Policy.* There is hereby established the White House Office of Domestic Climate Policy (Climate Policy Office) within the Executive Office of the President, which shall coordinate the policy-making process with respect to domestic climate-policy issues; coordinate domestic climate-policy advice to the President; ensure that domestic climate-policy decisions and programs are consistent with the President's stated goals and that those goals are being effectively pursued; and monitor implementation of the President's domestic climate-policy agenda. The Climate Policy Office shall have a staff headed by the Assistant to the President and National Climate Advisor (National Climate Advisor) and shall include the Deputy Assistant to the President and Deputy National Climate Advisor. The Climate Policy Office shall have such staff and other assistance as may be necessary to carry out the provisions of this order, subject to the availability of appropriations, and may work with established or ad hoc committees or interagency groups. All agencies shall cooperate with the Climate Policy Office and provide such information, support, and assistance to the Climate Policy Office as it may request, as appropriate and consistent with applicable law. (□ print page 7623)

Sec. 203 . *National Climate Task Force.* There is hereby established a National Climate Task Force (Task Force). The Task Force shall be chaired by the National Climate Advisor,

(a) Membership. The Task Force shall consist of the following additional members:

(i) the Secretary of the Treasury;

(ii) the Secretary of Defense;

(iii) the Attorney General;

(iv) the Secretary of the Interior;

(v) the Secretary of Agriculture;

- (vi) the Secretary of Commerce;
- (vii) the Secretary of Labor;
- (viii) the Secretary of Health and Human Services;
- (ix) the Secretary of Housing and Urban Development;
- (x) the Secretary of Transportation;
- (xi) the Secretary of Energy;
- (xii) the Secretary of Homeland Security;
- (xiii) the Administrator of General Services;
- (xiv) the Chair of the Council on Environmental Quality;
- (xv) the Administrator of the Environmental Protection Agency;
- (xvi) the Director of the Office of Management and Budget;
- (xvii) the Director of the Office of Science and Technology Policy;
- (xviii) the Assistant to the President for Domestic Policy;
- (xix) the Assistant to the President for National Security Affairs;
- (xx) the Assistant to the President for Homeland Security and Counterterrorism; and
- (xxi) the Assistant to the President for Economic Policy.

(b) Mission and Work. The Task Force shall facilitate the organization and deployment of a Government-wide approach to combat the climate crisis. This Task Force shall facilitate planning and implementation of key Federal actions to reduce climate pollution; increase resilience to the impacts of climate change; protect public health; conserve our lands, waters, oceans, and biodiversity; deliver environmental justice; and spur well-paying union

jobs and economic growth. As necessary and appropriate, members of the Task Force will engage on these matters with State, local, Tribal, and territorial governments; workers and communities; and leaders across the various sectors of our economy.

(c) **Prioritizing Actions.** To the extent permitted by law, Task Force members shall prioritize action on climate change in their policy-making and budget processes, in their contracting and procurement, and in their engagement with State, local, Tribal, and territorial governments; workers and communities; and leaders across all the sectors of our economy.

USE OF THE FEDERAL GOVERNMENT'S BUYING POWER AND REAL PROPERTY AND ASSET MANAGEMENT

Sec. 204 . Policy. It is the policy of my Administration to lead the Nation's effort to combat the climate crisis by example—specifically, by aligning the management of Federal procurement and real property, public lands and waters, and financial programs to support robust climate action. By providing an immediate, clear, and stable source of product demand, increased transparency and data, and robust standards for the market, my Administration will help to catalyze private sector investment into, and (□ print page 7624) accelerate the advancement of America's industrial capacity to supply, domestic clean energy, buildings, vehicles, and other necessary products and materials.

Sec. 205 . Federal Clean Electricity and Vehicle Procurement Strategy. (a) The Chair of the Council on Environmental Quality, the Administrator of General Services, and the Director of the Office and Management and Budget, in coordination with the Secretary of Commerce, the Secretary of Labor, the Secretary of Energy, and the heads of other relevant agencies, shall assist the National Climate Advisor, through the Task Force established in section 203 of this order, in developing a comprehensive plan to create good jobs and stimulate clean energy industries by revitalizing the Federal Government's sustainability efforts.

(b) The plan shall aim to use, as appropriate and consistent with applicable law, all available procurement authorities to achieve or facilitate:

(i) a carbon pollution-free electricity sector no later than 2035; and

(ii) clean and zero-emission vehicles for Federal, State, local, and Tribal government fleets, including vehicles of the United States Postal Service.

(c) If necessary, the plan shall recommend any additional legislation needed to accomplish these objectives.

(d) The plan shall also aim to ensure that the United States retains the union jobs integral to and involved in running and maintaining clean and zero-emission fleets, while spurring the creation of union jobs in the manufacture of those new vehicles. The plan shall be submitted to the Task Force within 90 days of the date of this order.

Sec. 206 . Procurement Standards. Consistent with the Executive Order of January 25, 2021, entitled, "Ensuring the Future Is Made in All of America by All of America's Workers," agencies shall adhere to the requirements of the Made in America Laws in making clean energy, energy efficiency, and clean energy procurement decisions. Agencies shall, consistent with applicable law, apply and enforce the Davis-Bacon Act and prevailing wage and benefit requirements. The Secretary of Labor shall take steps to update prevailing wage requirements. The Chair of the Council on Environmental Quality shall consider additional administrative steps and guidance to assist the Federal Acquisition Regulatory Council in developing regulatory amendments to promote increased contractor attention on reduced carbon emission and Federal sustainability.

Sec. 207 . Renewable Energy on Public Lands and in Offshore Waters. The Secretary of the Interior shall review siting and permitting processes on public lands and in offshore waters to identify to the Task Force steps that can be taken, consistent with applicable law, to increase renewable energy production on those lands and in those waters, with the goal of doubling offshore wind by 2030 while ensuring robust protection for our lands, waters, and biodiversity and creating good jobs. In conducting this review, the Secretary of the Interior shall consult, as appropriate, with the heads of relevant agencies, including the Secretary of Defense, the Secretary of Agriculture, the Secretary of Commerce, through the Administrator of the National Oceanic and Atmospheric Administration, the Secretary of Energy, the Chair of the Council on Environmental Quality, State and Tribal authorities, project developers, and other interested parties. The Secretary of the Interior shall engage with Tribal authorities regarding the development and management of renewable and conventional energy resources on Tribal lands.

Sec. 208 . *Oil and Natural Gas Development on Public Lands and in Offshore Waters.* To the extent consistent with applicable law, the Secretary of the Interior shall pause new oil and natural gas leases on public lands or in offshore waters pending completion of a comprehensive review and reconsideration of Federal oil and gas permitting and leasing practices in light of the Secretary of the Interior's broad stewardship responsibilities over the public lands and in offshore waters, including potential climate and (□ print page 7625) other impacts associated with oil and gas activities on public lands or in offshore waters. The Secretary of the Interior shall complete that review in consultation with the Secretary of Agriculture, the Secretary of Commerce, through the National Oceanic and Atmospheric Administration, and the Secretary of Energy. In conducting this analysis, and to the extent consistent with applicable law, the Secretary of the Interior shall consider whether to adjust royalties associated with coal, oil, and gas resources extracted from public lands and offshore waters, or take other appropriate action, to account for corresponding climate costs.

Sec. 209 . *Fossil Fuel Subsidies.* The heads of agencies shall identify for the Director of the Office of Management and Budget and the National Climate Advisor any fossil fuel subsidies provided by their respective agencies, and then take steps to ensure that, to the extent consistent with applicable law, Federal funding is not directly subsidizing fossil fuels. The Director of the Office of Management and Budget shall seek, in coordination with the heads of agencies and the National Climate Advisor, to eliminate fossil fuel subsidies from the budget request for Fiscal Year 2022 and thereafter.

Sec. 210 . *Clean Energy in Financial Management.* The heads of agencies shall identify opportunities for Federal funding to spur innovation, commercialization, and deployment of clean energy technologies and infrastructure for the Director of the Office of Management and Budget and the National Climate Advisor, and then take steps to ensure that, to the extent consistent with applicable law, Federal funding is used to spur innovation, commercialization, and deployment of clean energy technologies and infrastructure. The Director of the Office of Management and Budget, in coordination with agency heads and the National Climate Advisor, shall seek to prioritize such investments in the President's budget request for Fiscal Year 2022 and thereafter.

Sec. 211 . *Climate Action Plans and Data and Information Products to Improve Adaptation and Increase Resilience.* (a) The head of each agency shall submit a draft action plan to the Task Force and the Federal Chief Sustainability Officer within 120 days of the date of

this order that describes steps the agency can take with regard to its facilities and operations to bolster adaptation and increase resilience to the impacts of climate change. Action plans should, among other things, describe the agency's climate vulnerabilities and describe the agency's plan to use the power of procurement to increase the energy and water efficiency of United States Government installations, buildings, and facilities and ensure they are climate-ready. Agencies shall consider the feasibility of using the purchasing power of the Federal Government to drive innovation, and shall seek to increase the Federal Government's resilience against supply chain disruptions. Such disruptions put the Nation's manufacturing sector at risk, as well as consumer access to critical goods and services. Agencies shall make their action plans public, and post them on the agency website, to the extent consistent with applicable law.

(b) Within 30 days of an agency's submission of an action plan, the Federal Chief Sustainability Officer, in coordination with the Director of the Office of Management and Budget, shall review the plan to assess its consistency with the policy set forth in section 204 of this order and the priorities issued by the Office of Management and Budget.

(c) After submitting an initial action plan, the head of each agency shall submit to the Task Force and Federal Chief Sustainability Officer progress reports annually on the status of implementation efforts. Agencies shall make progress reports public and post them on the agency website, to the extent consistent with applicable law. The heads of agencies shall assign their respective agency Chief Sustainability Officer the authority to perform duties relating to implementation of this order within the agency, to the extent consistent with applicable law.

(d) To assist agencies and State, local, Tribal, and territorial governments, communities, and businesses in preparing for and adapting to the impacts of climate change, the Secretary of Commerce, through the Administrator (print page 7626) of the National Oceanic and Atmospheric Administration, the Secretary of Homeland Security, through the Administrator of the Federal Emergency Management Agency, and the Director of the Office of Science and Technology Policy, in coordination with the heads of other agencies, as appropriate, shall provide to the Task Force a report on ways to expand and improve climate forecast capabilities and information products for the public. In addition, the Secretary of the Interior and the Deputy Director for Management of the Office of Management and Budget, in their capacities as the Chair and Vice-Chair of the Federal Geographic Data Committee, shall assess and provide to the Task Force a report on the

potential development of a consolidated Federal geographic mapping service that can facilitate public access to climate-related information that will assist Federal, State, local, and Tribal governments in climate planning and resilience activities.

EMPOWERING WORKERS THROUGH REBUILDING OUR INFRASTRUCTURE FOR A SUSTAINABLE ECONOMY

Sec. 212 . Policy. This Nation needs millions of construction, manufacturing, engineering, and skilled-trades workers to build a new American infrastructure and clean energy economy. These jobs will create opportunities for young people and for older workers shifting to new professions, and for people from all backgrounds and communities. Such jobs will bring opportunity to communities too often left behind—places that have suffered as a result of economic shifts and places that have suffered the most from persistent pollution, including low-income rural and urban communities, communities of color, and Native communities.

Sec. 213 . Sustainable Infrastructure. (a) The Chair of the Council on Environmental Quality and the Director of the Office of Management and Budget shall take steps, consistent with applicable law, to ensure that Federal infrastructure investment reduces climate pollution, and to require that Federal permitting decisions consider the effects of greenhouse gas emissions and climate change. In addition, they shall review, and report to the National Climate Advisor on, siting and permitting processes, including those in progress under the auspices of the Federal Permitting Improvement Steering Council, and identify steps that can be taken, consistent with applicable law, to accelerate the deployment of clean energy and transmission projects in an environmentally stable manner.

(b) Agency heads conducting infrastructure reviews shall, as appropriate, consult from an early stage with State, local, and Tribal officials involved in permitting or authorizing proposed infrastructure projects to develop efficient timelines for decision-making that are appropriate given the complexities of proposed projects.

EMPOWERING WORKERS BY ADVANCING CONSERVATION, AGRICULTURE, AND REFORESTATION

Sec. 214 . Policy. It is the policy of my Administration to put a new generation of Americans to work conserving our public lands and waters. The Federal Government must protect America's natural treasures, increase reforestation, improve access to recreation, and increase resilience to wildfires and storms, while creating well-paying union jobs for more Americans, including more opportunities for women and people of color in occupations where they are underrepresented. America's farmers, ranchers, and forest landowners have an important role to play in combating the climate crisis and reducing greenhouse gas emissions, by sequestering carbon in soils, grasses, trees, and other vegetation and sourcing sustainable bioproducts and fuels. Coastal communities have an essential role to play in mitigating climate change and strengthening resilience by protecting and restoring coastal ecosystems, such as wetlands, seagrasses, coral and oyster reefs, and mangrove and kelp forests, to protect vulnerable coastlines, sequester carbon, and support biodiversity and fisheries.

Sec. 215 . Civilian Climate Corps. In furtherance of the policy set forth in section 214 of this order, the Secretary of the Interior, in collaboration with the Secretary of Agriculture and the heads of other relevant agencies, (□ print page 7627) shall submit a strategy to the Task Force within 90 days of the date of this order for creating a Civilian Climate Corps Initiative, within existing appropriations, to mobilize the next generation of conservation and resilience workers and maximize the creation of accessible training opportunities and good jobs. The initiative shall aim to conserve and restore public lands and waters, bolster community resilience, increase reforestation, increase carbon sequestration in the agricultural sector, protect biodiversity, improve access to recreation, and address the changing climate.

Sec. 216 . Conserving Our Nation's Lands and Waters. (a) The Secretary of the Interior, in consultation with the Secretary of Agriculture, the Secretary of Commerce, the Chair of the Council on Environmental Quality, and the heads of other relevant agencies, shall submit a report to the Task Force within 90 days of the date of this order recommending steps that the United States should take, working with State, local, Tribal, and territorial governments, agricultural and forest landowners, fishermen, and other key stakeholders, to achieve the goal of conserving at least 30 percent of our lands and waters by 2030.

(i) The Secretary of the Interior, the Secretary of Agriculture, the Secretary of Commerce, through the Administrator of the National Oceanic and Atmospheric Administration, and the Chair of the Council on Environmental Quality shall, as

appropriate, solicit input from State, local, Tribal, and territorial officials, agricultural and forest landowners, fishermen, and other key stakeholders in identifying strategies that will encourage broad participation in the goal of conserving 30 percent of our lands and waters by 2030.

(ii) The report shall propose guidelines for determining whether lands and waters qualify for conservation, and it also shall establish mechanisms to measure progress toward the 30-percent goal. The Secretary of the Interior shall subsequently submit annual reports to the Task Force to monitor progress.

(b) The Secretary of Agriculture shall:

(i) initiate efforts in the first 60 days from the date of this order to collect input from Tribes, farmers, ranchers, forest owners, conservation groups, firefighters, and other stakeholders on how to best use Department of Agriculture programs, funding and financing capacities, and other authorities, and how to encourage the voluntary adoption of climate-smart agricultural and forestry practices that decrease wildfire risk fueled by climate change and result in additional, measurable, and verifiable carbon reductions and sequestration and that source sustainable bioproducts and fuels; and

(ii) submit to the Task Force within 90 days of the date of this order a report making recommendations for an agricultural and forestry climate strategy.

(c) The Secretary of Commerce, through the Administrator of the National Oceanic and Atmospheric Administration, shall initiate efforts in the first 60 days from the date of this order to collect input from fishermen, regional ocean councils, fishery management councils, scientists, and other stakeholders on how to make fisheries and protected resources more resilient to climate change, including changes in management and conservation measures, and improvements in science, monitoring, and cooperative research.

EMPOWERING WORKERS THROUGH REVITALIZING ENERGY COMMUNITIES

Sec. 217 . Policy. It is the policy of my Administration to improve air and water quality and to create well-paying union jobs and more opportunities for women and people of color in hard-hit communities, including rural communities, while reducing methane emissions, oil and brine leaks, and other environmental harms from tens of thousands of former mining and well sites. Mining and power plant workers drove the industrial revolution and the economic growth that followed, and have been essential to the growth of the United States. As the Nation shifts to a clean energy economy, (□ print page 7628) Federal leadership is essential to foster economic revitalization of and investment in these communities, ensure the creation of good jobs that provide a choice to join a union, and secure the benefits that have been earned by workers.

Such work should include projects that reduce emissions of toxic substances and greenhouse gases from existing and abandoned infrastructure and that prevent environmental damage that harms communities and poses a risk to public health and safety. Plugging leaks in oil and gas wells and reclaiming abandoned mine land can create well-paying union jobs in coal, oil, and gas communities while restoring natural assets, revitalizing recreation economies, and curbing methane emissions. In addition, such work should include efforts to turn properties idled in these communities, such as brownfields, into new hubs for the growth of our economy. Federal agencies should therefore coordinate investments and other efforts to assist coal, oil and gas, and power plant communities, and achieve substantial reductions of methane emissions from the oil and gas sector as quickly as possible.

Sec. 218 . Interagency Working Group on Coal and Power Plant Communities and Economic Revitalization. There is hereby established an Interagency Working Group on Coal and Power Plant Communities and Economic Revitalization (Interagency Working Group). The National Climate Advisor and the Assistant to the President for Economic Policy shall serve as Co-Chairs of the Interagency Working Group.

(a) Membership. The Interagency Working Group shall consist of the following additional members:

(i) the Secretary of the Treasury;

(ii) the Secretary of the Interior;

- (iii) the Secretary of Agriculture;
- (iv) the Secretary of Commerce;
- (v) the Secretary of Labor;
- (vi) the Secretary of Health and Human Services;
- (vii) the Secretary of Transportation;
- (viii) the Secretary of Energy;
- (ix) the Secretary of Education;
- (x) the Administrator of the Environmental Protection Agency;
- (xi) the Director of the Office of Management and Budget;
- (xii) the Assistant to the President for Domestic Policy and Director of the Domestic Policy Council; and
- (xiii) the Federal Co-Chair of the Appalachian Regional Commission.

(b) Mission and Work.

(i) The Interagency Working Group shall coordinate the identification and delivery of Federal resources to revitalize the economies of coal, oil and gas, and power plant communities; develop strategies to implement the policy set forth in section 217 of this order and for economic and social recovery; assess opportunities to ensure benefits and protections for coal and power plant workers; and submit reports to the National Climate Advisor and the Assistant to the President for Economic Policy on a regular basis on the progress of the revitalization effort.

(ii) As part of this effort, within 60 days of the date of this order, the Interagency Working Group shall submit a report to the President describing all mechanisms, consistent with applicable law, to prioritize grantmaking, Federal loan programs, technical assistance, financing, procurement, or other existing programs to support

and revitalize the economies of coal and power plant communities, and providing recommendations for action consistent with the goals of the Interagency Working Group. (□ print page 7629)

(c) Consultation. Consistent with the objectives set out in this order and in accordance with applicable law, the Interagency Working Group shall seek the views of State, local, and Tribal officials; unions; environmental justice organizations; community groups; and other persons it identifies who may have perspectives on the mission of the Interagency Working Group.

(d) Administration. The Interagency Working Group shall be housed within the Department of Energy. The Chairs shall convene regular meetings of the Interagency Working Group, determine its agenda, and direct its work. The Secretary of Energy, in consultation with the Chairs, shall designate an Executive Director of the Interagency Working Group, who shall coordinate the work of the Interagency Working Group and head any staff assigned to the Interagency Working Group.

(e) Officers. To facilitate the work of the Interagency Working Group, the head of each agency listed in subsection (a) of this section shall assign a designated official within the agency the authority to represent the agency on the Interagency Working Group and perform such other duties relating to the implementation of this order within the agency as the head of the agency deems appropriate.

SECURING ENVIRONMENTAL JUSTICE AND SPURRING ECONOMIC OPPORTUNITY

Sec. 219 . Policy. To secure an equitable economic future, the United States must ensure that environmental and economic justice are key considerations in how we govern. That means investing and building a clean energy economy that creates well-paying union jobs, turning disadvantaged communities—historically marginalized and overburdened—into healthy, thriving communities, and undertaking robust actions to mitigate climate change while preparing for the impacts of climate change across rural, urban, and Tribal areas. Agencies shall make achieving environmental justice part of their missions by developing programs, policies, and activities to address the disproportionately high and adverse human health, environmental, climate-related and other cumulative impacts on disadvantaged communities, as well as the accompanying economic challenges of such impacts. It is therefore the policy of my Administration to secure environmental justice

and spur economic opportunity for disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, and health care.

Sec. 220 . *White House Environmental Justice Interagency Council.* (a) Section 1-102 of Executive Order 12898 (/executive-order/12898) of February 11, 1994 (Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations), is hereby amended to read as follows:

“(a) There is hereby created within the Executive Office of the President a White House Environmental Justice Interagency Council (Interagency Council). The Chair of the Council on Environmental Quality shall serve as Chair of the Interagency Council.

“(b) Membership. The Interagency Council shall consist of the following additional members:

(i) the Secretary of Defense;

(ii) the Attorney General;

(iii) the Secretary of the Interior;

(iv) the Secretary of Agriculture;

(v) the Secretary of Commerce;

(vi) the Secretary of Labor;

(vii) the Secretary of Health and Human Services;

(viii) the Secretary of Housing and Urban Development; (□ print page 7630)

(ix) the Secretary of Transportation;

(x) the Secretary of Energy;

(xi) the Chair of the Council of Economic Advisers;

- (xii) the Administrator of the Environmental Protection Agency;
- (xiii) the Director of the Office of Management and Budget;
- (xiv) the Executive Director of the Federal Permitting Improvement Steering Council;
- (xv) the Director of the Office of Science and Technology Policy;
- (xvi) the National Climate Advisor;
- (xvii) the Assistant to the President for Domestic Policy; and
- (xviii) the Assistant to the President for Economic Policy.

“(c) At the direction of the Chair, the Interagency Council may establish subgroups consisting exclusively of Interagency Council members or their designees under this section, as appropriate.

“(d) Mission and Work. The Interagency Council shall develop a strategy to address current and historic environmental injustice by consulting with the White House Environmental Justice Advisory Council and with local environmental justice leaders. The Interagency Council shall also develop clear performance metrics to ensure accountability, and publish an annual public performance scorecard on its implementation.

“(e) Administration. The Office of Administration within the Executive Office of the President shall provide funding and administrative support for the Interagency Council, to the extent permitted by law and within existing appropriations. To the extent permitted by law, including the Economy Act (31 U.S.C. 1535 (<https://www.govinfo.gov/link/uscode/31/1535>)), and subject to the availability of appropriations, the Department of Labor, the Department of Transportation, and the Environmental Protection Agency shall provide administrative support as necessary.

“(f) Meetings and Staff. The Chair shall convene regular meetings of the Council, determine its agenda, and direct its work. The Chair shall designate an Executive Director of the Council, who shall coordinate the work of the Interagency Council and head any staff assigned to the Council.

“(g) Officers. To facilitate the work of the Interagency Council, the head of each agency listed in subsection (b) shall assign a designated official within the agency to be an Environmental Justice Officer, with the authority to represent the agency on the Interagency Council and perform such other duties relating to the implementation of this order within the agency as the head of the agency deems appropriate.”

(b) The Interagency Council shall, within 120 days of the date of this order, submit to the President, through the National Climate Advisor, a set of recommendations for further updating Executive Order 12898 (/executive-order/12898).

Sec. 221 . *White House Environmental Justice Advisory Council.* There is hereby established, within the Environmental Protection Agency, the White House Environmental Justice Advisory Council (Advisory Council), which shall advise the Interagency Council and the Chair of the Council on Environmental Quality.

(a) Membership. Members shall be appointed by the President, shall be drawn from across the political spectrum, and may include those with knowledge about or experience in environmental justice, climate change, disaster preparedness, racial inequity, or any other area determined by the President to be of value to the Advisory Council.

(b) Mission and Work. The Advisory Council shall be solely advisory. It shall provide recommendations to the White House Environmental Justice Interagency Council established in section 220 of this order on how to increase the Federal Government's efforts to address current and historic environmental injustice, including recommendations for updating Executive Order 12898 (/executive-order/12898).

(□ print page 7631)

(c) Administration. The Environmental Protection Agency shall provide funding and administrative support for the Advisory Council to the extent permitted by law and within existing appropriations. Members of the Advisory Council shall serve without either compensation or reimbursement of expenses.

(d) Federal Advisory Committee Act. Insofar as the Federal Advisory Committee Act, as amended (5 U.S.C. App.), may apply to the Advisory Council, any functions of the President under the Act, except for those in section 6 of the Act, shall be performed by the

Administrator of the Environmental Protection Agency in accordance with the guidelines that have been issued by the Administrator of General Services.

Sec. 222 . Agency Responsibilities. In furtherance of the policy set forth in section 219

(a) The Chair of the Council on Environmental Quality shall, within 6 months of the date of this order, create a geospatial Climate and Economic Justice Screening Tool and shall annually publish interactive maps highlighting disadvantaged communities.

(b) The Administrator of the Environmental Protection Agency shall, within existing appropriations and consistent with applicable law:

(i) strengthen enforcement of environmental violations with disproportionate impact on underserved communities through the Office of Enforcement and Compliance Assurance; and

(ii) create a community notification program to monitor and provide real-time data to the public on current environmental pollution, including emissions, criteria pollutants, and toxins, in frontline and fenceline communities—places with the most significant exposure to such pollution.

(c) The Attorney General shall, within existing appropriations and consistent with applicable law:

(i) consider renaming the Environment and Natural Resources Division the Environmental Justice and Natural Resources Division;

(ii) direct that division to coordinate with the Administrator of the Environmental Protection Agency, through the Office of Enforcement and Compliance Assurance, as well as with other client agencies as appropriate, to develop a comprehensive environmental justice enforcement strategy, which shall seek to provide timely remedies for systemic environmental violations and contaminations, and injury to natural resources; and

(iii) ensure comprehensive attention to environmental justice throughout the Department of Justice, including by considering creating an Office of Environmental Justice within the Department to coordinate environmental justice activities among

Department of Justice components and United States Attorneys' Offices nationwide.

(d) The Secretary of Health and Human Services shall, consistent with applicable law and within existing appropriations:

(i) establish an Office of Climate Change and Health Equity to address the impact of climate change on the health of the American people; and

(ii) establish an Interagency Working Group to Decrease Risk of Climate Change to Children, the Elderly, People with Disabilities, and the Vulnerable as well as a biennial Health Care System Readiness Advisory Council, both of which shall report their progress and findings regularly to the Task Force.

(e) The Director of the Office of Science and Technology Policy shall, in consultation with the National Climate Advisor, within existing appropriations, and within 100 days of the date of this order, publish a report identifying the climate strategies and technologies that will result in the most air and water quality improvements, which shall be made public to the maximum extent possible and published on the Office's website.

Sec. 223 . Justice40 Initiative. (a) Within 120 days of the date of this order, the Chair of the Council on Environmental Quality, the Director of the (□ print page 7632) Office of Management and Budget, and the National Climate Advisor, in consultation with the Advisory Council, shall jointly publish recommendations on how certain Federal investments might be made toward a goal that 40 percent of the overall benefits flow to disadvantaged communities. The recommendations shall focus on investments in the areas of clean energy and energy efficiency; clean transit; affordable and sustainable housing; training and workforce development; the remediation and reduction of legacy pollution; and the development of critical clean water infrastructure. The recommendations shall reflect existing authorities the agencies may possess for achieving the 40-percent goal as well as recommendations on any legislation needed to achieve the 40-percent goal.

(b) In developing the recommendations, the Chair of the Council on Environmental Quality, the Director of the Office of Management and Budget, and the National Climate Advisor shall consult with affected disadvantaged communities.

(c) Within 60 days of the recommendations described in subsection (a) of this section, agency heads shall identify applicable program investment funds based on the recommendations and consider interim investment guidance to relevant program staff, as appropriate and consistent with applicable law.

(d) By February 2022, the Director of the Office of Management and Budget, in coordination with the Chair of the Council on Environmental Quality, the Administrator of the United States Digital Service, and other relevant agency heads, shall, to the extent consistent with applicable law, publish on a public website an annual Environmental Justice Scorecard detailing agency environmental justice performance measures.

PART III—GENERAL PROVISIONS

Sec. 301 . General Provisions. (a) Nothing in this order shall be construed to impair or otherwise affect:

(i) the authority granted by law to an executive department or agency or the head thereof; or

(ii) the functions of the Director of the Office of Management and Budget, relating to budgetary, administrative, or legislative proposals.

(b) This order shall be implemented consistent with applicable law and subject to the availability of appropriations.

(□ print page 7633)

(c) This order is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the United States, its departments, agencies, or entities, its officers, employees, or agents, or any other person.



(https://img.federalregister.gov/BIDEN/BIDEN_original_size.png)

[FR Doc. 2021-02177 (/d/2021-02177)]

Billing code 3295-F1-P

PUBLISHED DOCUMENT: 2021-02177 (86 FR 7619)



**October 17, 2024
CITY PLAN COMMISSION
AGENDA ITEMS**

NOTE TO THE PROPERTY OWNER:

CITY PLAN COMMISSION POLICY REQUIRES THAT THE APPLICANT OR REPRESENTATIVE BE PRESENT AT THE PUBLIC HEARING FOR THEIR ITEM(S). PLEASE DIRECT ANY QUESTIONS TO THE PLANNING & INSPECTIONS DEPARTMENT, PLANNING DIVISION, (915) 212-1569.

NOTICE TO THE PUBLIC:

Sign Language interpreters will be provided for this meeting upon request. Requests must be made to Elsa Ramirez at Ramirez.E.Z@elpasotexas.gov a minimum of 48 hours prior to the date and time of this hearing.

If you need Spanish Translation Services, please email Ramirez.E.Z@elpasotexas.gov at least 48 hours in advance of the meeting.

Posted this 10th of October 2024.



AGENDA FOR THE CITY PLAN COMMISSION

**October 17, 2024
MAIN CONFERENCE ROOM, 300 NORTH CAMPBELL – 2ND FLOOR
1:30 PM**

Notice is hereby given that the City Plan Commission of the City of El Paso will be conducted on the above date and time.

Members of the public may view the meeting via the following means:

Via the City's website: <https://www.elpasotexas.gov/videos>

Via television on City15

YouTube: <https://www.youtube.com/user/cityofelpasotexas>

In compliance with the requirement that the City provide two-way communication for members of the public, members of the public may communicate with the City Plan Commission during public comment, and regarding agenda items by calling the following number:

1-915-213-4096 or Toll Free Number: 1-833-664-9267

At the prompt, please enter the following Conference ID: **360 855 497#**

A quorum of City Plan Commission must participate in the meeting.

If you wish to sign-up to speak, please contact Elsa Ramirez at RamirezE@elpasotexas.gov or (915) 212-0088 no later than by the start of the meeting.

A sign-up form is available outside the Main Conference Room, 2nd Floor for those who wish to sign-up on the day of the meeting. Requests to speak must be received by 1:30 p.m. on the date of the meeting.

A total time of three minutes may be allowed for each speaker. The Public Comment portion shall not exceed thirty (30) minutes, unless otherwise approved by the City Plan Commission.

A quorum of the City Plan Commission members must be present and participate in the meeting.

PUBLIC COMMENT

This time is reserved for members of the public who would like to address the City Plan Commission on any items that are not on the City Plan Commission Agenda and that are within the jurisdiction of the City Plan Commission. No action shall be taken.

A sign-up form is available outside the Main Conference Room, 2nd Floor for those who wish to sign up on the day of the meeting. Requests to speak must be received by 1:30 p.m. on the date of the meeting. A total time of three minutes may be allowed for each speaker. The Public Comment portion shall not exceed thirty (30) minutes, unless otherwise approved by the City Plan Commission.

CONSENT AGENDA

NOTICE TO THE PUBLIC:

All matters listed under the **CONSENT AGENDA**, including those on the Addition to the Agenda, will be considered by City Plan Commission to be routine, or have met all standards for development under state law (plats only not requiring a public hearing), and will be enacted by one motion unless separate discussion is requested by City Plan Commission or staff and the item is removed from the Consent Agenda. Members of the audience who wish to ask questions or speak regarding items on the Consent Agenda must sign up on the day of the meeting, and such requests to speak must be received by 1:30 p.m. on the date of the meeting. When the vote has been taken, if an item has not been called out for separate discussion, the item has been approved. The City Plan Commission may, however, reconsider any item at any time during the meeting.

Approval of Minutes:

1. Discussion and action on the City Plan Commission minutes for:
 - a. October 3, 2024

Major Combination:

2. **SUSU24-00047:**

Location:	Ivey's Interstate Commercial Center 3 – Tract 10A, Block 3, Ysleta Grant, City of El Paso, El Paso County, Texas
Existing Zoning:	South of North Loop Dr., and East of Americas Ave.
Property Owner:	M-1 (Light-manufacturing Industrial)
Representative:	Ivey Partners, LTD
District:	GRV Integrated Engineering Solutions, LLC
Staff Contact:	7
	Saul J. G. Pina, (915) 212-1612, PinaS@elpasotexas.gov

REGULAR AGENDA - DISCUSSION AND ACTION:

Subdivision Applications:

SUBDIVISION MAP APPROVAL:

NOTICE TO THE PUBLIC AND APPLICANTS:

The staff report for an agenda item may include conditions, exceptions, or modifications. The Commission's motion to approve an item in accordance with the staff report or with all staff comments means that any modifications, waivers, exceptions requested by the applicant and recommended for approval by staff and any staff recommended conditions, have been approved, without necessitating that the Commission restate the modifications, exceptions, waivers, or conditions as part of the motion to approve and that any findings

required to be made by the Commission, have been made. If the Commission does not wish to approve an exception or modification, or require a condition, then the Commission's motion will state which have not been approved, otherwise, the staff report, with all modifications, exceptions and conditions, is approved and the applicant shall comply with all provisions of the staff report.

Map Preliminary:

3. **SUSU24-00074:** Rio Vista Estates Unit II – Being a Portion of Tracts 15-C-1 and 15-D, Block 13, Upper Valley Surveys, and a Remnant Portion of Lot 25, Block 1, Edmundo Kauffman Estates Replat "A", El Paso County, Texas
- Location: North of Borderland Rd. and East of Strahan Rd.
Existing Zoning: N/A Property lies within Extraterritorial Jurisdiction (ETJ)
Property Owner: Cuatro Land Holdings, LLC
Representative: Del Rio Engineering Inc.
District: N/A Property lies within Extraterritorial Jurisdiction (ETJ)
Staff Contact: Saul J. G. Pina, (915) 212-1612, PinaS.J@elpasocounty-tx.gov

PUBLIC HEARING Comprehensive Plan Amendment:

4. **PLCP24-00004:** Tracts 20A, 20A2, 20B, 21, and 22A, Block 2, Ysleta Grant, City of El Paso, El Paso County, Texas
- Location: 300 Nevarez Rd. and 546 Inglewood Dr.
Zoning: R-F (Ranch and Farm)
Existing Use: Vacant
Request: Future Land Use Map amendment from O-3, Agriculture to G7, Industrial and/or Railyards
- Owner: RE Foundation, LLC
Representative: TRE & Associates
District: 7
Staff Contact: Luis Zamora, (915) 212-1552, Zamora.L.F@elpasocounty-tx.gov
5. **PLCP24-00005:** Tract 16-A, Block 2, Ysleta Grant, City of El Paso, El Paso County, Texas
- Location: 445 Inglewood Dr.
Zoning: R-F (Ranch and Farm)
Existing Use: Vacant
Request: Future Land Use Map amendment from O-3, Agriculture to G7, Industrial and/or Railyards
- Owner: Valley Cold Storage and Transportation
Representative: SLI Engineering
District: 7
Staff Contact: Luis Zamora, (915) 212-1552, Zamora.L.F@elpasocounty-tx.gov

PUBLIC HEARING Rezoning Application:

6. **PZRZ24-00004:** Tracts 20A, 20A2, 20B, 21 and 22A, Block 2, Ysleta Grant, City of El Paso, El Paso County, Texas
- Location: 546 Inglewood Dr.
Existing Zoning: R-F (Ranch and Farm)
Request: Rezone from R-F (Ranch and Farm) to C-4 (Commercial)
Existing Use: Vacant
Proposed Use: General warehouse
Property Owner: RE Foundation, LLC
Representative: Lynette Nevarez Urias
District: 7
Staff: Luis Zamora, (915) 212-1552, Zamora.L.F@elpasocounty-tx.gov

7. **PZRZ24-00023:** Tract 16-A, Block 2, Ysleta Grant, City of El Paso, El Paso County, Texas
Location: 445 Inglewood Dr.
Existing Zoning: R-F (Ranch and Farm)
Request: Rezone from R-F (Ranch and Farm) to C-4 (Commercial)
Existing Use: Vacant
Proposed Use: General warehouse
Property Owner: Valley Cold Storage and Transportation
Representative: SLI Engineering Inc.
District: 7
Staff: Luis Zamora, (915) 212-1552, ZamoraLF@elpasotexas.gov

PUBLIC HEARING, Zoning Condition Release Application:

8. **PZCR24-00002:** Lot 1, Block 1, Inglewood Subdivision, City of El Paso, El Paso County, Texas
Location: 551 Inglewood Dr.
Existing Zoning: C-4/c (Commercial/conditions)
Request: To release conditions imposed by Ordinance No. 19219, dated August 17, 2021
Existing Use: General warehouse
Proposed Use: General warehouse and Heavy truck (sales, storage, repair, and rental)
Property Owner: Inglewood Properties, LLC
Representative: H2O Terra
District: 7
Staff: Luis Zamora, (915) 212-1552, ZamoraLF@elpasotexas.gov
9. **PZCR24-00003:** Tracts 2B, 3, and 3A, Block 6, Socorro Grant, and Tracts 2, 2B and 3D, Block 2, Ysleta Grant, City of El Paso, El Paso County, Texas
Location: 1000 Inglewood Dr.
Existing Zoning: A-O/c (Apartment/Office/conditions)
Request: To release conditions imposed by Ordinance No. 19343, dated June 22, 2022
Existing Use: Vacant
Proposed Use: Apartment complex and offices
Property Owner: BRE Development, LLC.
Representative: CEA Group
District: 7
Staff: Luis Zamora, (915) 212-1552, ZamoraLF@elpasotexas.gov

EXECUTIVE SESSION

The City Plan Commission may retire into Executive Session pursuant to Section 3.5A of the El Paso City Charter and the Texas Government Code, Section 551.071 Consultation with Attorney, Section 551.072 Deliberation Regarding Real Property, and Section 551.073 Deliberation Regarding Prospective Gifts to discuss any item on this agenda.

ADJOURN



REGION 6

DALLAS, TX 75270

November 12, 2024

Cemelli de Aztlan
Familias Unidas del Chamizal
El Paso, Texas 79901

Dear Familias Unidas del Chamizal

Thank you for your letter dated October 14, 2024, to the United States Environmental Protection Agency (EPA) regarding the proposed Modernization of the Bridge of the Americas (BOTA) Land Port of Entry Project in El Paso, TX. Your letter identified concerns with the BOTA project including impacts to community resources, environmental justice concerns, and the purpose and need of the project. In addition, you requested that EPA advocate for Viable Action Alternative #4 which eliminates all commercial cargo from the BOTA.

While EPA does not advocate for one alternative over another, as required by Section 309 of the Clean Air Act, the EPA did review and submit comments to General Services Administration, the lead federal agency, on the BOTA Draft Environmental Impact Statement. EPA's comment letter can be found at [EPA's EIS database](#). In this letter, and consistent with E.O. 14096 and the Council on Environmental Quality, Environmental Justice Guidance, EPA recommended GSA conduct meaningful engagement with affected communities throughout the NEPA process. In response to community feedback gathered in the public scoping process, GSA designated the removal of commercial cargo traffic from the BOTA as the preferred alternative in the Draft EIS. The EPA supports the GSA meaningfully engaging the public in a manner that aligns with the CEQ EJ guidance.

If you have any further questions or concerns on this matter, please contact Tanisha Hinton at hinton.tanisha@epa.gov or (214) 665-6466.

Sincerely,

**KIMEKA
PRICE**

Digitally signed by
KIMEKA PRICE
Date: 2024.11.12
11:38:25 -06'00'

Kimeka Price
Acting Branch Manager
Environmental Justice, Community Engagement
and Environmental Review Division





REGION 6

DALLAS, TX 75270

February 23, 2024

VIA Electronic Mail

Karla R. Carmichael
General Services Administration
819 Taylor Street
Fort Worth, Texas 76102

Re: Docket Number 2023-0002

Dear Ms. Carmichael:

The Region 6 office of the U.S. Environmental Protection Agency (EPA) has reviewed the General Services Administration (GSA) Public Buildings Service (PBS) Scoping request to solicit input regarding the impacts associated with the proposed Bridge of the Americas (BOTA) Land Port of Entry (LPOE) Modernization Project (Docket Number 2023-0002) in El Paso, Texas. To assist in the scoping process, we have identified the following areas for your attention in the preparation of the GSA Environmental Impact Statement (EIS):

Statement of Purpose and Need

We recommend the document clearly identify the underlying purpose and need to which the GSA is responding in proposing the alternatives. The purpose of the proposed action is typically the specific objectives of the activity, while the need for the proposed action may be to eliminate a broader underlying problem or take advantage of an opportunity.

Alternatives Analysis

The National Environmental Policy Act (NEPA) requires evaluation of reasonable alternatives, including those that may not be within the jurisdiction of the lead agency. A robust range of alternatives will include options for avoiding significant environmental impacts. We recommend the analysis provide a clear discussion of the reasons for the elimination of alternatives which are not evaluated in detail. The environmental impacts of the proposal and alternatives should be presented in comparative form, thus sharply defining the issues, and providing a clear basis for choice among options by the decision maker and the public. The potential environmental impacts of each alternative should be quantified to the greatest extent possible (e.g., acres of habitat impacted, tons per year of emissions produced).

Environmental Justice (EJ) and Tribal Analysis

GSA stated in the Federal Register that the EIS will identify, describe, and analyze the potential effects of the action alternatives and the no action alternative. Development of the Draft EIS should be consistent with Executive Orders (EO) 12898 and 14096. EO 14096, *Revitalizing our Nation's Commitment to Environmental Justice for All*, supplements EO 12898, *Federal Action to Address Environmental Justice in Minority Populations and Low-income Populations*, by modernizing and improving how the Federal government confronts environmental injustice. EO 14096 directs agencies to consider disproportionate and adverse direct, indirect, and cumulative effects (including effects unrelated to Federal activities, as appropriate).¹ Agencies are also directed to consider historic inequities and barriers to receiving equitable access to health and environmental benefits in communities with EJ concerns (including persons with disabilities). EPA recommends GSA incorporate relevant provisions of EO 14096 when developing the EIS.

EPA strongly encourages the use of [EJScreen](#) during EIS development efforts. EPA's nationally consistent EJ screening and mapping tool is a useful first step in highlighting locations that may be candidates for further analysis. The tool can help identify potential community vulnerabilities by highlighting potential health disparities, calculating EJ Indexes, and can also help focus environmental justice outreach efforts by identifying potential language barriers, meeting locations, tribal lands and indigenous areas, and lack of broadband access. In an initial screening of a 1-mile buffer area surrounding the proposed project site, several relevant EJ Indexes and Supplemental Indexes registered in the 99th percentile, including diesel particulate matter, air toxics cancer risk, and traffic proximity (see attached sample EJScreen Community Report).

GSA states the BOTA Land Port of Entry faces a [heavy daily traffic volume](#) because it does not require paid tolls and experiences significant congestion that cannot be supported by the existing port facilities. In addition to EJScreen, EPA recommends use of other appropriate tools and resources for considering potential disproportionate and adverse traffic-related and other impacts, including local area knowledge (e.g., community advisory groups, health impact assessments, and other relevant local data) The [Promising Practices for EJ Methodologies in NEPA Reviews](#) report is another useful resource to consider throughout the NEPA process, including during scoping and when considering reasonable project alternatives. As noted in the *Promising Practices* report, agencies can benefit from encouraging communities to propose their own alternatives and having each reasonable alternative in the EIS reflect a comparable level of detail regarding potential environmental justice concerns.

GSA stated it will document measures that could potentially avoid, minimize, or mitigate any identified adverse impacts in the EIS. EO 14096 directs agencies to consider mitigation measures for disproportionate impacts to the maximum extent practicable, including cumulative impacts already experienced by communities with EJ concerns. Additionally, CEQ EJ Guidance states agencies should identify and give heightened attention to "alternatives (including alternative sites), mitigation strategies, monitoring needs, and preferences expressed by the affected community or population" when addressing disproportionate impacts. Consistent with EO 14096 and the Council on Environmental Quality EJ Guidance, EPA recommends GSA conduct meaningful engagement with

¹ EO 14096 also directs EPA to assess whether each agency analyzes and avoids or mitigates disproportionate human health and environmental effects on communities with EJ concerns in carrying out its Clean Air Act Section 309 responsibilities.

affected communities throughout the NEPA process (including creation of a community advisory group) to help inform the identification of potential disproportionate impacts and the subsequent development of potential mitigation measures.

EPA recommends GSA comply with Executive Order 13175 in conducting government-to-government consultation with federally recognized tribes potentially affected by the proposed project. In addition, EPA recommends any potential direct, indirect, and cumulative impacts to communities with EJ concerns be identified and explained in plain, clear, and concise language.

Climate Change Impacts

Climate change adaptation and resilience

Considering ongoing and projected regional and local climate change, EPA recommends that GSA ensures consideration of robust climate resilience and adaptation planning in the design of the proposed project to protect the infrastructure investment from the effects of climate change. Considering potential climate change impacts helps ensure that investments made today continue to function and provide benefits, even in the future under different climate change scenarios.

EPA recommends that GSA specifically discuss how future climate change may alter the frequency and intensity of climate risks such as flooding and extreme weather events or bring about new climate risks. Consideration of these impacts could help avoid siting infrastructure investments in vulnerable locations, as well as unintended impacts on local communities.

When carrying out these climate vulnerability assessments, EPA recommends that GSA uses climate projections tailored to the project area rather than general climate projections for the whole country or state, such as by citing literature reviews specific to the project location or carrying out local flood modeling that integrates climate change projections.

Direct and Indirect Emissions

EPA expects the EIS to quantify construction and operational Greenhouse Gas (GHG) emissions in Carbon Dioxide equivalents (CO₂e), as well as each individual GHG (methane, nitrous oxide, etc.) emitted. Also, EPA recommends that the EIS quantify all indirect GHG emissions associated with the proposed action, such as emissions from vehicles utilizing the BOTA.

GHG Significance

EPA does not recommend expressing project-level GHG emissions as a percentage of national or state GHG emissions. A comparison of project-level emissions to national and state emissions diminishes the significance of project-scale GHG emissions and associated project-specific contributions to overall GHG emissions. Instead, we recommend GSA includes a discussion of whether these increases are consistent with the State climate plan as proposed and in conjunction with the cumulative impacts of other GHG emissions sources in the State. Additionally, EPA recommends the EIS discusses whether the estimated GHG emissions from the project are consistent with taking action to achieve science based national GHG reduction targets and any relevant state or local goals.

Social Cost of GHG's

EPA recommends the EIS provide an estimate of the social cost of greenhouse gases using the methods and values in the Federal Interagency Working Group (IWG) current draft guidance. This calculation is a useful parameter for disclosing GHG impacts and benefits of mitigation and for comparison across alternatives. In addition to direct emissions sources, we recommend that the social cost of greenhouse gases be calculated for the indirect emissions as well. We also recommend that the full set of assumptions used in this calculation be provided.

GHG Mitigation

EPA recommends that the EIS discuss all reasonable and practical mitigative measures that avoid, reduce, or minimize emissions associated with the project. GSA could consider mitigation options applicable to the construction, operation, and purpose of the LPOE to include best practices that reduce emissions during construction, and reduction of emissions during life cycle operations. Particular attention should be paid to explaining the quality of the proposed mitigation, including its permanence, verifiability, and enforceability.

Wetlands and Water Quality

The Rio Grande is an international boundary water that has been disrupted and impacted by man-made creations and activities such as dams, irrigation diversions, agricultural impacts, etc. According to EPA's Environmental Justice Screening and Mapping Tool, there are multiple reaches of the Rio Grande within the proposed project area that are identified as Impaired. Please include a list of 303(d) listed waters in close proximity to the proposed project components. Discuss how the project is expected to impact impaired waters and non-impaired waters.

In Region 6, EJ Indexes at or above the 70th percentile within the project area trigger the need for more EJ considerations for that specific community. The project area is within the 95th - 100th percentile for "Wastewater Discharge" and multiple tracts are considered disadvantaged due to meeting more than one burden threshold and the associated socioeconomic threshold according to the CEQ's Climate and Economic Justice Screening Tool. Analysis of restorative practices that can be implemented into sustainable designs of BOTA LPOE infrastructure is recommended to address water quality issues in the project area. Riparian restoration through revegetative efforts can help address water, soil, and air quality. Please include a detailed description of efforts to revegetate temporarily impacted areas. This should include a monitoring schedule to ensure revegetation success. EPA also recommends the document discuss the project's consistency with applicable stormwater permitting requirements. Requirements of a stormwater pollution prevention plan should be reflected as appropriate in the document.

If applicable, EPA supports the EIS including measures that could potentially avoid, minimize, or mitigate any identified adverse impacts of action alternatives to CWA 404 jurisdictional waters. Additional analysis and public participation per 33 U.S.C. § 1344(a) are also recommended regarding climate and EJ. EPA encourages GSA to notify all impacted communities with EJ concerns that may affect waters of concern to these parties. Even broader considerations may be used to consider potential impacts on communities exceeding 70th percentile on one or more EJ indicators such as the

“public interest review” in determining whether to issue a § 404 permit, in addition to determining whether a permit satisfies the requirements of the § 404(b)(1) guidelines.

Air Quality

EPA asks that the EIS provides a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS) and non-NAAQS pollutants, criteria pollutant nonattainment areas, and potential air quality impacts of the proposed project. Such an evaluation is necessary to understand the potential impacts from temporary, long-term, or cumulative degradation of air quality.

EPA recommends GSA describe and estimate air emissions from potential construction, maintenance, and operation activities, as well as proposed mitigation measures to minimize those emissions. We recommend an evaluation of the following measures to reduce emissions of criteria air pollutants and hazardous air pollutants (air toxics):

- *Existing Conditions* – Provide a detailed discussion of ambient air conditions, NAAQS, and criteria pollutant nonattainment areas in the vicinity of the project.
- *Quantify Emissions* – Estimate emissions of criteria and hazardous air pollutants (air toxics) from the proposed project and discuss the timeframe for release of these emissions over the lifespan of the project and describe and estimate emissions from potential construction activities, as well as proposed mitigation measures to minimize these emissions. The document should also consider any expected air quality/visibility impacts to Class I Federal Areas identified in 40 CFR Part 81, Subpart D.
- *Specify Emission Sources* – Specify all emission sources by pollutant from mobile sources (on and off-road), stationary sources (including portable and temporary emission units), fugitive emission sources, area sources, and ground disturbance. This source specific information should be used to identify appropriate mitigation measures and areas in need of the greatest attention.
- *Construction Emissions Mitigation Plan* – Please include a draft Construction Emissions Mitigation Plan and ultimately adopt this plan in the Record of Decision. We recommend all applicable local, state (e.g., coordination of land-clearing activities with the state air quality agency to determine air quality conditions such as atmospheric inversions prior to performing open burning activities), or Federal requirements (e.g., certification of non-road engines as in compliance with the EPA Tier 4 regulations found at 40 CFR Parts 89 and 1039) be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of particulate matter and other toxics from any potential construction-related activities.

General

The document should discuss noise and lighting impacts from the proposed project and identify any sources that may be impacted. If warranted, GSA should discuss potential mitigation methods to lessen impacts of noise and lighting to nearby populations.

We appreciate the opportunity to provide scoping comments on the BOTA Modernization Project. We look forward to reviewing the EIS related to this effort. If you have any questions, please contact Keith Hayden at (214) 665-2133 or by e-mail at hayden.keith@epa.gov.

Sincerely,

**Robert
Houston**

Digitally signed by
Robert Houston
Date: 2024.02.23
13:42:03 -06'00'

Robert Houston, Staff Director
Office of Communities, Tribes and
Environmental Assessment

Enclosure:

EJScreen Report BOTA project area block groups



EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

El Paso, TX

the User Specified Area
Population: 9,007
Area in square miles: 2.24

A3 Landscape



- Project 10
- Project 11
- Project 12
- Project 13
- Project 14
- Project 15
- Project 16
- Project 17
- Project 18
- Project 19

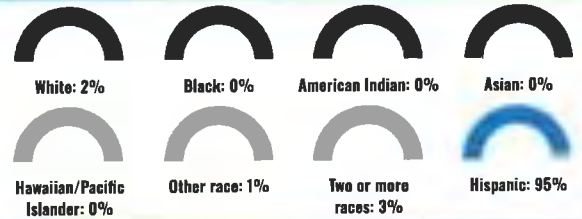
COMMUNITY INFORMATION



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	10%
Spanish	90%
Total Non-English	90%

BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Numbers may not add to 100% due to rounding. U.S. Census Bureau, American Community Survey, 2017-2021. Life expectancy data from the U.S. Social Security Administration.

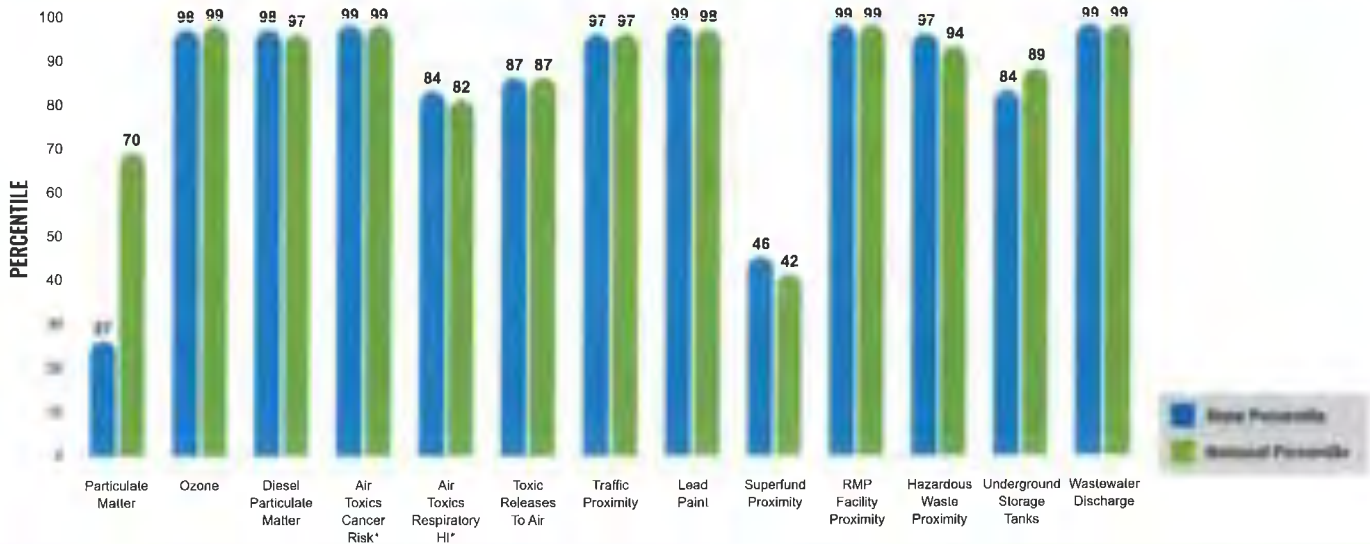
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

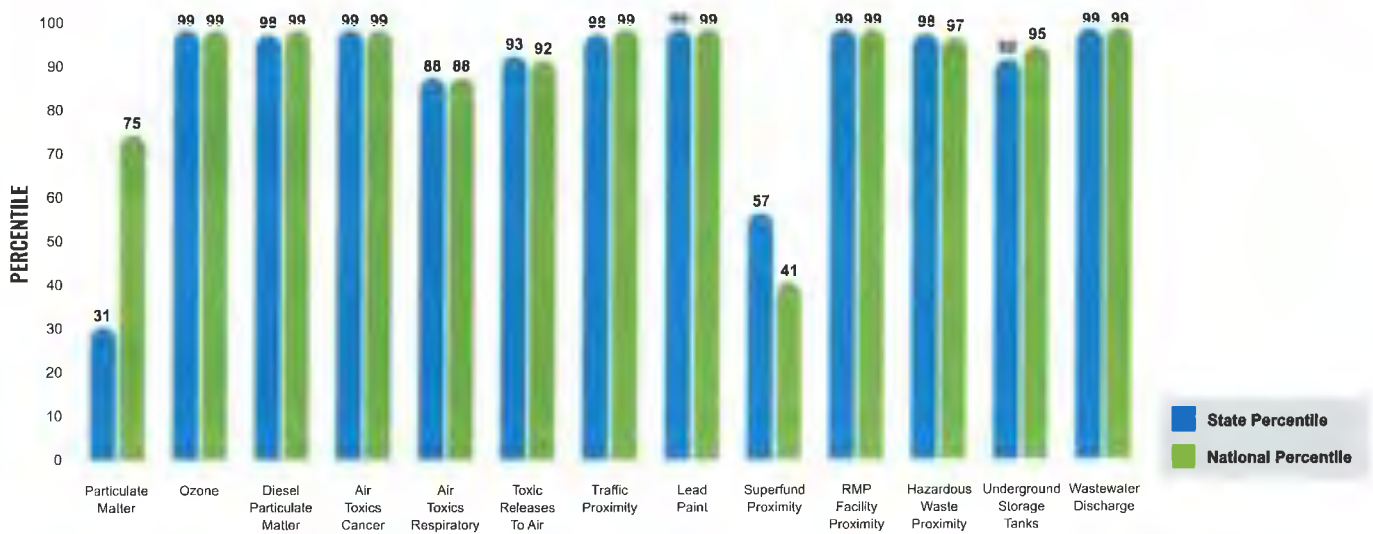
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for the User Specified Area

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND TOXICS					
Particulate Matter (µg/m ³)	7.23	9.11	8	8.08	25
Ozone (ppb)	69.9	64.6	88	61.6	93
Diesel Particulate Matter (µg/m ³)	0.349	0.218	89	0.261	77
Air Toxics Cancer Risk* (lifetime risk per million)	40	28	89	25	94
Air Toxics Respiratory HI*	0.3	0.3	29	0.31	31
Toxic Releases to Air	470	12,000	56	4,600	45
Traffic Proximity (daily traffic count/distance to road)	420	150	93	210	88
Lead Paint (% Pre-1960 Housing)	0.62	0.17	92	0.3	81
Superfund Proximity (site count/km distance)	0.015	0.085	17	0.13	10
RMP Facility Proximity (facility count/km distance)	1.9	0.63	93	0.43	96
Hazardous Waste Proximity (facility count/km distance)	1.2	0.75	81	1.9	65
Underground Storage Tanks (count/km ²)	2.4	2.3	64	3.9	62
Wastewater Discharge (toxicity weighted concentration/m distance)	17	0.91	97	22	93
SOCIOECONOMIC INDICATORS					
Demographic Index	90%	40%	98	35%	98
Supplemental Demographic Index	41%	17%	98	14%	98
People of Color	98%	58%	92	39%	95
Low Income	81%	34%	96	31%	97
Unemployment Rate	7%	5%	72	6%	71
Limited English Speaking Households	46%	8%	97	5%	98
Less Than High School Education	51%	16%	95	12%	98
Under Age 5	10%	6%	82	6%	87
Over Age 64	14%	14%	57	17%	43
Low Life Expectancy	21%	20%	59	20%	63

* Air Toxics Cancer Risk and Respiratory HI are calculated based on the EPA's Air Toxics Model (ATM) using the most recent available data. The ATM is a complex model that estimates the cancer risk and respiratory health index (HI) from air toxics emissions. The cancer risk is expressed as the number of additional cancer cases per million people over a lifetime. The HI is a measure of the potential for respiratory health problems. The values in this table are based on the most recent available data and may differ from values reported in other reports.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	12
Air Pollution	0
Brownfields	0
Toxic Release Inventory	1

Other community features within defined area:

Schools	4
Hospitals	2
Places of Worship	5

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEIST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for the User Specified Area

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	21%	20%	59	20%	63
Heart Disease	9.9	5.9	97	6.1	97
Asthma	10.6	9.2	91	10	71
Cancer	4.5	5.2	36	6.1	18
Persons with Disabilities	21.1%	12.3%	91	13.4%	88

CLIMATE INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	5%	10%	51	12%	40
Wildfire Risk	0%	30%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	32%	15%	87	14%	90
Lack of Health Insurance	34%	18%	91	9%	98
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for the User Specified Area



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE DRAFT EIS

1 message

Cemelli Aztlan <cemelli@mujerobrera.org>

Mon, Dec 2, 2024 at 2:09 PM

To: BOTA NEPA Comments <bota.nepacomments@gsa.gov>, Karla Carmichael - 7PMC <karla.carmichael@gsa.gov>, Daniel Partida - 7PCA <daniel.partida@gsa.gov>, charlie.hart@gsa.gov

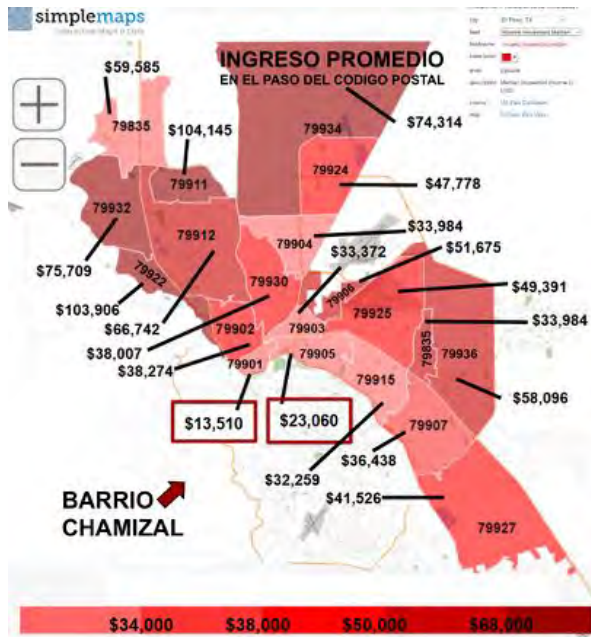
Cc: Hilda Villegas <hilda@mujerobrera.org>, "Paola Camacho(ELP)" <PCamacho@trla.org>, Celia Aguilar <celia@mujerobrera.org>, Raymond Surya <raymond.surya@mujerobrera.org>

Dear Mr. Charlie Hart, Mr. Daniel Patrída, Ms. Karla Carmichael & GSA officials/staff:

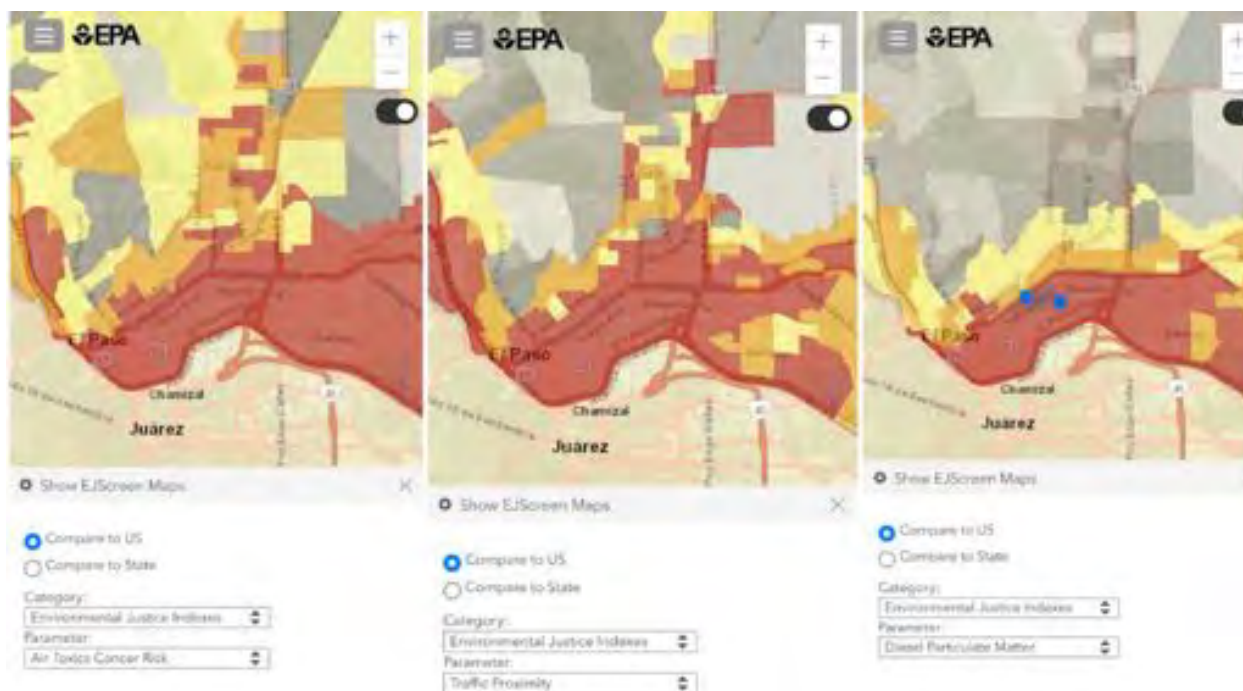
We, Familias Unidas del Chamizal, are writing to submit our concerns and demands in regards to the Bridge of the Americas (BOTA) international port-of-entry renovation project in our neighborhood - barrio Chamizal in El Paso, Texas. We, as residents who are directly affected by the emissions produced at BOTA; and whereas we, residents who are and will be directly affected by the decisions and/or consequences that result from the BOTA renovations, demand that our health be prioritized (SEE: [STATE OF PUBLIC HEALTH: EPA EJ SCREEN CHAMIZAL 2024](#)) and that the GSA finalize the recommendation of Alternative 4; which eliminates semi-truck commercial cargo operations from BOTA. This is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while **reducing dangerous air pollution** and harm to environmental justice communities. Viable Action Alternative #4 is not only the most cost-effective alternative, but the only alternative that promotes Environmental Justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Viable Action Alternative #4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

CUMULATIVE IMPACTS CONSIDERATION

Our neighborhood, Barrio Chamizal, is directly located on the US/Mexico border and has a predominantly poor population with more than 7000+ residents, overwhelmingly Spanish speaking families, living in a dense area, approximately 2 sq.miles. According to the 2020 Census, the two zip codes within the Chamizal neighborhood (79901 & 79905) represent median incomes in severe poverty, below \$13,500/year (79901) and below \$23,060/year (79905). Barrio Chamizal's demographics (Census Tracts 28 & 29 and portions of Census Tracts 20 & 21) include: 96.9 % Latino/a, 92.8% Spanish speaking, 81.6% low income, with the majority- 58.1% living below the poverty line, and 68.3 % of households with children under 18 in single-headed households.



The environmental injustice in barrio Chamizal overburdens residents who can least afford it. The current conditions make residents, especially children, women and elders, more susceptible to serious adverse effects on their health. The socioeconomic conditions of the families in the barrio become a major stressor when exposed to high levels of air pollution. The cumulative impacts overburdening the Chamizal community is particularly concerning because of exasperating effects. A snapshot of our neighborhood, barrio Chamizal reveals stark health disparities, varying in affects according to one’s proximity to toxic sources of pollution. Low-life expectancy and documented asthma cases double within a 2-mile radius of barrio Chamizal. The compounded effect of social and environmental injustices in south side El Paso are unseen anywhere in the city. According to EPA’s EJScreen, our asthma rates rank our neighborhood in the 80-95th percentile to other neighborhoods in the U.S. and Air Toxic Cancer Risk rank in the 95-100th percentile. The Climate & Economic Justice Screening Tool (CEJST) qualifies the Chamizal neighborhood as historically underinvested, in the 99th percentile for poverty and ranks the neighborhood in the 95th percentile for lacking green space. The EPA IRA Disadvantaged Communities Map designated barrio Chamizal as disadvantaged and the EPA Environmental Justice Screen ranks the Chamizal neighborhood in the 95-100 percentile in all the following: Ozone, Diesel Particulate Matter, Air Toxics Cancer Risk (Lifetime cancer risk from inhalation of air toxics), Traffic Proximity, Lead Paint, RMP Facilities (potential chemical accident management plan), Hazardous Waste Proximity (hazardous waste management facilities) (TSDFs & LQGs), Underground Storage Tanks, and Wastewater Dischargers Indicator (Stream Proximity & Toxic Concentration).



CHILDREN'S HEALTH & ENVIRONMENTAL JUSTICE CONSIDERATION

Barrio Chamizal is surrounded by stark examples of environmental injustice- BOTA, the second busiest port-of-entry on the US/MEX border is overloaded with commercial semi truck traffic that emits dangerous levels of pollution everyday next to our neighborhood and schools: Bowie High School and Zavala Elementary.

The children on campus are exposed to high levels of air pollution linked to life-long health issues, including cancer risks and affects to cognitive growth, including lower GPAs. Numerous studies have shown that diesel truck exposure and near highway exposure pose a grave danger and have everlasting effects in the health of children, women and elders. There is a higher risk of asthma for children living within ½ mile of a highway and higher risk of asthma when exposed to traffic pollution at school. Among children, studies show reduced lung growth in children living within 1,640 feet of a highway. For women, long-term exposure to traffic-related air pollution is linked to premature births, breast cancer and diabetes. For adults, higher long-term exposure to traffic is associated with new cases of heart disease, and both short-term and long-term exposure to traffic-related air pollution is related to cardiovascular deaths and illness. Traffic pollution is linked to increased lung cancer in people who never smoked (See: [Resident Testimony](#)).

Total Respiratory Risk near EPUSD schools

In a 2005 assessment, all schools in the EPUSD district had air quality levels which the EPA says can lead to the development of respiratory illnesses. According to the EPA, respiratory risk scores above 1.0 demonstrate the potential for adverse health effects.



Pollution in EL PASO contributes to:
21 Deaths/year
55,779 Adverse Health Effects/year
Our CHILDREN are most at risk.



In October 2024, we hosted a toxic tour for EPA officials, including the EPA Region 6 Administrator and the Region 6 Pediatric Environmental Health Specialty Unit, and highlighted the hazards surrounding public schools and housing, citing the Environmental Health impacts on our children. During the tour, EPA officials noted our situation as comparable to cancer alley, one of the most polluted places in the nation. At each stop, officials witnessed the unjustifiable hazards our children are exposed to. Eliminating commercial cargo semi-trucks from BOTA would have profound environmental health effects on a community that has been overburdened for too long. The children are our navigating guides in all we do because they are our future; and though filled with potential and possibilities, they are also the most vulnerable and most susceptible to the contaminants we breathe. The negative long term health consequences that come from exposure to high emissions during critical stages of development are forever, and can negatively affect a family for multiple lifetimes.

Excerpts from article: [EL PASO MATTERS, Residents near Bridge of the Americas demand action on truck pollution; businesses warn of economic impacts](#), October 27, 2024:

Chamizal residents argue other segments of El Paso don't have to face as many challenges and sources of pollution at the same time. "We have a right to exist in a place where we are free of all these environmental stressors and environmental injustices," Villegas said. "Industry has always been considered before us, the residents." "When it comes to diesel contamination, it's super, super horrible for a child's development," Villegas said. "It's the smallest fibers, particles that go inside and get embedded in the bloodstream."

"I don't disagree with the activists from the Chamizal," Calvo, MPO director said. "You have a school (Zavala Elementary) right there in front of the bridge, and you have all the trucks not only northbound but also southbound."

RESIDENTS' PUBLIC HEALTH CONSIDERATION

Resident testimony excerpts from [EL PASO CITY COUNCIL MEETING PUBLIC COMMENTS ON OCTOBER 8, 2024](#) Agenda Item #31, regarding BOTA public health issues:

Maria Rodriguez ([video @ 2:06](#)): “I come here as a human to speak on behalf of Familias Unidas. I have been living in that area for 27 years. A year and a half ago, my son was diagnosed with cancer. The specialists do not know the reason for this diagnosis. He does not smoke, he does not do drugs. And, I personally attribute this to the contamination. And this problem of contamination is not only something that affects my family and me, who suffer from allergies continually, but it affects the whole community. If someone could take a walk through the neighborhood there, one could see that there are a lot of schools there and kids there, and everyone is constantly suffering from allergies. There are a lot of testimonies from different families, from people who are elderly, that are children, that are suffering from this contamination. In fact, there is a child here in Familias Unidas who is already tired of constantly suffering and dealing with this contamination. So I come, as a representative of Familias Unidas, to ask for a humane decision with regards to our community. I appeal to you that you can render a decision that is favorable to the health of the Barrio. I have noticed that, 24 hours a day, there are commercial trucks that are crossing back and forth between the US and Mexico every day, and the smoke that comes from the trucks is black. It is totally contaminated, and this is what we are breathing. I understand that the economy is very important to you all, but something that is even more important is the health of the community around this bridge. And it’s not only the community in the Chamizal, but it’s also the people on the other side, where there are more people who are sick from illnesses such as asthma, allergies, and daily coughs. Lastly, I ask that you all please, think of us in a humane way. Put yourselves in our shoes, if you would like to and are able to, and think for a moment about the quality of life that we are experiencing in the Chamizal.”



([video @ 2:12](#)) “I am Maria Luisa de Amaya, and I am here to support everything that everyone has said here. I am a resident of the Chamizal neighborhood and I am part of Familias Unidas as well. So I come here to ask that you think of the Chamimzal neighborhood in a humane way, because it’s too much, the losses that we have already suffered. There are too many diseases here. I myself have a daughter who lost her baby, and the doctors said it was due to the contamination in the neighborhood. So this is something that is critical, and it is something beyond just respiratory conditions. I come here, thinking of this, to ask you all to really think through this. I am not asking you to send the contamination somewhere else, but know that in our community, there is no more room for more contamination. We have the recycling plants, we have the buses, and we can’t take any more. That is why I’m saying this. There are a lot of stories of the contamination, and while for me, mine is the most critical, for my friends and neighbors, they have their own stories, and their stories are the most critical. The need is big in our area, and this need is urgent. Also, in our area you have the trucks driving by Zavala Elementary, and there are a lot of children there. And I think it’s not fair, I think it’s not fair for us to have all the pollution the trucks are producing right there. Also, as I was saying, we have a lot of other sources of contamination. We have the train, we have the recycling plants, we have the

cardboard business that every so often ignites on fire. And so we can't do it anymore, we can't take anymore contamination. So I will ask you to please think of this, and realize that the need in the Chamizal area is urgent. Please take us into account, consider us. And for there to be no more deaths because of this. Thank



you.”

([video @ 2:18](#)) “I am Josefina Lerma. I come from Barrio Chamizal, I have already lived there for 38 years. I feel like we are abandoned, we are surrounded by many sources of contamination, and they are affecting our health. I have a granddaughter of 2 years, and the doctor is saying she may grow up with asthma, because she suffers from allergies often. All of my family suffers from allergies, and the doctor says that this is because of the pollution. Right now, she is sick, and there is a school there right next to the bridge, and we feel for the kids who go there. Perhaps some mothers do not realize all the pollution their children are being exposed to from their school next to the bridge, but when those kids grow up they will have health issues later on. And we don't know what that school is doing right there. We feel abandoned, like no one pays any attention to us, but we continue in our fight for the sake of our health. Right now I am good, and then tomorrow I will wake up coughing and unable to speak, and the doctor says this is because of the pollution. Sometimes the odor of the smog wakes us up. Maybe it's because our lungs are already ruined, or damaged. We are surrounded by these sources of pollution. There are schools right next to the bridge, and elderly people who are suffering from different diseases in their lungs from the pollution. Many people come here to fight for the economy or financial gain. We come to fight for our health, and the health of our kids and the health of our community. We know that there are trucks passing through there, but that's not the only bridge they can use to cross. Soon, they will have to close that bridge, and we know you will look for solutions for the trucks that will have to find another way to cross. And we hope you will keep that solution so they don't have to come back to our neighborhood. Us, what we want is our health, that of ourselves and our children



and all the children around the bridge.”

Excerpts from article: [THE GUARDIAN ‘You can taste it’: El Paso residents fear air pollution will worsen after border crossing upgrade](#), Benton Graham, published Feb. 13, 2024

‘At Bridge of the Americas, one of the region’s most popular ports of entry, this slow crawl across the border is a near daily occurrence – and residents of surrounding communities say the resulting air pollution is killing them. The port is the city’s only toll-free one, making it especially attractive to the hundreds of thousands of

commercial vehicles that cross there annually. The bridge's facilities are over 50 years old and federal regulators say they are in urgent need of revitalization. But local environmental advocates say such an effort would cater to the needs of the business owners who use the port over the health concerns of the residents who live next door. "It's a public health issue. Lives are being affected," said Cemelli de Aztlan, a community organizer with La Mujer Obrera, an El Paso organization committed to empowering working women of Mexican heritage. She worries that local leaders aren't doing enough to elevate the concerns of its most vulnerable residents. "To dismiss the health of residents and prioritize [industry] is not acceptable."

South-central El Paso has historically been home to working-class communities like the San Xavier neighborhood, where residents say their feedback on infrastructure projects has previously been ignored. Ricardo Leon has lived in San Xavier, adjacent to the Bridge of the Americas, for the majority of the last 60 years. He said he's developed a cough from exposure to diesel fumes from the trucks that cross the border every day. "They're just idling and you can smell everything. On a hot day, it's very, very irritating, annoying. You just can't stand it. Your eyes start burning, you feel it in your throat, you can taste it," Leon said.

Poor air quality has long been a community issue for this region of El Paso. The [Environmental Protection Agency](#) puts the diesel particulate matter, traffic proximity, and air toxics cancer risks in the neighborhoods surrounding the Bridge of the Americas in the 95-100th percentile range compared with the rest of the country. The American Lung Association ranked El Paso as the 14th worst city in the US for ozone pollution, giving it an F rating.

Penelope Quintana, a public health professor at San Diego State University who studies the impact of idling trucks near ports of entry, said air pollution from vehicles can increase the incidence of asthma, heart disease and type 2 diabetes. "Heavy duty trucks spew out much more pollution than passenger vehicles, and it tends to be very toxic pollution," Quintana said.

Indeed, south-central El Paso has some of the city's highest asthma rates, with all US census tracts in the area [above the 8% national average, according to](#) the Maps for Equity project. Leon and his neighbors worry pollution could get even worse if the federal government's \$700m investment in revamping the Bridge of Americas expands the port and encourages more companies to open factories in nearby Mexico. The port currently sees [200,000 commercial trucks cross yearly.](#)'

CITY CLIMATE ACTION PLAN CONSIDERATION

According to the City's Regional Climate Action Plan, transportation is the # 1 source of air pollution and generates 40% of greenhouse gas emissions in our region. Removing the idling commercial semi-trucks from BOTA is in alignment with the Climate Action Plan: <https://www.elpasotexas.gov/assets/Documents/CoEP/Community-Development/Climate-Action/EP-Priority-Climate-Action-Plan-03.01.2024.pdf> (pg v)

NAAQS PM 2.5 UPDATE CONSIDERATION

We, as residents, have been paying a high toll on our health because of long overdue environmental injustices in our neighborhood. In 2023, when we traveled to Washington DC to present resident testimonies alerting the federal government of the soot & smog public health crisis, we spoke to EPA leadership, to

include the Office of Air and Radiation and Office of Environmental Justice, the White House Climate Policy Office, the Senate Environment and Public Works Committee, and we advocated for stricter Clean Air Act national standards for soot and smog, which are overwhelmingly emitted from semi trucks and refineries. In October 2023, the EPA updated the Clean Air Act standards on soot (PM2.5) to a stricter standard, strengthening protections from 12 µg/m³ to 9 µg/m³. This newly established standard would classify El Paso as not meeting standards (non-attainment) when it goes into effect in 2025 if El Paso does nothing to address the PM2.5 pollution now. Additionally, the Draft EIS includes the old NAAQS standard for annual PM 2.5 of 12 ug/m³. The standard was approved/updated to 9 ug/m³ on February 7, 2024 (Below is page 1-17 of the EIS, which needs to be updated to the new NAAQS standard):

Table 1-6. National Ambient Air Quality Standards Primary and Secondary NAAQS.

Air Pollutant	Averaging Time	Primary NAAQS ¹	Secondary NAAQS ²
CO	1-hour	35 ppm	None
	8-hour	9 ppm	None
NO ₂	1-hour	0.10 ppm	None
	Annual	0.053 ppm	0.053 ppm
SO ₂	3-hour	0.075 ppm	0.50 ppm
	1-hour		None
PM ₁₀	24-hour	150 µg/m ³	150 µg/m ³
PM _{2.5}	Annual	12.0 µg/m ³	15.0 µg/m ³
	24-hour	35 µg/m ³	25 µg/m ³
O ₃	8-hour	0.070 ppm	0.070 ppm
Pb	Rolling 3-month average	0.15 µg/m ³	0.15 µg/m ³

The elimination of the commercial cargo operations from BOTA would greatly reduce the congestion problem, and as cited in the initial BOTA NEPA DEIS, and would create at least a 33% decrease in toxic air pollution. The reduction of emissions is evident when we evaluate the dates in which the Governor of Texas shut down cargo from the BOTA during the following dates: September 15, 2023-October 10, 2023. Reviewing data (SEE ATTACHED) from when the bridge was closed to commercial traffic, one can see how much the idling diesel trucks contribute to Particulate Matter pollution. Data from the TCEQ Continuous Air Monitor shows that from 09/15/2023 to 10/10/2023, while the bridge was closed to commercial traffic, PM 2.5 averaged **8.36 ug/m³**. This is below the updated NAAQS Standard of 9 ug/m³. The month prior from 8/15/2023 to 9/10/2023, PM 2.5 averaged **9.11 ug/m³**, while the month after from 10/15/2023 to 11/10/2023, PM 2.5 averaged **9.75 ug/m³**. Thus, only the month without the diesel trucks was in compliance with the new NAAQS standards for PM 2.5.

TORNILLO INTERNATIONAL PORT-OF-ENTRY CONSIDERATION

When the Tornillo port-of-entry was planned and constructed, the intention was for international cargo trucks. Though the BOTA was not built to withstand the weight and ware of impacts of the commercial semi-trucks, the Tornillo port-of-entry was built with the intention of withstanding heavy semi trucks while processing that international cargo (see [El Paso Times article](#)). Yet, **the DEIS does not consider the potential of the Tornillo POE in accommodating the rerouted trucks from BOTA and/or Zaragoza/Ysleta POE.** Both Congresswoman Escobar and the CPB have stated that the Tornillo POE is ready to process 1000 commercial trucks per day. This needs to be considered in the NEPA evaluation.

Furthermore, considering that the majority of cargo is destined to the El Paso Airport, it is important to note

that there is an airport in Tornillo, too, and the potential of rerouting commercial trucks in that direction should be considered.

DECOMMISSIONED SEMI-TRUCKS CONSIDERATION

For years, the Mexican government has allowed for the sale of outdated U.S. semi-trucks to those willing to buy in Mexico. These trucks are not allowed to travel throughout the United States, yet there is an exception made around the border for these decommissioned semi-trucks, which are considered 'short-distance' trucks and are 'allowed' to travel a few miles (12mi) into the US despite **NOT** meeting national standards and regulations. (See the [commercial zone](#), which has been expanded to include the Tornillo POE.) The majority of commercial semi-trucks crossing the BOTA daily are those decommissioned semi-trucks the US does not allow to travel here because they do not meet emission standards (SEE PICTURE OF BLACK SOOT ON SEMI-TRUCK NEXT TO ZAVALA ELEMENTARY, HEADED SOUTH TOWARD BOTA) These semi-trucks are not the 'cleaner' less soot producing semi-trucks used in California; the semi-trucks passing at the BOTA each and every day are the decommissioned ones that the US government does not allow to travel anywhere else in the US. This reality should be considered and weighed when estimating the air contaminants from these semi-trucks crossing the bridge, in addition to how these specific types of decommissioned semi-trucks further affect our health. 'Death by a thousand cuts' has been said to describe the long history of waivers, exceptions, and loopholes that exclude our community from basic rights and protections that most people take for granted.



A [2018 study](#) reveals large diesel trucks to be the greatest contributors to harmful black carbon emissions close to major roadways, indicating that vehicle types matter more than traffic volume for near-road air pollution. "Whether it be cancer, respiratory problems, cardiac problems or neurodegenerative problems, there are numerous adverse health effects associated with the chemicals in these emissions. If we were able to reduce emission of pollutants like black carbon, we would also see an immediate climate benefit."

Further, there needs to be consistency in evaluating air quality impacts, specifically imputing projections that might only account for standard semi-trucks vs. decommissioned semi-trucks, and/or diesel semi-trucks vs. POVs. Further, when calculating projections for both BOTA Option 1 and Alternative 4, inputs should be consistent and based in reality, and as previously pointed out, Option 1's projections should include semi-trucks, as the misleading title: Future No Trucks, does not plan for nor does it guarantee an actual truck free future.

Also, the non-attainment status, extreme poverty, lack of adequate resources and infrastructure should be considered, as the commercial semi-trucks have been damaging our public roads yet do not contribute to the maintenance of those roads. The commercial semi-trucks should be rerouted to POEs that collect tolls in order to ensure contribution to maintaining the roads, ports and bridges that the industry depends on.

NEIGHBORHOOD & PUBLIC SCHOOLS PROXIMITY CONSIDERATION

Those involved in the planning have expressed concerns about shifting one environmental problem to another area, yet no one is considering the distance and proximity to the POE's, as the BOTA is the ONLY POE with commercial traffic in a neighborhood. The other POE's are more than 2 miles away from the POE, thus lessening exposure risks from emissions. BOTA is directly next to two Title I public schools, Zavala Elementary School and Bowie High School; and is located in one of the poorest neighborhoods in the city of El Paso, TX. For years, Zavala Elementary has dealt with substandard cooling systems, where windows are often opened for ventilation, yet no one is calculating the health effects that the dangerous fine particulate matter has on those children. Included is a snapshot of areas of expected ultrafine particle exposure, noting the proximity of both Zavala Elementary School, and Bowie H.S. (next to Chamizal National Park):



WIND PATTERN CONSIDERATION

On particularly windy days, the air quality worsens to unbearable conditions (SEE EPA AIRNOW 839 AQI). There are numerous hazardous particles in the hard, swirling winds that we would like NEPA EIS to access and consider. Further, the wind patterns in each POE should be considered, given that the BOTA is feeding into the Chamizal neighborhoods, of which the land area's topography is basin like and the wind patterns circle the pollution problem directly into the neighborhoods and schools, creating a circling accumulation of airborne particulates as well as particulates settling on the soil that get kicked back up by winds and movement. In comparison to the Ysleta/Zaragoza POE, the wind patterns in that area blow towards the commercially-zoned area of warehouses (SEE CITY ZONING NOTICE). Also, the expectation of POV's rerouting their commute to BOTA should alleviate traffic wait times at other POEs.

RECOGNIZE UNIQUENESS OF BOTA: THE ONLY FREE POE ON US/MEX BORDER

In 1963, when the U.S. and Mexico declared the official international boundary between the two countries with the Treaty of Chamizal. As a result, the river was dammed in concrete and our community was divided between two countries. At that time, during the planning process, residents were discriminated against and left out of negotiations. Families shuffled and scrambled into ‘new territory’ as boundary lines were drawn. Many unjustly lost their homes and their community. Residents of the Chamizal demanded inclusion and reparations. The concessions they fought for and won included: the establishment of a new school, Bowie High School; the establishment of Chamizal National Park to preserve the natural integrity of the environment; and a toll-free international port of entry for residents to cross freely between the two nations that divided the Chamizal community, The Bridge of the Americas, commonly known as El Puente Libre (“the free bridge”). The concessions made did not make up for all that was lost - yet residents hoped that these spaces would protect the Chamizal community from displacement.

Today, BOTA is the only toll free POE on the US/Mexico border. The Treaty of Chamizal was designed to bring two sister cities together as one community, now divided by international boundaries, yet the maquiladora semi-trucks have taken over BOTA. The two POE’s in downtown, near our neighborhood: Stanton & Paso del Norte POE’s do not allow commercial semi-trucks, yet the BOTA POE in our neighborhood is overloaded with commercial semi-trucks. We, as residents of barrio Chamizal - one of the poorest neighborhoods in the US- should be able to use the BOTA toll free daily, yet because of the congestion from semi-truck pollution, often opt to travel via the downtown POE’s, paying the tolls in order to avoid unbearable high levels of pollution. Worse, all our barrio schools are surrounded by serious sources of pollution. Bowie High School sits between a massive bus hub, an international port of entry overloaded with semi-trucks. Our neighborhood is treated as a dumping ground for international trade, as our schools and housing are under a cloud of pollutants that enter our lungs, hearts, brains, and blood on a daily basis. The Chamizal National Park, which students once walked through on their way to school, is now fenced and guarded, access limited, often denied. El Puente Libre, the only toll-free bridge along the U.S. - Mexico border intended for the people, is overloaded with polluting semi-trucks transporting products and industrial waste from the NAFTA maquiladora industry in Ciudad Juarez, Mexico.

MAINTAIN NATURAL INTEGRITY OF THE CHAMIZAL CONSIDERATION

Since the Treaty of Chamizal (1963), both the US and Mexico have promised to maintain the natural integrity of the land, as expressed through the establishment of Chamizal National Park (US) and Parque Chamizal (MEX). Recently, in 2024, the Mexican government declared Parque Chamizal an ecological restoration zone. [“El Chamizal is of historical, socioeconomic and cultural importance, since it is part of the identity of the people of Juárez, as a space for recreation and contact with the natural environment, immersed in the urban area of more than one and a half million inhabitants,” the presidential decree states.](#) The Parque Chamizal ecological restoration zone declaration states the following:

- Ecosystem restoration must be carried out in order to recover the continuity of ecological processes.
- The reintroduction or repopulation of wildlife must be carried out with native species or with species compatible with the original ecosystems but must not compromise or impact the recovery of other native species.
- The eradication or control of exotic, invasive exotic or harmful species must not impact the ecological and evolutionary processes.
- Scientific research and collection, environmental monitoring and environmental education must be carried out in such a way that they do not affect the restoration process and do not involve the

installation of infrastructure.

- Environmental education must be carried out in such a way that it does not alter the restoration process, nor the habitat or viability of wildlife species and populations, and does not involve the installation of infrastructure.
- Tourism and any other recreational activity may only be carried out outside the reforestation zones to be determined.
- The construction and maintenance of infrastructure in the reforestation areas that are determined is only permitted for activities related to the restoration.

Parque Chamizal in Juarez, MX is 320 acres of land adjacent to the BOTA and any and all future planning for BOTA should consider, calculate and respect the integrity of the ecological life that exists and will be restored at the Parque Chamizal.

LETTERS OF SUPPORT FROM ELECTED OFFICIALS CONSIDERATION

As we enter into the final planning stages of this historic funding, we know that the multinational export industries are countering any plans to remove the commercial trucks from the Bridge of the Americas/El Puente Libre, citing a supposed financial burden. The power structure has depended on these exploitative practices for so long, but resident's health has never been considered as part of the 'bottom-line.' The reality is that the maquiladora industry, a billion dollar per month industry, can afford to cross their products without jeopardizing the health and safety of vulnerable populations. We, as residents, have gained the support of our elected officials to ensure our environmental health is prioritized, and both the county commissioners court and the city council to unanimously voted in favor of sending a letter of support to GSA for removing the commercial trucks from BOTA (SEE ATTACHED).

We, as the Familias Unidas del Chamizal Neighborhood Association, urge the GSA to commit to Alternative 4, and remove the commercial cargo trucks from El Puente Libre/ The Bridge of the Americas (BOTA) in El Paso, TX. We have a once-in-a-lifetime opportunity to plan for a better future with these historic funds. Please address the long-overdue public health crisis in barrio Chamizal, and protect the health and civil rights of families who live here by fulfilling the promise and intent of these important federal funds. Removing the commercial trucks from El Puente/BOTA is in the best interest of the city of El Paso and will have long term benefits for generations to come. Thank you.

Respectfully,

Hilda Villegas & Cemelli de Aztlan

President & Secretary










Familias Unidas del Chamizal Neighborhood Association

ATTACHMENTS: FAMILIAS UNIDAS DEL CHAMIZAL BOTA NEPA DEIS LETTER PDF ATTACHED; CITATIONS, ELECTED OFFICIALS LETTERS OF SUPPORT; 109 COMMUNITY PUBLIC COMMENTS PDFs, AIR QUALITY DATA, PUBLIC HEALTH SNAPSHOTS & NEWS ARTICLE LINKS



FUDC EL ESTADO DE SALUD 2024

9 attachments

-  **BOTA NEPA 12 01 2024 REFERENCE ATTACHMENTS.pdf**
1150K
-  **Air Quality Data_v3.xlsx**
17K
-  **Air Quality Data_v2.xlsx**
14K
-  **Reports_v2.xlsx**
1448K
-  **Reports_v3.xlsx**
1869K
-  **Reports_v2_updated.xlsx**
1625K
-  **elected officials letters of support 2024.pdf**
3129K
-  **BOTA DEIS NEPA 109 COMMENTS SUBMITTED 12 01 2024.pdf**
11309K
-  **FINAL FAMILIAS UNIDAS DEL CHAMIZAL NEPA BOTA LETTER 12 02 2024.pdf**
1130K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Atziri Reyes <aazy.reyes.b@gmail.com>
To: BOTA.nepacomments@gsa.gov

Fri, Oct 11, 2024 at 9:51 AM

My name is Citlali Reyes, and I am a resident of El Paso. My address is 323 Ontiveros El Paso, TX 79932

I am writing in support of the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

ADDITIONAL COMMENTS

Regards,

Citlali Reyes



GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading "BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

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NAME/NOMBRE:

ADDRESS/DIRECCIÓN:

PHONE/TELEFONO:

EMAIL/CORREO*

AGE/EDAD*: 64

RACE/RAZA*

*Optional

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Lo alentamos a usted a enviar sus comentarios a:

BOTA.nepacomments@gsa.gov

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o los comentarios pueden enviarse por correo a:

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819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

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Additional Comments/Comentarios

Adicionales:

Signature: [Signature]

Date: 10-29-2024





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NAME/NOMBRE:

Luis Ramirez

ADDRESS/DIRECCIÓN:

7930 Ros Apt 11

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*Optional

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10/29/24





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Genoveva Edmunds

ADDRESS/DIRECCIÓN:

2914 Alameda

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*Optional

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Additional Comments/Comentarios

Adicionales:

Signature: *Genoveva Edmunds*

Date: *29-OCT-2024*





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NAME/NOMBRE:

Ana Helen Gomez

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448 Valle Scave Dr

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*Optional

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819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentarios públicos:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Signature:

Hjor

Date:

29-01-2024





Comments from EPISD Trustees, Districts 1 and 2

2 messages

Leah Hanany <leahhanany@gmail.com>
To: BOTA.NEPAComments@gsa.gov

Sat, Feb 24, 2024 at 12:00 AM

On behalf of children:

Together, we serve the Chamizal, San Xavier, Val Verde, and Washington/Delta neighborhoods on the El Paso ISD Board of Trustees that encircle the Bridge of the Americas. As elected members of the school board, our duty extends beyond educational boundaries to the holistic well-being of EPISD children and communities, particularly those historically marginalized. Our request is clear: we ask that the needs of children be prioritized and central to decision-making processes, especially regarding how their environments are impacted by the Bridge of the Americas project, and that commercial traffic be diverted away from their schools and their homes. This focus is essential for their well-being and the overall health of our community's future generations.

The exclusion of neighborhood voices in urban planning, particularly those of our children and their families, casts a long shadow over the integrity of our community development. Failing to include these crucial perspectives not only undermines the social fabric of our neighborhoods but also perpetuates a cycle of disengagement and disenfranchisement. Centering children in our decisions ensures that urban development is a reflection of our collective hopes, not our oversights. It sends a powerful message that every member of our community, no matter how small, is valued and heard.

Investing in child-centric urban planning is not just a moral obligation; it's a strategy for thriving communities. Research illustrates that neighborhoods designed with children's needs at the forefront are not only healthier and safer but also more vibrant and economically resilient.

The Bridge of the Americas project presents a unique, perhaps once-in-a-generation opportunity to fundamentally shift the narrative by diverting commercial traffic away from our neighborhoods. This decision has the potential to redefine urban spaces as zones of safety, health, and vibrancy, rather than corridors of convenience for through traffic. Missing this chance could mean decades of living with the consequences, as urban development projects (and the allocated infusion of funding) of this scale and impact are rare.

The evidence is irrefutable. Studies demonstrate that the built environment has a profound, lasting impact on the physical and psychological development of children. Neighborhood infrastructure, green spaces, and overall neighborhood perception are not mere urban planning elements; they are determinants of our children's future. These are neighborhoods that have, for too long, borne the brunt of neglect and oversight in urban planning decisions.

We stand firmly against any development that exacerbates or continues these historical inequities or endangers our children's health and futures. As school board trustees, we have a responsibility to champion environments that foster health, safety, and equity, especially in our most vulnerable communities.

We owe it to our children and future generations to prioritize their well-being over transient commercial benefits. Let's realign our priorities and make decisions that honor our commitment to all our citizens, especially the young and the voiceless.

We are prepared to engage in collaborative discussions and take necessary actions to advocate for a more equitable, child-friendly urban future.

On behalf of children,
Leah Hanany, EPISD District 1
Alex Cuellar, EPISD District 2

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Leah Hanany <leahhanany@gmail.com>

Thu, Jun 13, 2024 at 2:38 PM

Hello,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

Notice of Public Meeting Proposed Improvements at the Bridge of the Americas Land Port of Entry El Paso, Texas

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

- The meeting will be a casual come-and-go event.
- There will be a brief update of the EIS status and the remaining alternatives under consideration.
- Translators will be available and a limited number of headsets on a first come basis.
- Comments on the proposed improvements will be accepted for 30 calendar days following the meeting date.

- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

[Quoted text hidden]

2 attachments

 **Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx**
1615K

 **Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx**
2060K



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas – December 13, 2023

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Darlene Rivera

ORGANIZATION/ ORGANIZACIÓN Hilos De Plata

ADDRESS/DIRECCIÓN 100 S. Eucalyptus #4104

TELEPHONE/TELÉFONO (915) 922-0619

EMAIL/ CORREO ELECTRÓNICO

*Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.*

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

BOTA.NEPACOMMENTS@gsa.gov

*Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a **BOTA.NEPACOMMENTS@gsa.gov** antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección.*

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

First and for most our contamination of our environment in the surrounding area will affect the pollution and the breathing of our health.



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Bota LPOE draft EIS

1 message

David Bustillos <davidbustillos57@gmail.com>
To: BOTA.nepacomments@gsa.gov

Tue, Oct 1, 2024 at 7:12 AM

Please we need to stop the flow of large commercial vehicles to n from Mexico causing a safety issue on the Freeway entrances to Mexico n creating a hazardous environment for the poor people who live there stop it not worth any money when people are getting sick cause of the pollution n our Freeway are clogged n dangerous.



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Stop Commercial Truck Traffic

1 message

David Bustillos <davidbustillos57@gmail.com>

Sat, Sep 21, 2024 at 2:28 PM

To: BOTA.nepacomments@gsa.gov

Stop Commercial Truck Traffic it's poisoning our Central Public n causing pollution n Traffic from East&West freeway n North n South Loop.



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

dflores2k9 <dflores2k9@gmail.com>
To: BOTA.nepacomments@gsa.gov

Sun, Oct 20, 2024 at 10:09 AM

Include Sentry Lanes coming back to USA and eliminate thr Cargo lane. This causes traffic issues on the US side.
Thanks

Sent from my Verizon, Samsung Galaxy smartphone



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Daniel Reyes <dreyes0515@gmail.com>

Sat, Sep 21, 2024 at 6:17 AM

To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

I am 100 percent in favor of completely removing commercial trucks from the Bridge Of The Americas.



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Proposed BOTA Closure

1 message

David Ochoa <ochdav8@gmail.com>
To: BOTA.nepacomments@gsa.gov

Mon, Nov 4, 2024 at 6:10 PM

I'm a life long el Pasoan, raised by lifelong El Pasoans who all agree the time is long overdue to address the environmental injustices perpetuated by the decades of neglect and racism in regards to the population impacted by the issue of the lack of vision and unrestrained commercial traffic at the BOTA.

The negligence and lack of planning that has finally brought this issue to the forefront impacts all El Pasoans, including the business community.

The business leaders that benefited from decades of unregulated commercial traffic should have at the ready an alternative solution to this problem that has continued to be exponentially compounded by the growth of our regional binational commerce.

It's time to ensure the health of residents in the BOTA's adjacent neighborhoods is the number one priority.

Business and government leaders need to stop complaining and hustle to find joint funding for alternative routes. Consider it the cost of doing business.

Environmental justice requires us to stop putting this problem on the backs of people who do not have the resources to fight big business and corrupt government officials.

Aside from the contaminating our communities, the daily mile long lines of 18-wheeler traffic waiting on the overpasses from I-10 to BOTA, will continue to deteriorate these overloaded overpasses at an alarming and accelerated pace.

Those overpasses should be inspected annually and repairs paid for by the industries that have benefited from this infrastructure for decades.

The time for change is now.

David Ochoa
ochdav8@gmail.com

Sent from my iPhone

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

Bridge of Americas EP

1 message

diana chavez <dianeachavez@hotmail.com>

Mon, Sep 23, 2024 at 6:24 AM

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Good morning,

Please stop commercial cargo traffic through Bridge of the Americas Land Port of Entry in El Paso, Texas. The pollution they cause not only affects human health, but also the animals at the El Paso Zoo. There are two other bridges that commercial cargo could use. Thank you for your time.

Sincerely,

Diana Chavez

Get [Outlook for iOS](#)



City Representative Josh Acevedo, Ed.D. – District 2

November 1, 2024

Via email to: BOTA.necomments@elpaso.gov
U.S. General Services Administration
Attention: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Letter in Support of Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry El Paso, Texas.

Dear Ms. Carmichael,

This letter is submitted in support of Viable Action Alternative 4 from the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry (LPOE) Modernization Project. My constituents and I are elated that you have stated Viable Action Alternative 4 as your preferred option as it falls in line with the work of the community to promote health in our neighborhoods.

Thank you for the important public comment period regarding the draft EIS for BOTA prior to improvements. The multiple LPOEs in our city are critical to daily life in our border community as they facilitate the movement of people who live, work, and are educated between El Paso and Ciudad Juarez as well as represent significant pillars of our local, regional, state, and national economies.

I also thank you for the public outreach efforts and meetings that have taken place throughout El Paso over the past two years. During those meetings, along with others throughout the city, residents have made clear that public health and environmental justice should be critical focus points and efforts in any alternative for improvements to BOTA. Residents and neighborhoods surrounding BOTA have been subject to idling commercial cargo vehicles for decades and have been placed at risk. The fact remains, the neighborhoods surrounding the one-mile radius of BOTA are primarily residential along with open space school parks, the City Zoo, the County Coliseum, and the Chamizal National Memorial park. Other LPOEs, such as the Ysleta LPOE is surrounded largely by industrial and undeveloped land, while the Santa Teresa LPOE is similarly surrounded by open and commercial land. In addition, the Tornillo LPOE is completely surrounded by open and commercial land. The introduction of Viable Alternative 4 eliminates commercial cargo traffic altogether and is supported by residents, neighborhoods, community organizations, the County of El Paso, and the City of El Paso.

As a City Council that prides itself on public safety and health, we are also supportive of Viable Alternative 4 as it will eliminate exposure to air pollution and noise. We continue to look forward towards a collaborative partnership that not only enhances our community, but one that protects its health as well.

Sincerely,

A handwritten signature in blue ink that reads "Josh Acevedo".

Dr. Josh Acevedo
District 2 City Representative

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

Bota

2 messages

Sylvia Peregrino <dr.speregrino@gmail.com>
To: bota.nepacomments@gsa.gov

Fri, Feb 23, 2024 at 9:44 PM

Please choose alternative 4 and remove semi trucks from the bridge of the Americas!

The other location will have more room for conveyer belt technology!

I have asthma which is exacerbated by pollution! El Paso is a very polluted city! The other location will be more efficient and not expose us to more pollution from the trucks in the central area.

I grew up near the bridge of the Americas and attended Burleson Elementary. I remember the contamination! My spouse graduated from Jefferson High School which is also near the area!

I think the toxins gave me asthma to the degree that I would have to visit the emergency room as a child.

Please don't expose our community to more pollutants! I hope you consider these comments and the lungs of the children in the area!

Thank you. Respectfully,

Dr. Sylvia Peregrino
Concerned citizen
El Paso TX
915-267-1968

Sent from my iPhone

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Sylvia Peregrino <dr.speregrino@gmail.com>

Thu, Jun 13, 2024 at 2:40 PM

Hello Dr. Sylvia Peregrino,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

Notice of Public Meeting Proposed Improvements at the Bridge of the Americas Land Port of Entry El Paso, Texas

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

- The meeting will be a casual come-and-go event.
- There will be a brief update of the EIS status and the remaining alternatives under consideration.
- Translators will be available and a limited number of headsets on a first come basis.
- Comments on the proposed improvements will be accepted for 30 calendar days following the meeting date.
- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

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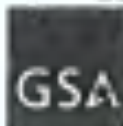
2 attachments



Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx
1615K



Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx
2060K



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE	Edwa Garcia
ORGANIZATION/ ORGANIZACIÓN	Hilos de Plata
ADDRESS/DIRECCIÓN	401 S. Tays Apt. 128
TELEPHONE/TELÉFONO	915 838.0634
EMAIL/ CORREO ELECTRÓNICO	

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

BOTA.NEPACOMMENTS@gsa.gov

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección.

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

* Tendremos muchos problemas para acceder a este centro.



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
 El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puenle de las Américas
 Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/NOMBRE EDUARDO GONZALES

ORGANIZATION/ ORGANIZACIÓN LINCOLN PARK

ADDRESS/DIRECCIÓN 4227 WAZAZO AVE

TELEPHONE/TELÉFONO 915-626-8852

EMAIL/ CORREO ELECTRÓNICO 73silverfox@gmail

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

Karla R. Carrasco/ NEPA Program Manager
 Environmental, Fire and Safety & Health Branch
 GSA/FBS, Facilities Management and Services Programs Division
 819 Taylor St, Room 12-B, FW, TX 76102

BOTA.NEPACOMMENTS@gsa.gov

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Karla R. Carrasco/ NEPA Program Manager
 Environmental, Fire and Safety & Health Branch
 GSA/FBS, Facilities Management and Services Programs Division
 819 Taylor St, Room 12-B, FW, TX 76102

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COMMENTS/COMENTARIOS: ARE ANY OF THE SURROUNDING AREAS OF
BOTA, BE DEMOLISHED? SPECIFICALLY
LINCOLN PARK



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE

Esteban Jiménez

ORGANIZATION/ ORGANIZACIÓN

Hilos de Plata

ADDRESS/DIRECCIÓN

445 Cortez Dr. 79905

TELEPHONE/TELÉFONO

915 873 3414

EMAIL/ CORREO ELECTRÓNICO

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

BOTA.NEPACOMMENTS@gsa.gov

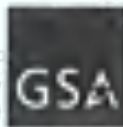
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Karla R. Carmichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102.

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

Yo apoyaria que quitaran los Trailers de este puente y los pesaran para Tornillo ya que ese puente este mas seles



COMMENT FORM – PUBLIC INFORMATIONAL MEETING

**Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas | December 13, 2023**

**FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023**

NAME/ NOMBRE Estrella Solis

ORGANIZATION/ ORGANIZACIÓN Hilos de plata

ADDRESS/DIRECCIÓN 6400 Edgemere Blvd.

TELEPHONE/TELÉFONO (915) 777-0797

EMAIL/ CORREO ELECTRÓNICO

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

BOTA.NEPACOMMENTS@gsa.gov

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todas las comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

No queremos mucho tráfico
por la calle DELTA



GSA NEPA DEIS 4-5-day comment period

ends November 4, 2024

We encourage you to send your comments to:

BOTA.nepacomments@gsa.gov

with the email subject line reading

"BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,

Attention: Karla Carmichael, NEPA Program Manager,

819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact

Statement for the Proposed Modernization of the

Bridge of the Americas Land Port of Entry, El Paso,

TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

Estefanía Rosales Pineda

NAME/NOMBRE

Himno Nacional #4902

ADDRESS/DIRECCIÓN

CP 321177

Ciudad Juárez, Chib. México

CITY/CIUDAD STATE/ESTADO ZIP CODE/CÓDIGO POSTAL

PHONE/TELÉFONO*

EMAIL/CORREO*

Signature

Estefanía R.

Date: *20/11/2024*



El período de comentarios de 45 días de la GSA

NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA.nepacomments@gsa.gov

con el asunto del correo electrónico que diga

"BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,

Attention: Karla Carmichael, NEPA Program Manager,

819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de

septiembre de 2024 para la

Modernización propuesta del

El Puente Libre, Puerto de Entrada Terrestre,

El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Es importante que las familias

que viven cercano a la zona

respiran aire limpio y tengan

calidad de vida.

AGE/EDAD*: 30 RACE/RAZA* _____

*Optional



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS - Please select Viable Action Alternative 4

1 message

Swetha Pottam <spottam@earthjustice.org>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Mon, Dec 2, 2024 at 2:53 PM

Hi there,

My name is Swetha Pottam, and I work with Earthjustice. I am submitting the names of 173 individuals who have submitted public comments urging the U.S. General Services Administration's selection of Viable Action Alternative 4 which eliminates all commercial cargo operations on the Bridge of the Americas. Below you will see the letter that our Earthjustice supporters signed. Attached to this email is the letter and the list of signatories.

RE: BOTA LPOE Draft EIS - Please select Viable Action Alternative 4**Attn:** Karla Carmichael, NEPA Program Manager:

Hi there. I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA).

Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice.

By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

[undersigned]

Thank you,

Swetha Pottam (she/her)

(pronounced: Sway-tha)

Digital Advocacy Associate

50 California Street, Suite 500

San Francisco, CA 94111

T: 415.217.2105

F: 415.217.2040

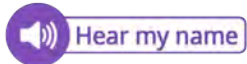
earthjustice.org

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twitter.com/earthjustice



Because the earth needs a good lawyer



 **TXBorderPollution_GSA Manual Submission Letter and Earthjustice signatories.pdf**
101K

RE: BOTA LPOE Draft EIS - Please select Viable Action Alternative 4

Hi there,

My name is Swetha Pottam, and I work with Earthjustice. I am submitting the names of 173 individuals who have submitted public comments urging the U.S. General Services Administration's selection of Viable Action Alternative 4 which eliminates all commercial cargo operations on the Bridge of the Americas. Below you will see the letter that our Earthjustice supporters signed and the list of signatories.

RE: BOTA LPOE Draft EIS - Please select Viable Action Alternative 4

Attn: Karla Carmichael, NEPA Program Manager:

Hi there. I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA).

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By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

[undersigned]

Thank you,

Swetha Pottam
Digital Advocacy Associate, Earthjustice

Signed Date	Email	First Name
12/01/24 3:52PM	bigred.shaver@gmail.com	Isabelle
12/01/24 4:14AM	yolandarsession@yahoo.co	Yolanda
11/30/24 10:31AM	klern@hotmail.com	Caroline
11/27/24 11:05PM	sstilwell49@gmail.com	Sharon
11/27/24 4:03AM	lorivennell@gmail.com	Lori
11/25/24 3:07PM	pbfarms@charter.net	MARY
11/24/24 9:11PM	ddolber0612@gmail.com	Dianne
11/24/24 8:15PM	michelfobbs@gmail.com	Michel
11/24/24 7:46PM	wetnoses@comcast.net	Christy
11/24/24 5:45PM	alamedabearcub@yahoo.c	John
11/24/24 4:19PM	baumankm@gmail.com	Keelie
11/24/24 12:08PM	mastadler56@gmail.com	Mark
11/24/24 9:37AM	kirsti.sanders@yahoo.com	Kirsti
11/23/24 4:26PM	gamaxheimer@gmail.com	Gail
11/23/24 3:07PM	yochumbly@netzero.com	Don
11/23/24 1:11PM	bekamartin@live.com	Phyllis
11/23/24 12:44PM	lmarsilleramos@yahoo.com	Laura
11/23/24 11:25AM	hatemkhater40@gmail.com	Hatem
11/23/24 11:07AM	drmfoxx@yahoo.com	Melody
11/23/24 10:39AM	mariede425@msn.com	Marie
11/23/24 3:27AM	debbiegreen1015@gmail.c	Debbie
11/22/24 4:37PM	rangoonlily2@gmail.com	Pamela
11/22/24 2:32PM	marleycavelane@gmail.com	Kathy
11/22/24 1:19PM	kd8jlg@gmail.com	Ryan
11/22/24 12:06PM	wmbwoodcock@gmail.com	William
11/22/24 11:59AM	bphirschhorn@gmail.com	Bonnie
11/22/24 10:38AM	rontraub2@gmail.com	Ronald
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11/22/24 9:39AM	zeilluex@gmail.com	E
11/21/24 3:39PM	seshagollapudi@hotmail.c	Venkata
11/21/24 2:25PM	susanthalper@gmail.com	Susan
11/21/24 1:40PM	glendakuster@gmail.com	Glenda
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11/21/24 12:49PM	aaaniz1419@gmail.com	Avery
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11/21/24 11:11AM	dwoo1156@gmail.com	Deborah
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11/21/24 10:08AM	ren.c.larson@gmail.com	Lauren
11/21/24 10:04AM	jwalsh2222@yahoo.com	John

11/21/24 10:03AM	kristi.n.leksen@gmail.com	Kristi
11/21/24 9:50AM	anns.etc@gmail.com	Ann
11/21/24 9:43AM	ormarshall@yahoo.com	Odessa
11/21/24 9:39AM	aaliyahdula@yahoo.com	Aaliyah
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11/21/24 9:02AM	tonieastham@gmail.com	Toni
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11/21/24 8:38AM	marceline.kelly21@gmail.com	Marceline
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11/21/24 7:09AM	joannern2301@gmail.com	Joanne
11/21/24 7:02AM	amourre87@gmail.com	Adrian
11/21/24 6:56AM	deborah_fender55@yahoo.com	Deborah
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11/21/24 4:41AM	fillebon2@yahoo.com	Jeanne
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11/21/24 3:12AM	poppac4648@hotmail.com	Mark
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11/21/24 12:26AM	lesray@live.com	Leslie
11/21/24 12:00AM	greyjedi4211980@gmail.co	Josie-Joshua
11/20/24 11:55PM	janicechaplin072@gmail.cc	Janice
11/20/24 11:55PM	wendy.collinsnyc@gmail.cc	Wendy
11/20/24 11:12PM	stalyce@aol.com	Alyce
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11/20/24 11:10PM	rockn9@yahoo.com	Tricia
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11/20/24 10:56PM	mzapa06@gmail.com	Oscar
11/20/24 10:55PM	paulraptopoulos00@gmail.c	Paul
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11/20/24 10:45PM	bobbyarn730@gmail.com	Robert
11/20/24 10:36PM	catiebat@gmail.com	Catherine
11/20/24 10:27PM	juliannpsullivan@gmail.con	JuliAnn
11/20/24 10:21PM	phillyvo@comcast.net	Charles
11/20/24 10:13PM	lillianguenway@gmail.com	Lillian
11/20/24 10:13PM	pjbeacom@hotmail.com	PJ
11/20/24 10:08PM	kbarrettx@aol.com	Kathleen
11/20/24 9:57PM	gregwierzbicki81@gmail.co	Gregory
11/20/24 9:49PM	knepbe@gmail.com	Elizabeth
11/20/24 9:48PM	pattyrom98@icloud.com	Patricia
11/20/24 9:45PM	londavus@cox.net	Lon
11/20/24 9:25PM	hinsonjanice44@gmail.cor	Janice
11/20/24 9:21PM	meanglewicz@sbcglobal.ne	Mary
11/20/24 9:21PM	clarkwm38@gmail.com	Wm
11/20/24 9:14PM	jennieirving@gmail.com	Jennifer
11/20/24 9:11PM	heatherly1108@gmail.com	Heather
11/20/24 9:07PM	donniebooth@icloud.com	Donald
11/20/24 9:06PM	aspen18090@aol.com	Gloria
11/20/24 9:04PM	astarasunrise@gmail.com	Astara
11/20/24 9:03PM	mmccann965@gmail.com	Melissa
11/20/24 8:59PM	raynestgr.msu@gmail.com	Thomas

11/20/24 8:56PM	heyjude9413@aol.com	Judith
11/20/24 8:50PM	elena677@aol.com	Florence
11/20/24 8:47PM	virgoprincess538@gmail.cc	Liane
11/20/24 8:46PM	jasmithern@gmail.com	Jennifer
11/20/24 8:46PM	natureshopesandheroes@c	Loretta
11/20/24 8:44PM	nancydearbornmusic@gma	Nancy
11/20/24 8:42PM	gann79512@gmail.com	Jose
11/20/24 8:32PM	robertlawrence895@gmail.	Robert
11/20/24 8:31PM	valjmel@gmail.com	Melton
11/20/24 8:20PM	lyssak73@yahoo.com	Alyssa
11/20/24 8:07PM	maybe19531@yahoo.com	Mary
11/20/24 8:05PM	cybersync2@gmail.com	Curt
11/20/24 8:04PM	silvadorothy488@gmail.cor	Dorothy
11/20/24 7:56PM	eharay@aol.com	Eleanor
11/20/24 7:54PM	hutchd5254@gmail.com	Debra
11/20/24 7:53PM	suebrowrich1@outlook.co	Wanda
11/20/24 7:45PM	howbar2@charter.net	Howard
11/20/24 7:41PM	vcaligure@gmail.com	Vickie
11/20/24 7:40PM	c.landau@comcast.net	claudia
11/20/24 7:39PM	tchr51@comcast.net	Priscilla
11/20/24 7:34PM	kenheadleydowns@gmail.c	Ken
11/20/24 7:28PM	mommadearest65@aol.cor	Julie
11/20/24 7:20PM	margaretwks@gmail.com	Margaret
11/20/24 7:17PM	katherineday53@yahoo.cor	Kathy
11/20/24 7:13PM	mishellekortus@yahoo.cor	Mishelle
11/20/24 7:13PM	scotlasstx@yahoo.com	Lyn
11/20/24 7:07PM	goforcarol@gmail.com	Carol
11/20/24 7:02PM	emily1474@gmail.com	Emily Castaneda
11/20/24 6:47PM	bimm01@comcast.net	Betty
11/20/24 6:47PM	phase_linnet_0l@icloud.co	Angeliki
11/20/24 6:45PM	carolynealicea@gmail.com	Carolyne
11/20/24 6:42PM	debblueeyes@gmail.com	Debbie
11/20/24 6:34PM	gypsylecollins@gmail.cor	lee
11/20/24 6:29PM	notices-tubal.04@icloud.cc	Barnett
11/20/24 6:24PM	altaafulton129@gmail.com	Anne Altaa
11/20/24 6:16PM	s.abbott1@icloud.com	Sydney
11/20/24 6:14PM	george1457@att.net	coreth
11/20/24 6:10PM	w.k.morjan@gmail.com	William
11/20/24 6:07PM	lmartin1001@gmail.com	Liz
11/20/24 6:01PM	rnenstrup1951@gmail.com	Randall
11/20/24 5:59PM	christys812193@gmail.cor	Christy
11/20/24 5:59PM	lrjnwhite@comcast.net	Lawrence

Last Name	ZIP Code	State
Shaver	75243	TX
Session	90018	CA
Cushing	85338	AZ
Owens	45503	OH
Vennell	19312	PA
Ingalls	3774	NH
Dolber	11741	NY
Fobbs	66002	KS
Allen	17356	PA
Salinas	95391	CA
Bauman	92109	CA
Stadler	92129	CA
Sanders	78664	TX
Maxheimer	62563	IL
Overlin	92339	CA
Martin	41014	KY
Marsille Ramos	80645	CO
Khater	63031	MO
Fox	90802	CA
DeMarco	7733	NJ
Park	19023	PA
Reckers	98282	WA
Davis	62939	IL
LeGrand	44057	OH
Woodcock	71909	AR
Hirschhorn	11360	NY
Traub	60614	IL
Scharoun	75217	TX
E	13212	NY
Gollapudi	77007	TX
L Halper	10010	NY
Kuster	65037	MO
Throckmorton	43081	OH
Thompson	90230	CA
Alaniz	95492	CA
Alaniz	95492	CA
Curry	2769	MA
Garrison-Dennis	11722	NY
VAKINER	14850	NY
Woods	36303	AL
Jones	45042	OH
Lindstrom	97220	OR
Walsh	2461	MA

Leksen	98273 WA
Doyle	28677 NC
Marshall	77386 TX
Dula	43605 OH
Lang	92508 CA
Cooke	28208 NC
Hudson	24065 VA
Oâ€™Shea	98661 WA
Warzoha	97055 OR
Crowningshield	13021 NY
Ambrose	12019 NY
Horn	34711 FL
Tritchler	87111 NM
Eastham	70420 LA
Baldwin	20110 VA
Brown	76118 TX
Kelly	28213 NC
Raymond	4579 ME
Smith	14612 NY
Vaccaro	60304 IL
Ditz	56701 MN
curry	46240 IN
Coffman	80015 CO
Odin	11757 NY
Kindle	32808 FL
Engilis	32824 FL
Cavaliero	60008 IL
Mourre	7083 NJ
Wishman	50036 IA
Tolosky	12992 NY
Schoonover	7102 NJ
Saylor	32976 FL
Carrell	35904 AL
Hayes	30125 GA
Walters	49323 MI
Zmijewski	48197 MI
Hunter	78028 TX
Robinson	60431 IL
Baze	99611 AK
Jourdan	86047 AZ
Moriarty	6026 CT
Voltura	89122 NV
Karliner	32780 FL
Meyering	60626 IL

A	12484 NY
Cooper	76137 TX
Grady Collins	46404 IN
Lynch	92129 CA
Parrish	92887 CA
Welch	90290 CA
Rezkalla	90808 CA
Herbener	18062 PA
Kelly	16508 PA
Porter	93612 CA
Kabisch	46804 IN
Shetty	20500 DC
Rayburn	95076 CA
Wagner	45869 OH
Chaplin	47201 IN
Collins	32208 FL
Glennon	8736 NJ
Robinson	91942 CA
Delgiudice	60707 IL
Miller	88001 NM
Vaughn	89166 NV
Raptopoulos	7646 NJ
Haddad	43014 OH
Arnold	44647 OH
Garbinsky	37917 TN
Sullivan	6704 CT
McKibben	7663 NJ
Greenway	32244 FL
Beacom	84098 UT
Barrett	78758 TX
Wierzbicki	19720 DE
Knepper	19460 PA
Romero	93454 CA
Davis	85082 AZ
Hinson	14217 NY
Anglewicz	48230 MI
Clark	46221 IN
Irving	47338 IN
Winkeljohn	5040 VT
Booth	28612 NC
Meyerson	91361 CA
St Germaine	98188 WA
McCann	12771 NY
Raynes	49735 MI

Walker	95827 CA
Blake Mourad	11102 NY
Aw	93730 CA
Smith	17055 PA
Halter	95006 CA
Dearborn	85351 AZ
Coronado	79512 TX
Lawrence	20781 MD
Valerie	97305 OR
Kirk	19125 PA
Coniglio	34608 FL
Lozier	99202 WA
Silva hi	94520 CA
Haray	10027 NY
Hutchinson	53545 WI
Rich	30755 GA
Barnes	89509 NV
Caligure	85622 AZ
Landau	94707 CA
Drouin	3034 NH
Headley Downs	29620 SC
Janisse	49680 MI
Weeks	6525 CT
Day	98338 WA
Kortus	68333 NE
Shahan	77706 TX
Green	90025 CA
Emily Castaneda	33436 FL
Imm	15068 PA
Papadopoulos	95136 CA
Alicea	5401 VT
Glover	32317 FL
Collins	76249 TX
Press	55426 MN
Fulton	6226 CT
Abbott	92124 CA
cox	48035 MI
Morjan	60506 IL
Martin	94062 CA
Nentrup	28705 NC
Sailes	44003 OH
White	98225 WA

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

(no subject)

1 message

Eric Esquivel <ericesquivel2014.ee@gmail.com>
To: BOTA.nepacomments@gsa.gov

Sat, Sep 21, 2024 at 10:01 AM

I support making the Tornillo port of entry or the Santa Teresa port the main corridor for commercial truck traffic. The bridge of the Americas and the Ysleta ports are way to busy with regular traffic as it is. Wait times to cross ridiculous. I worked by the bridge of the Americas for over 25 years. At the El Paso zoo. You can smell the truck fumes many a times. I'm sure it affected the animals health for one and the citizens that live in the area. Please find a positive solution for all the residents and people who work in the area. Thank you. Eric Esquivel.

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Erly Moya <erly.moya23@gmail.com>
To: BOTA.nepacomments@gsa.gov

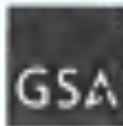
Fri, Oct 11, 2024 at 6:12 PM

My name is Erly Moya Machuca, and I am a resident of El Paso. My address is 1419 Wyoming Ave, El Paso TX 79902.

I am writing in support of the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

Regards,

Erly Moya Machuca



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
 El Paso County, El Paso, Texas - December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puento de las Americas
 Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Guadalupe Aceves

ORGANIZATION/ ORGANIZACIÓN Hilos de

ADDRESS/DIRECCIÓN 4531 Blanco

TELEPHONE/TELÉFONO 915-9908850

EMAIL/ CORREO ELECTRÓNICO _____

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

BOTA.NEPACOMMENTS@gsa.gov

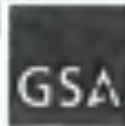
Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente direccion.

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

No triangan las Trocas al puente
libre porque nos va afectar con



COMMENT FORM – PUBLIC INFORMATIONAL MEETING

Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)

El Paso County, El Paso, Texas | December 13, 2023

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS

Modernización del Puerto de Entrada Terrestre del Puente de las Americas

Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

TELEPHONE/TELÉFONO

EMAIL/ CORREO ELECTRÓNICO

Carla Escalante

340 Buena Vista

5989737

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

BOTA.NEPACOMMENTS@gsa.gov

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección.

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

Carla Escalante



GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.deis.comments@gsa.gov

with the email subject line reading "BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE:

Glenn Rosals

ADDRESS/DIRECCIÓN:

3013 Rivera

PHONE/TELEFONO*:

915) 820-37-16

EMAIL/CORREO*

AGE/EDAD*:

RACE/RAZA*

*Optional

El período de comentarios de 45 días de la GSA

NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA.deis.comments@gsa.gov

con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Signature:

Glenn Rosals

Date:

10-29-24



**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Beatriz Vera <beatrizvera00@gmail.com>
To: BOTA.nepacomments@gsa.gov

Tue, Sep 24, 2024 at 5:57 PM

Dear Sirs and Madams,

I am writing in support and in solidarity with La Mujer Obrera & Familias Unidas del Chamizal in their efforts to "Get the Trucks Out!" from the BotA LPoE. As stated in the press release from the community organizers in their effort to protect local communities from the decades of negative impact from un-clean air due to commercial freight traffic.

Respectfully,
Beatriz E. Vera

"There is nobody more dangerous than one who has been humiliated, even when you humiliate him/her rightly." Nelson Mandela

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

barbara anne welch <obscuredjinn@gmail.com>
To: BOTA.nepacomments@gsa.gov

Sat, Sep 21, 2024 at 5:06 PM

Please consider this email my support for implementing Option 4 for the Bridge of the Americas going forward. The people in the area already suffer health ramifications from the pollution from trucks idling on the bridge, so moving commercial traffic away from a densely populated area of El Paso makes the most sense. And there are definitely enough other bridges to accommodate the traffic in areas that won't jeopardize people's health. Thank you for suggesting this as the best possible option -

Barbara Welch
[708 Camino Real Avenue](#)
[El Paso, Texas 79922](#)



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Daniel Reyes <dreyes0515@gmail.com>

Sat, Sep 21, 2024 at 6:17 AM

To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

I am 100 percent in favor of completely removing commercial trucks from the Bridge Of The Americas.



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA NEPA comment

2 messages

Sito <sito.negron@gmail.com>

Fri, Feb 23, 2024 at 1:39 PM

To: bota.nepacomments@gsa.gov, karla.carmichael@gsa.gov, daniel.partida@gsa.gov

Dear GSA:

I write on behalf of the Sunset Heights Neighborhood Improvement Association to ask that you choose Action Alternative 4, which renovated the port facility to accommodate personal vehicles and pedestrians.

El Paso is an oasis in the desert, but one would be hard-pressed to see that given the development of the river valley, which created the Pass for transportation and fertile ground for agriculture. Where BOTA stands now was farmland and suburbs only a generation ago.

We cannot restore what was, but as we learn more about the impacts of our built environment and community health, and build in equity analysis as we maintain existing facilities and develop new ones, we can do better than we have.

Removing commercial activity from this port, creating a welcoming, efficient, and secure facility, would go a long way toward upholding the promises made by the White House and by the Transportation Secretary to do just that - better.

I'm sure your research, and the many comments received, point you to similar conclusions. The neighborhoods adjacent to BOTA and other significant facilities, such as I-10, have elevated levels of asthma and other pollution related illness and disease. While the causes may be many, including the presence of polluting industry, there is no question that these transportation facilities are significant contributors. In fact, BOTA feeds I-10, and removing commercial traffic from BOTA may have a salubrious effect on I-10. In addition to supporting other neighborhoods, this of course is of great importance for Sunset Heights and the many other neighborhoods adjacent to I-10.

Given the federal investment, and the community history and sentiments, the BOTA port renovation has an opportunity to be a landmark project that goes a long way towards the promise of environmental justice.

Thank you for your work, and please do not hesitate to reach out should you have any questions or comments.

Sito Negron
President, Sunset Heights Neighborhood Improvement Association

Sent from my iPhone

Karla Carmichael - 7PMC <karla.carmichael@gsa.gov>

Mon, Feb 26, 2024 at 11:00 AM

To: Ron Moore <gsaronmoore@gmail.com>, BOTA NEPA Comments <bota.nepacomments@gsa.gov>

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
Cell: 817-822-1372
karla.carmichael@gsa.gov

[Quoted text hidden]



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

AA4

1 message

Coni salazar <conisalbu@gmail.com>

Tue, Jul 16, 2024 at 8:31 PM

To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Dear GSA,

I saw the new proposed options yall have for the renovations of Bridge of the America's and as a community member I wanted to share some thoughts. The only option for a dignified project in our community is to get the trucks off the bridge as soon as possible and for the foreseen [future.im](#) urging everyone to choose and go forward with action alternative 4. The diesel is polluting our lungs, and there is no other urban port of entry along the US-Mexico border that has commercial traffic. Please move the trucks to a bridge that is not surrounded by residential neighborhoods. I live in central El Paso and our families don't deserve to be inhaling desiel smoke 24/7. The other option is not in favor of a good relationships and health security in the future. We have to move the trucks immediately.

Appreciate it,
Aylin Perez



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Air Quality F for Failing = FAILING the Citizens of El Paso Tx.

1 message

Theresa Rodriguez <terrice777@icloud.com>
To: BOTA.NEPAcomments@gsa.gov

Wed, Feb 14, 2024 at 11:33 AM

Please for the sake of the El Paso Tx. Community, stop the Semi trucks from entering the free bridge, this is sucking the life out of many innocent children and frail senior citizens on both sides!!! This is unacceptable and needs your attention now! I live on the Northeast side of El Paso Tx. and the air quality is terrible way too many times per month! What are we the people of El Paso suppose to do??Live inside in a bubble??? I myself developed Asthma at age 63 and other health issues...my grandchildren have asthma and many health issues. Not too long ago I remember seeing the AQI at over 400!!! No joke we are suffering in illness here! Help us please! Also what's with all the small airplanes and all the chemical trails? Please look into that also!

Thanks

A concerned El Paso Tx. resident

Teresa C. Rodriguez

Sent from my iPhone

Sent from my iPhone

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

Health

1 message

Mail Service <sylvialsrn@netzero.net>
To: BOTA.nepacomments@gsa.gov

Thu, Jul 25, 2024 at 4:21 PM

To NEPA:

I'm a retired RN who is & has been seriously concerned about the air quality in El Paso, TX, & especially the amount of air pollution in the area of the BOTA caused by the commercial trucks.

The particulate matter & other pollutants that we are breathing in daily has been & is damaging our respiratory & neurological systems. We are human beings & have to breathe!

Taking the commercial trucks off the BOTA will decrease the amount of poisonous polluted air that we breathe in.

The Bipartisan Infrastructure Bill funding allocated for the BOTA needs to address the environmental justice issues as it was intended to do.

As a resident of El Paso, I am tired of being resilient & putting up with injustice, Alternative 4 to remove all commercial trucks on the BOTA is the only option.

Our health & our lives are at stake!

Sincerely, Sylvia Searfoss



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA Citizen Comment

1 message

Nadia Powell <nnpnmex@live.com>

Thu, Feb 22, 2024 at 11:59 AM

To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Hello,

My name is Nadia Powell, I live at [655 Upson Drive](#) in Sunset Heights. I am writing today to urge you to vote for Alternative 4 which will remove and relocate semi-trucks from the BOTA in both directions. Commerce and quality of life should both be at the forefront of decision making in any urban landscape. We cannot continue to ignore the health effects of pollution on our citizens of El Paso and Juarez. Living near the highway presents many health concerns - I personally suffer from asthma due to environmental issues, not to mention the noise pollution. Our downtown has been slowly undergoing a renaissance that will showcase the magnificent architecture we have in this city, but buildings as well as people suffer effects of pollution.

Perhaps in times past, we didn't think we had much choice in these decisions, but I no longer believe that is the case. We have better technology, and better data on the effects of our decisions. I imagine that those that came before us may not make the same decisions were they able to see the outcomes of those decisions today. We can do better. We should do better. Your citizens are counting on you.

Thank you,
Nadia



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Bota LPOE Draft Eid

1 message

Arminda Lozano <stardancing49@gmail.com>
To: Bota.nepacomments@gsa.gov

Sun, Oct 6, 2024 at 6:45 PM

Please do what the people want. For once listen to the people of that neighborhood. This has been going long enough and it shouldn't be just about the money behind it. People homes and health are on the line.



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Bota LPOE draft EIS

1 message

David Bustillos <davidbustillos57@gmail.com>
To: BOTA.nepacomments@gsa.gov

Tue, Oct 1, 2024 at 7:12 AM

Please we need to stop the flow of large commercial vehicles to n from Mexico causing a safety issue on the Freeway entrances to Mexico n creating a hazardous environment for the poor people who live there stop it not worth any money when people are getting sick cause of the pollution n our Freeway are clogged n dangerous.

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOEdraft eis

1 message

Jessica Tiebor <jessicaspurpose@yahoo.com>

Sat, Sep 21, 2024 at 6:52 PM

Reply-To: Jessica Tiebor <jessicaspurpose@yahoo.com>

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

To whom it may concern;

I wanted to comment on having big trucks be redirected to other bridges. I'm highly in favor on this move. I think it will benefit all parties involved who utilize the Bridge of America crossing. Truckers who don't have to deal with small vehicles in their way, cars who won't have to deal with the frustrations of large trucks, Including border patrol who can have their teams focus better on their inspections and what they're inspecting for. Not to mention smaller surrounding communities who may profit from the extra traffic coming their way.

Please make this ban!

Thank you
Jessica Ortiz

[Yahoo Mail: Search, Organize, Conquer](#)



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA NEPA Comments

1 message

Celia Aguilar <celia@mujerobrera.org>
To: BOTA.nepacomments@gsa.gov

Mon, Jul 22, 2024 at 1:37 PM

Without a defined plan or timeline, Alternative 1A is misleading and deceptive. The only option that is certain to get the trucks out is Alternative 4. With all of the sources of pollution already plaguing the area, the vulnerability of the residents, and the communities near the bridge being in the 99th percentile in diesel particulate matter, the only reasonable option is to get the trucks out now. Bipartisan Infrastructure funding should be used to address issues of environmental justice and Alternative 4 would do that.

--

Celia Aguilar

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

Bota

2 messages

Sylvia Peregrino <dr.speregrino@gmail.com>
To: bota.nepacomments@gsa.gov

Fri, Feb 23, 2024 at 9:44 PM

Please choose alternative 4 and remove semi trucks from the bridge of the Americas!

The other location will have more room for conveyer belt technology!

I have asthma which is exacerbated by pollution! El Paso is a very polluted city! The other location will be more efficient and not expose us to more pollution from the trucks in the central area.

I grew up near the bridge of the Americas and attended Burleson Elementary. I remember the contamination! My spouse graduated from Jefferson High School which is also near the area!

I think the toxins gave me asthma to the degree that I would have to visit the emergency room as a child.

Please don't expose our community to more pollutants! I hope you consider these comments and the lungs of the children in the area!

Thank you. Respectfully,

Dr. Sylvia Peregrino
Concerned citizen
El Paso TX
915-267-1968

Sent from my iPhone

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Sylvia Peregrino <dr.speregrino@gmail.com>

Thu, Jun 13, 2024 at 2:40 PM

Hello Dr. Sylvia Peregrino,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

Notice of Public Meeting Proposed Improvements at the Bridge of the Americas Land Port of Entry El Paso, Texas

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

- The meeting will be a casual come-and-go event.
- There will be a brief update of the EIS status and the remaining alternatives under consideration.
- Translators will be available and a limited number of headsets on a first come basis.
- Comments on the proposed improvements will be accepted for 30 calendar days following the meeting date.
- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

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2 attachments



Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx
1615K



Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx
2060K

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

Bridge of Americas EP

1 message

diana chavez <dianeachavez@hotmail.com>

Mon, Sep 23, 2024 at 6:24 AM

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Good morning,

Please stop commercial cargo traffic through Bridge of the Americas Land Port of Entry in El Paso, Texas. The pollution they cause not only affects human health, but also the animals at the El Paso Zoo. There are two other bridges that commercial cargo could use. Thank you for your time.

Sincerely,

Diana Chavez

Get [Outlook for iOS](#)



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Bridge of the Americas Land Port of Entry Consultation

2 messages

Ignatius Harding <iharding@friars.us>

Fri, Feb 23, 2024 at 9:35 PM

To: "BOTA.NEPAcomments@gsa.gov" <BOTA.NEPAcomments@gsa.gov>

Subject: Bridge of the Americas Land Port of Entry
2024

February 22,

Brother Ignacio Harding ofm

Cabrini Migrant Ministry Fraternity

Dear U.S. GSA,

I, brother Ignacio Harding ofm, am in support of Alternative 4 for the Bridge of the Americas Land Port of Entry (BOTA LPOE) I use the bridge often and strongly suggest the removal and relocation of semi-commercial trucks and related traffic from the BOTA LPOE in both directions.

Please seek sustainable alternatives that remove the issue of idling commercial internal combustion vehicles and implement solutions that provide opportunities that don't further escalate issues present such as poor air quality for the poor in the whole surrounding area.

Why not implement public transportation on the BOTA LPOE?

Can we not find a way to implement conveyor technology for cargo loads on our international bridges?

It is of great concern to me that demolishing the El Paso County Coliseum will only devalue the area more and deconstruction is undesirable for local economics as well as maintaining the historical significance to our region.

Sincerely,

Brother Ignacio Harding ofm

Cabrini migrant Ministry

Fraternity

465 Gallagher Street

El Paso, TX 79915

The information contained in this message, including but not limited to any attachments, may be confidential. It is not intended for transmission to, or receipt by, any unauthorized persons. If you have received this message in error, please (i) do not read it, (ii) reply to the sender that you received the message in error, and (iii) erase or destroy the message and any attachments or copies. Any disclosure, copying, distribution or reliance on the contents of this message or its attachments is strictly prohibited, and may be unlawful. Unless expressly stated otherwise, nothing contained in this message should be construed as a digital or electronic signature, nor is it intended to reflect an intention to make an agreement by electronic means.

Please consider the environment before printing this email or its attachments.

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Thu, Jun 13, 2024 at 2:42 PM

To: Ignatius Harding <iharding@friars.us>

Hello Brother Harding,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

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Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

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2 attachments



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1615K



Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx
2060K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Bridge of the Americas Land Port of Entry

1 message

Vero Ann Carrillo <verocarrillo915@gmail.com>
To: BOTA.NEPAcomments@gsa.gov

Fri, Feb 23, 2024 at 10:14 AM

Veronica Carrillo
[1026 E. California Ave.](#)
[El Paso, Texas 79902](#)

Dear U.S. GSA,

I, Veronica Carrillo, am in support of Alternative 4 for the Bridge of the Americas Land Port of Entry (BOTA LPOE). I demand the removal and relocation of semi commercial trucks and related traffic from the BOTA LPOE in both directions. Please seek sustainable alternatives that remove the issue of idling commercial internal combustion vehicles and implement solutions that provide opportunities that don't further escalate issues present such as poor air quality from the area."

It's been repeated many times that the modernization of BOTA is a once-in-a-lifetime opportunity. Let's make it count by:

- implementing public transportation on the BOTA LPOE
- installing conveyor technology for cargo loads on international bridges
- making real changes that eliminate public health impacts related to traffic pollution on BOTA

More importantly, it is time to end the environmental discrimination that has disproportionately impacted South Side neighborhoods of El Paso and get ahead of a worsening air quality issue in El Paso. The El Paso County Coliseum is at risk of being demolished. This will only devalue the area more and hurt the local economy.

Sincerely,
Veronica A. Carrillo



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Bridge of the Americas Meeting Comments

1 message

Jorge Acosta <jf.acosta@icloud.com>
To: BOTA.NEPAcomments@gsa.gov
Cc: Mom <minnie.acosta@icloud.com>

Fri, Jul 26, 2024 at 6:19 PM

Good Afternoon.

Please find the attached letter of our comments regarding the June 26, 2024 meeting on the Bridge of the Americas project in El Paso, Texas. Should you require any further information or clarification, please feel free to reach out using the contact information in the attached letter.

Respectfully,

Jorge F. Acosta Jr.

 **BOTAMeeting_Acosta.pdf**
192K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Comment Forms

1 message

Rebecca Delgado(ELP) <RDelgado@trla.org>
To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>
Cc: "Paola Camacho(ELP)" <PCamacho@trla.org>

Fri, Feb 23, 2024 at 4:25 PM

Hello,

Please find attached 2 forms.

Let me know if you have any questions.

TY,

Becky Delgado

Legal Assistant

Texas Rio Grande Legal Aid
1331 Texas Avenue
El Paso TX 79901
Office: [\(915\) 585-5100](tel:9155855100)
Direct Line: (915) 585-5143
Email: rdelgado@trla.org
www.trla.org



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1395K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Comment on Air Quality and Bridge of the Americas

3 messages

Jean Soto <jeanpondersoto@gmail.com>
To: BOTA.NEPAComments@gsa.gov

Fri, Feb 23, 2024 at 11:12 AM

Subject: Bridge of the Americas Land Port of Entry

Jean Ponder Soto

[236 Paso Noble Dr.](#)

[El Paso, TX 79912](#)

"Dear U.S. GSA,

I, Jean Ponder Soto, coordinator of the Laudato Si El Paso TX and Las Cruces NM, are in support of Alternative 4 for the Bridge of the Americas Land Port of Entry (BOTA LPOE) We/I demand the removal and relocation of semi commercial trucks and related traffic from the BOTA LPOE in both directions. Please seek sustainable alternatives that remove the issue of idling commercial internal combustion vehicles and implement solutions that provide opportunities that don't further escalate issues present such as poor air quality from the area."

Please do the following for the health and safety for our communities:

- implement public transportation on the BOTA LPOE
- conveyor technology for cargo loads upon international bridges
- conduct a study on the public health impacts related to air pollution

My family travels frequently between El Paso and Juarez Mexico and they personally are impacted by the terrible air quality they must breathe in for a great deal of time. Our entire metropolis of over 4 million people who live on both sides of the border are impacted by the terrible air quality of this region. As you may know, El Paso had a failing grade for particulate matter in our air. It is impossible to clean our air without mitigating the effects of pollution coming from international bridges.

There is also the question of the injustice done to the

disproportionately impacted South Side neighborhoods of El Paso and the neighborhoods in Juarez closest to the bridges.

Further, demolishing the El Paso County Coliseum will only devalue the area more, and deconstruction is undesirable for local economics as well as the need to maintain its historical significance to our region.

Sincerely,

Jean Ponder Soto, Coordinator

Laudato Si El Paso TX and Las Cruces NM



--

Jean Ponder Soto, Ph.D.

[236 Paso Noble Dr.](#)

[El Paso, TX 79912](#)

image003.png
1K

Marie-Paule Willem <pollefmm19@gmail.com>

Fri, Feb 23, 2024 at 12:48 PM

To: Jean Soto <jeanpondersoto@gmail.com>

Cc: BOTA.NEPAcomments@gsa.gov

Great!

[Quoted text hidden]

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Thu, Jun 13, 2024 at 2:50 PM

To: Jean Soto <jeanpondersoto@gmail.com>

Hello,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael

GSA REQA, Greater Southwest Region

Notice of Public Meeting
Proposed Improvements at the Bridge of the Americas
Land Port of Entry El Paso, Texas

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

- The meeting will be a casual come-and-go event.
- There will be a brief update of the EIS status and the remaining alternatives under consideration.
- Translators will be available and a limited number of headsets on a first come basis.
- Comments on the proposed improvements will be accepted for 30 calendar days following the meeting date.
- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

[Quoted text hidden]

2 attachments



Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx
1615K



Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx
2060K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Comment on BOTA NEPA

5 messages

cynthia renteria <renteria.cynthia@gmail.com>

Fri, Feb 23, 2024 at 7:44 PM

To: BOTA.NEPAcomments@gsa.gov

Cc: daniel.partida@gsa.gov, David Stout <Stout@epcounty.com>, Luis Sito Negron <l.negron@epcounty.com>

Good Evening,

Attached please find 31 comment forms from residents of South Central, members of the Washington Delta Neighborhood Association, and members of the Hilos de Plata Senior Center located one block east of the County Coliseum.

It is clear that everyone wants the trucks to be relocated to a different POE, so in favor of option 4.

Please confirm that you received this email, the attachments, and that they will be included as part of the official comments of the initial scoping for the EIS and NEP process.

Best,
Cynthia

31 attachments

-  **C Renteria.pdf**
2888K
-  **A Cerros.pdf**
132K
-  **R Guzman.pdf**
131K
-  **G Aceves.pdf**
130K
-  **E Solis.pdf**
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-  **M Madrid.pdf**
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-  **M Daclini.pdf**
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-  **M Villalobos.pdf**
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-  **G Escalante.pdf**
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-  **R Perez.pdf**
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-  **B Arizmendiz.pdf**
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-  **A Villa.pdf**
2628K
-  **E Gonzales.pdf**
2419K
-  **I Molina.pdf**
2376K
-  **J Pinon.pdf**
4820K

Hilda Villegas <hildavillegas021@gmail.com>

Wed, Feb 28, 2024 at 11:39 AM

To: cynthia renteria <renteria.cynthia@gmail.com>

Cc: BOTA.NEPAComments@gsa.gov, daniel.partida@gsa.gov, David Stout <Stout@epcounty.com>, Luis Sito Negron <l.negron@epcounty.com>

Hi Cinthia, yes we received the email.

[Quoted text hidden]

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Thu, Jun 13, 2024 at 2:18 PM

To: cynthia renteria <renteria.cynthia@gmail.com>

Cc: daniel.partida@gsa.gov, David Stout <Stout@epcounty.com>, Luis Sito Negron <l.negron@epcounty.com>

Cynthia / David / Sito

Will you be able to get the notice of the public meeting to the residents of South Central neighborhood, the Washington Delta Neighborhood Association, and members of the Hilos de Plata Senior Center area for whom you submitted comments? I cannot read all of the emails so I want to make make sure they are all aware of the meeting through one way or another. I am also attaching a flyer. I believe all 3 of you already received the email invitation. Please let me know if I need to try and reach out in a different manner to these 31 individuals. karla

[Quoted text hidden]

2 attachments

 **Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx**
1615K

 **Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx**
2060K

Cynthia Renteria <renteria.cynthia@gmail.com>

Thu, Jun 13, 2024 at 6:27 PM

To: BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Cc: daniel.partida@gsa.gov, David Stout <Stout@epcounty.com>, Luis Sito Negrón <L.Negrón@epcounty.com>

Hi Hilda,

I'm just looking through my emails from the GSA and getting caught up with everything since I have to do this after work now.

Also, I thought you knew, but in case you don't, I'm no longer with commissioner Stout 's office, but I'm still at the county in a different department.

I will work on getting the word out to Washington Delta Neighborhood Association and to Hilo's de Plata. Can precinct two provide copies of the flyers that Mr. Partida sent so that we can circulate them?

Best,
Cynthia

On Jun 13, 2024, at 1:18 PM, BOTA NEPA Comments <bota.nepacomments@gsa.gov> wrote:

[Quoted text hidden]

<Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx>

<Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx>

Luis "Sito" Negrón <L.Negrón@epcounty.com>

Thu, Jun 13, 2024 at 6:28 PM

To: Cynthia Renteria <renteria.cynthia@gmail.com>, BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Cc: "daniel.partida@gsa.gov" <daniel.partida@gsa.gov>, David Stout <Stout@epcounty.com>

Yes. We can coordinate printing flyers tomorrow.

[Quoted text hidden]



Comments from EPISD Trustees, Districts 1 and 2

2 messages

Leah Hanany <leahhanany@gmail.com>
To: BOTA.NEPAcomments@gsa.gov

Sat, Feb 24, 2024 at 12:00 AM

On behalf of children:

Together, we serve the Chamizal, San Xavier, Val Verde, and Washington/Delta neighborhoods on the El Paso ISD Board of Trustees that encircle the Bridge of the Americas. As elected members of the school board, our duty extends beyond educational boundaries to the holistic well-being of EPISD children and communities, particularly those historically marginalized. Our request is clear: we ask that the needs of children be prioritized and central to decision-making processes, especially regarding how their environments are impacted by the Bridge of the Americas project, and that commercial traffic be diverted away from their schools and their homes. This focus is essential for their well-being and the overall health of our community's future generations.

The exclusion of neighborhood voices in urban planning, particularly those of our children and their families, casts a long shadow over the integrity of our community development. Failing to include these crucial perspectives not only undermines the social fabric of our neighborhoods but also perpetuates a cycle of disengagement and disenfranchisement. Centering children in our decisions ensures that urban development is a reflection of our collective hopes, not our oversights. It sends a powerful message that every member of our community, no matter how small, is valued and heard.

Investing in child-centric urban planning is not just a moral obligation; it's a strategy for thriving communities. Research illustrates that neighborhoods designed with children's needs at the forefront are not only healthier and safer but also more vibrant and economically resilient.

The Bridge of the Americas project presents a unique, perhaps once-in-a-generation opportunity to fundamentally shift the narrative by diverting commercial traffic away from our neighborhoods. This decision has the potential to redefine urban spaces as zones of safety, health, and vibrancy, rather than corridors of convenience for through traffic. Missing this chance could mean decades of living with the consequences, as urban development projects (and the allocated infusion of funding) of this scale and impact are rare.

The evidence is irrefutable. Studies demonstrate that the built environment has a profound, lasting impact on the physical and psychological development of children. Neighborhood infrastructure, green spaces, and overall neighborhood perception are not mere urban planning elements; they are determinants of our children's future. These are neighborhoods that have, for too long, borne the brunt of neglect and oversight in urban planning decisions.

We stand firmly against any development that exacerbates or continues these historical inequities or endangers our children's health and futures. As school board trustees, we have a responsibility to champion environments that foster health, safety, and equity, especially in our most vulnerable communities.

We owe it to our children and future generations to prioritize their well-being over transient commercial benefits. Let's realign our priorities and make decisions that honor our commitment to all our citizens, especially the young and the voiceless.

We are prepared to engage in collaborative discussions and take necessary actions to advocate for a more equitable, child-friendly urban future.

On behalf of children,
Leah Hanany, EPISD District 1
Alex Cuellar, EPISD District 2

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Leah Hanany <leahhanany@gmail.com>

Thu, Jun 13, 2024 at 2:38 PM

Hello,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

Notice of Public Meeting Proposed Improvements at the Bridge of the Americas Land Port of Entry El Paso, Texas

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

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- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

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2 attachments

 **Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx**
1615K

 **Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx**
2060K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Comments on BOTA Modernization Project

1 message

Acevedo, Joshua <AcevedoJ@elpasotexas.gov>
To: "BOTA.NEPAcomments@gsa.gov" <BOTA.NEPAcomments@gsa.gov>
Cc: "jorge.pineda@gsa.gov" <jorge.pineda@gsa.gov>

Sun, Jul 28, 2024 at 4:19 PM

Good Afternoon,

Please see my attached letter in regards to the Bridge of the Americas modernization project.

Please let me know if you need any other information from me.

Best,

Josh Acevedo
El Paso City Council Representative
District 2

 **7.28.24 - BOTA Letter - Rep. Acevedo .pdf**
1696K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

FUERA LAS TROCAS

1 message

Anahi Ponce <anahiponce@utexas.edu>

Wed, Feb 21, 2024 at 2:47 PM

To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Dear NEPA,

My name is Anahí Ponce, I am a PhD candidate at UT Austin, an El Paso native, and I am very concerned about the health of my community. Barrio Chamizal has heavy semi truck traffic and it's a public health issue causing dangerous levels of pollution that disproportionately impact low income and migrant communities. I demand you get the trucks out now! Protect our health and our families! We urge NEPA to select option #4: REMOVAL OF COMMERCIAL TRUCKS.

AP

--

Anahí Ponce (she/they)

PhD Candidate

Department of Mexican American and Latina/o Studies

The University of Texas at Austin



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

I CANNOT BREATH - MOVE TRUCKS OUT OF BOTA

1 message

MARTHA CAMACHO <marthacamachoa@yahoo.com>

Thu, Feb 22, 2024 at 11:04 AM

To: "BOTA.NEPAcomments@gsa.gov" <BOTA.NEPAcomments@gsa.gov>

I am 71 years old and frequently cross the BOTA bridge by foot. The truck exhaust is only about 10 feet from my nose. I can barely breathe.

Please move trucks away from humans crossing or residents that live nearby.

Martha E Camacho



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Letter of Support - Viable Action Alternative 4 from the (EIS) for the Bridge of the Americas

1 message

Prine, Laura D <prineld@elpasotexas.gov>

Tue, Oct 29, 2024 at 9:02 AM

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Cc: "Rosas, Adriana" <RosasAX@elpasotexas.gov>, District #2 <District2@elpasotexas.gov>

Good morning Ms. Carmichael please see attached letter of support issued by the City Council of the City of El Paso regarding Viable Action Alternative 4 from the draft Environmental Impact Statement (EIS) for the Bridge of the Americas (BOTA) Land Port of Entry (LPOE) Modernization Project – original letter sent via USPS certified mail.

Thank you for your attention,

Laura D. Prine

City Clerk

City Of El Paso

prineld@elpasotexas.gov

(915) 212-1212



Letter of Support - BOTA Alternative 4- Port Project.pdf

586K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

NEPA BOTA PUBLIC COMMENT: RE: The Bridge of the Americas Renovation Project

2 messages

Cemelli Aztlan <cemelli@mujerobrera.org>

Sat, Jul 27, 2024 at 10:44 AM

To: BOTA NEPA Comments <bota.nepacomments@gsa.gov>

The language of Action Alternative 1A is deceptive and is not a viable option if there is no real plan or timeline to remove the commercial traffic. The Future No Commercial phrasing only serves to mislead the community into believing that the commercial trucks will be removed at a later date, but the reality is that it is optional and has the potential to be delayed indefinitely and not considered at all. Further, we met with Daniel Partida and other GSA representatives who confirmed that the decision to remove the trucks was out of GSA jurisdiction. This means Alternative 1A is a non-option not done in good faith. It is making a promise that cannot be fulfilled. The Future No Commercial title of 1A should be removed, and the option should be considered null and void because the title is deceptive and dismissive to the urgent environmental concerns. Presenting this option cheats the public out of supporting an option that is actually possible. Alternative Action 4 is the only option in which the removal of the trucks is a certainty.

As for the GSA presentation held on June 26, it was confusing and biased. One person said it was his first time at the meetings and he did not know what was going on. Karla Carmichael (GSA) who was presenting used biased language and discouraged the attendees from commenting stating that if they had already commented they did not need to do so again, literally stating, "If you already commented to get the trucks out, you don't need to do that anymore." Carmichael also skimmed the presentation on the Alternative Action 4: 'No Commercial Trucks' option. It was not given sufficient detail or equal time compared to the 1A alternative. El Paso County Commissioner Stout noted her dismissive and discouraging attitude, as well. Carmichael's job is to present information and facilitate the public through the NEPA process which includes providing comments, not presenting her own opinions which seemed to favor Alternative 1A. Attendees felt the session was a charade. We do not feel confident in the competency of the agency to provide a process that satisfies NEPA procedures, including the evaluation of REASONABLE alternatives.

Overall, the residents directly affected by the project have valid environmental justice and civil rights concerns about the renovation process and planning of the Bridge of the Americas international port-of-entry. We feel this is a once in a lifetime investment that can address environmental justice issues as intended by the Bipartisan Infrastructure bill. Our position remains the same, get the trucks out now.

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Fri, Sep 20, 2024 at 8:04 AM

To: Cemelli Aztlan <cemelli@mujerobrera.org>

GSAs preferred alternative and where you can get a complete copy of the draft document is listed here.

<https://www.federalregister.gov/d/2024-21068>

[Quoted text hidden]



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

NEPA BOTA PUBLIC COMMENTS

2 messages

Cemelli Aztlan <cemelli@mujerobrera.org>

Fri, Feb 23, 2024 at 12:23 PM

To: BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Cc: "Veronica Carbajal(ELP)" <vcarbajal@trla.org>, "Paola Camacho(ELP)" <PCamacho@trla.org>

PLEASE SEE 30 NEPA PUBLIC COMMENTS RE BOTA ATTACHED

 **nepa public comments feb 23 2024.pdf**
3631K**Veronica Carbajal(ELP)** <vcarbajal@trla.org>

Fri, Feb 23, 2024 at 3:00 PM

To: Cemelli Aztlan <cemelli@mujerobrera.org>, BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Cc: "Paola Camacho(ELP)" <PCamacho@trla.org>

Thank you!

Verónica Carbajal

Attorney

Group Coordinator: Community Preservation & Empowerment

Texas RioGrande Legal Aid, Inc.

1331 Texas Ave.

[El Paso, TX 79901](#)

Direct Tel.: (915) 585-5107

Fax: (915) 533-4108

From: Cemelli Aztlan <cemelli@mujerobrera.org>**Sent:** Friday, February 23, 2024 11:23 AM**To:** BOTA NEPA Comments <bota.nepacomments@gsa.gov>**Cc:** Veronica Carbajal(ELP) <vcarbajal@trla.org>; Paola Camacho(ELP) <PCamacho@trla.org>**Subject:** [EXTERNAL EMAIL] NEPA BOTA PUBLIC COMMENTS

[Quoted text hidden]



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Bridge of the Americas Land Port of Entry

2 messages

elena I <elena.lightbourn@gmail.com>
To: BOTA.NEPAComments@gsa.gov

Fri, Feb 23, 2024 at 2:58 PM

Elena Lightbourn

[1008 E Rio Grande Ave](#)
[El Paso, TX 79902](#)

Dear U.S. GSA,

I, Elena Lightbourn, am in support of Alternative 4 for the Bridge of the Americas Land Port of Entry (BOTA LPOE). I demand the removal and relocation of semi commercial trucks and related traffic from the BOTA LPOE in both directions. Please seek sustainable alternatives that remove the issue of idling commercial internal combustion vehicles and implement solutions that provide opportunities that don't further escalate issues present such as poor air quality from the area.

As someone who works in the area, I have seen and experienced firsthand the public health impacts of poor air quality from the idling and freight traffic on the bridge. The continued polluting of the south side neighborhoods of El Paso, with no serious effort given to alternatives, is blatant environmental discrimination which we all still pay consequences for. Air pollution affects the entire city and region. I would hope that our leaders choose better and create solutions that benefit the health and well being of all El Pasoans.

Signed,
Elena Lightbourn
Rio Grande Neighborhood Association

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: elena I <elena.lightbourn@gmail.com>

Thu, Jun 13, 2024 at 2:48 PM

Hello,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

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Sincerely,

Karla R. Carmichael

GSA REQA, Greater Southwest Region

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TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

[Quoted text hidden]

2 attachments



Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx

2060K



Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx

1615K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Proposed Improvements at the Bridge of the Americas Land Port of Entry

2 messages

Kim Schulte <hlkess@gmail.com>
To: bota.nepacomments@gsa.gov

Fri, Feb 23, 2024 at 4:25 PM

To whom it may concern, I am writing to you today as a citizen of El Paso with concern about the health issues presented by commercial vehicles idling on the Bridge of the Americas. In making improvements to this port of entry, I strongly encourage you to select Action Alternative #4- No Commercial Traffic, as the best plan for this area.

The idling vehicles negatively affect the air quality in the surrounding area, an area that is highly populated. Residents in the area are subjected to continuous deisel fumes as well as noise. The respiratory affects of this pollution have been documented. To prioritize resident's health, these trucks need to pass through less densely populated areas.

Choose Alternative #4 for cleaner air!

Thank you,

Kim Schulte
7956 Morning Dawn
El Paso, TX 79932
915-252-7405
hlkess@gmail.com

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Kim Schulte <hlkess@gmail.com>

Thu, Jun 13, 2024 at 2:45 PM

Hello,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

Notice of Public Meeting

Proposed Improvements at the Bridge of the Americas Land Port of Entry El Paso, Texas

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

- The meeting will be a casual come-and-go event.
- There will be a brief update of the EIS status and the remaining alternatives under consideration.
- Translators will be available and a limited number of headsets on a first come basis.
- Comments on the proposed improvements will be accepted for 30 calendar days following the meeting date.
- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

[Quoted text hidden]

2 attachments



Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx
2060K



Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx
1615K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Public comment on BOTA

1 message

Sylvia Searfoss <slsearfoss@icloud.com>
To: BOTA.NEPAcomments@gsa.gov

Tue, Feb 20, 2024 at 10:13 PM

My name is Sylvia Searfoss, I'm a retired RN with extensive experience and expertise in maternal-infant care and community health. I have been very concerned with the health of the people, especially the children, who live in the vicinity of the BOTA. The heavy semi-truck traffic that bottle-necks the highways leading up to BOTA result in extreme air pollution that affects the overall health and especially respiratory, cardiovascular and neurological health of the people. The people of this community are not in positions to move from the area. This is a long standing example of environmental injustice. They have suffered debilitating and deadly consequences for much too long, it's time to do something about it, it's time to prioritize the health of the people.

The American Academy of Pediatrics have published numerous policy statements and clinical reports on health impacts of environmental pollution on children. And the American College of Obstetricians & Gynecologists has issued guidelines on reducing exposure to toxic environmental pollution.

Alternative #4, that takes commercial traffic off the BOTA, will make a substantial difference for the health of the people who live in the area of the BOTA. It will make a significant impact on the health of the children. We cannot allow this tragic situation to continue. Take the trucks off the BOTA! Choose Alternative #4!

There are better alternatives for commercial traffic, there are several bridges, eg. Tornillo and Santa Teresa, that work better for the factories in Mexico.

A cumulative impact analysis and a complete analysis of alternative #4 needs to be conducted, and you will see that Alternative #4 is the only choice.

Alternative #4 Remove Commercial Traffic from BOTA is the ethical decision.

Thank you for your time and consideration.

Sincerely, Sylvia Searfoss

Sent from my iPad



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Public Comment RE BOTA

1 message

Celia Aguilar <celia@mujerobrera.org>
To: BOTA.NEPACOMMENTS@gsa.gov

Wed, Feb 14, 2024 at 10:39 AM

Dear NEPA:

My name is Celia Aguilar and I am reaching out to express my concern for the health of my community. I work in Barrio Chamizal and have noticed that in the last year I have had more respiratory issues than normal. I have had more frequent sinus issues, congestion, irritated eyes and throat, and headaches. At work, I have gotten the opportunity to get to know the residents and witness how bad their asthma is, from the elders to a one year old baby who has to visit the hospital often. I have noticed when residents are absent from community meetings because they or their family is hospitalized, and I've heard the story of one resident whose non-smoking son has lung cancer. It is heartbreaking to see these issues and I truly believe removing commercial trucks from BOTA will greatly reduce the risk for those of us who live and work near the BOTA. The trucks should be removed both north and southbound to truly have a positive impact on the community, but as option 4 seems to be the best option, I support it over the others. I also wonder if the Environmental Impact Statement will include a Cumulative Impact Analysis or an Environmental Health Impact Analysis as this community is more vulnerable, not only because of higher rates of pollution but social factors as well. Thank you.

Sincerely,

--

Celia Aguilar



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Regarding BOTA

1 message

ctrl <1800ctrl@gmail.com>

Thu, Feb 22, 2024 at 1:41 PM

To: BOTA.NEPAcomments@gsa.gov

Dear NEPA: My name is Jose and I am very concerned about the health of my community. Barrio Chamizal has heavy semi-truck traffic, a public health issue that is causing dangerous levels of pollution. I demand that you get the trucks out now! Protect our Health!

We urge NEPA to select Option #4: **REMOVAL OF COMMERCIAL TRUCKS**



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

REMOVAL OF COMMERCIAL TRUCKS

1 message

Kalina Gallardo <kalinag.98@icloud.com>
To: BOTA.NEPAcomments@gsa.gov

Wed, Feb 21, 2024 at 12:44 PM

Dear NEPA: My name is Kalina Gallardo and I am very concerned about the health of my community. Barrio Chamizal has heavy semi truck traffic and its a public health issue causing dangerous levels of pollution. I demand you get the Trucks Out, Now! Protect our Health! We urge NEPA to select Option #4: REMOVAL OF COMMERCIAL TRUCKS



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Remove Commercial Traffic from BOTA

1 message

Tristan Bouilly <tbouilly@hotmail.com>

Thu, Feb 22, 2024 at 10:00 AM

To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

My name is Tristan Bouilly. I live near downtown El Paso at 516 Fewel Street, EP, TX 79902. I am writing to urge you to choose "Alternative 4" and remove commercial truck traffic from the Bridge of the Americas. It is vital to the health of communities near the bridge and in all of central El Paso that the environmental impacts caused by idling trucks at the bridge be removed. These neighborhoods were devastated decades ago when the current bridge iteration was built. Now, air pollution and heat island effects continue to victimize these families.

Though I don't live next to the bridge I do work in downtown El Paso. I commute by bicycle everyday. I have noticed an increase in air pollution in central El Paso over the years, not to mention increased temperatures. I suffer from asthma, the symptoms of which have been exacerbated as air quality has declined. We do not need or deserve more of the same.

Furthermore, any plan that requires the loss of the El Paso County Coliseum should be scrapped. This is a vital community venue that has historical significance for our region.

Again, please implement "Alternative 4" and remove commercial traffic from BOTA.

Sincerely,
Tristan Bouilly



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Remove trucks from BOTA

1 message

ivette reyes <ireyesestr@gmail.com>
To: bota.nepacomments@gsa.gov

Thu, Feb 22, 2024 at 9:28 PM

I am worried for the people that live in the BOTA area, they are innocent souls sacrificing their health in arras of corporations using this international crossing, when other crossings could be used for this trading business.

Please move out of this bridge those trucks, children and adults are getting sicker every day. Be mindful of their petition and their human rights.

Thanks,

Ivette Reyes



Response to Expansion of BOTA

1 message

Arturo Moreno <art.moreno.ep@gmail.com>

Sat, Jul 27, 2024 at 9:47 AM

To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>, Arturo Moreno <art.moreno.ep@gmail.com>

This is a reply to the options being considered for the Bridge of the Americas (BOTA) and Port of Entry (LPOE) Modernization Project in El Paso. We are recommending the option that does not allow commercial trucks, defined here as 18-wheelers, to use BOTA.

The relevant question is what is the long-term strategy for the El Paso community that will: 1) add to its quality of life; and 2) take advantage of off-shoring opportunities being generated by our country's excessive global-supply chain dependence on China. This is why my colleagues and I choose an option that excludes commercial trucks from using BOTA. Commercial traffic should be diverted away from the middle of the city to sparsely populated areas outside the city such as the Tornillo Bridge and the Santa Teresa Bridge. Long term this will reduce pollution, congestion and increase the safety of the residents that use the main corridor in El Paso, which is I-10.

Heavy pollution from diesel fumes is described by the World Health Organization as a lung cancer-causing carcinogen that contributes to the development of severe health conditions including heart disease, diabetes and Alzheimer's. Already per EPA EJ Index, the area around America's Bridge, or Barrio Chamizal, is above the 99% percentile in diesel particular matter. The American Lung Association ranked El Paso as the 14th worst city in the country for ozone pollution, giving it an F rating. Dr. Silverman, Chief of Environmental Epidemiology of the National Cancer Institute, mentioned in her 50-year study of miners exposed to diesel fuels that they have seven times the normal lung cancer risk of nonsmokers.

Substantial congestion in El Paso's main corridor I-10 will be further increased with the added traffic of 18-wheelers if one chooses any option that allows for commercial trucks to use BOTA. Many residents, especially the elderly, already stay away from I-10 due to the excessive number of 18-wheelers that makes this freeway unsafe for them. And it gets worse every year. In theory Options that allow commercial trucks to use BOTA are expected to bring significant efficiencies resulting from streamlining and modernization that could reduce pollution, but realistically and in practice these same efficiencies will attract even more 18-wheelers to this corridor in the middle of the city further exacerbating congestion and pollution from diesel fumes.

Will Options that exclude commercial trucks, adversely impact off-shoring opportunities that are currently generated and that will be further generated in the future as we try to minimize our global-supply chain dependence on China? No! Yet, if the traffic of 18-wheelers is diverted away from the middle of the city to sparsely populated areas outside such as the Tornillo Bridge on the far east side and the Santa Teresa Bridge on the far west side the whole transportation eco-system becomes more efficient. Encouraging 18-wheelers to utilize these two bridges that already exist will make for more efficient transportation of goods from the South to the North saving them significant downtime caused by very long waits at BOTA and the heavy

traffic they face in the middle of the city once they come across. A suggestion that will add to the success of this recommendation would be for the Tornillo Bridge to be strictly reserved for commercial trucking until it is further expanded.



Respons to expansion of the Americas Bridge.docx

154K

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

Richard Genera comment

2 messages

R G <generalgenera01@gmail.com>

Fri, Feb 23, 2024 at 12:51 PM

To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Dear NEPA: My name is Richard Genera and I am very concerned about the health of my community. Barrio Chamizal has heavy semi truck traffic and it is a public health issue causing dangerous levels of pollution. Please, step in and fix this injustice. I urge you to select option #4, Removal of Commercial Trucks. Thank you.

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Thu, Jun 13, 2024 at 2:49 PM

To: R G <generalgenera01@gmail.com>

Hello,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

Notice of Public Meeting
Proposed Improvements at the Bridge of the Americas
Land Port of Entry El Paso, Texas

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

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- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

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2 attachments

 **Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx**
1615K

 **Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx**
2060K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Semi truck removal from bridge

1 message

Aly Orville <alyorville22@yahoo.com>
To: BOTA.nepacomments@gsa.gov

Wed, Jul 17, 2024 at 8:15 AM

Dear GSA,

I am writing to comment on the new options you all have proposed for the renovation of the Bridge of the Americas. As our community has said numerous times, the trucks need to get off the bridge as soon as possible, and stay off the bridge.

The diesel is polluting our lungs, and there is no other urban port of entry along the US-Mexico border that has commercial traffic. Please move the trucks to a bridge that is not surrounded by residential neighborhoods, as we breathe in the diesel smoke all over central El Paso. Thus, I advocate for Action Alternative 4 which keeps all commercial traffic off the bridge. In addition, Action Alternative 1A is misleading, since it says future no commercial traffic, but there is no plan to remove the trucks. The time to remove the trucks forever is NOW.

Thanks,
Citrus

[Sent from Yahoo Mail for iPhone](#)



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Stop Commercial Truck Traffic

1 message

David Bustillos <davidbustillos57@gmail.com>

Sat, Sep 21, 2024 at 2:28 PM

To: BOTA.nepacomments@gsa.gov

Stop Commercial Truck Traffic it's poisoning our Central Public n causing pollution n Traffic from East&West freeway n North n South Loop.



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Subject: Bridge of the Americas Land Port of Entry

1 message

Patrick Hernandez <pzhernandez@harding.edu>
To: BOTA.NEPAcomments@gsa.gov
Cc: info@ecoelpaso.org

Fri, Feb 23, 2024 at 7:14 AM

Patrick Hernandez-Cigarruista

El Paso, TX

"Dear U.S. GSA,

I, Patrick Hernandez-Cigarruista, MBA, WMCP, am in support of Alternative 4 for the Bridge of the Americas Land Port of Entry (BOTA LPOE) I demand the removal and relocation of semi commercial trucks and related traffic from the BOTA LPOE in both directions. Please seek sustainable alternatives that remove the issue of idling commercial internal combustion vehicles and implement solutions that provide opportunities that don't further escalate issues present such as poor air quality from the area."

Peace be with you,
Patrick Hernandez



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Proposed Improvements at the Bridge of the Americas Land Port of Entry

2 messages

Kim Schulte <hlkess@gmail.com>
To: bota.nepacomments@gsa.gov

Fri, Feb 23, 2024 at 4:25 PM

To whom it may concern, I am writing to you today as a citizen of El Paso with concern about the health issues presented by commercial vehicles idling on the Bridge of the Americas. In making improvements to this port of entry, I strongly encourage you to select Action Alternative #4- No Commercial Traffic, as the best plan for this area.

The idling vehicles negatively affect the air quality in the surrounding area, an area that is highly populated. Residents in the area are subjected to continuous deisel fumes as well as noise. The respiratory affects of this pollution have been documented. To prioritize resident's health, these trucks need to pass through less densely populated areas.

Choose Alternative #4 for cleaner air!

Thank you,

Kim Schulte
7956 Morning Dawn
El Paso, TX 79932
915-252-7405
hlkess@gmail.com

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Kim Schulte <hlkess@gmail.com>

Thu, Jun 13, 2024 at 2:45 PM

Hello,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

Notice of Public Meeting

Proposed Improvements at the Bridge of the Americas Land Port of Entry El Paso, Texas

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

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Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

[Quoted text hidden]

2 attachments



Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx
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Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx
1615K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Marivel Macias <mmacia1973@icloud.com>
To: BOTA.nepacomments@gsa.gov

Fri, Sep 20, 2024 at 6:53 PM

The Zavala Elementary campus currently resides under the highway leading to the international Bridge of the Americas. Would this funding support El Paso ISD with rebuilding of the Zavala campus in a more suitable and environmentally friendly location?

I support Alternative 4 - Multilevel modernization accommodating pedestrian and non-commercial vehicle traffic **with the elimination** of northbound and southbound commercial cargo traffic.

Thank you.
Marivel Macias

(915)494-2010 cell



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
 El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Américas
 Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE IGNACIO MOLINA

ORGANIZATION/ ORGANIZACIÓN SAN JUAN

ADDRESS/DIRECCIÓN 6026 CLEVELAND

TELEPHONE/TELÉFONO 915 335 9829

EMAIL/ CORREO ELECTRÓNICO 2230 IGNACIO MOLINA@GMAIL.COM

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

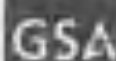
BOA.NEPACOMMENTS@gsa.gov

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección:

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

No podemos responder individualmente a sus comentarios, su interés es bienvenida y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
 El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Jo C Piron

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN 245 S Collingwood El Paso TX 79905

TELEPHONE/TELÉFONO 415-329-3178

EMAIL/ CORREO ELECTRÓNICO joepiron@gmail.com

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form must be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued by the team and will be incorporated into the EIS document.

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

BOTA.NEPACOMMENTS@gsa.gov

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

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COMMENTS/COMENTARIOS:

I would like to be involved in this process and
feel like you to answer + comments



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
 El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Américas
 Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE José C. Piñón

ORGANIZATION/ ORGANIZACIÓN _____

ADDRESS/DIRECCIÓN 245 SCOLLINGS AVE EL PASO, TX 79905

TELEPHONE/TELÉFONO 415-305-3178

EMAIL/ CORREO ELECTRÓNICO Jospiñon@gmail.com

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

BOYA.NEPACOMMENTS@gsa.gov

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

I would like to be involved in the process and
facilitate the entrance + community



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Bridge of the Americas

1 message

James Davis <davis799241973@gmail.com>
To: BOTA.nepacomments@gsa.gov

Fri, Sep 20, 2024 at 2:12 PM

My name is James Davis from El Paso Texas. I would like to see the Bridge of the America's not have any commercial traffic. I would also like to see the Bridge not be free any longer. The city of El Paso needs the extra tax revenue. Thank you James Davis life long El Paso resident.



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Bridge of the Americas Land Port of Entry - Alternative 4

2 messages

Eco El Paso <info@ecoelpaso.org>

Fri, Feb 23, 2024 at 4:50 PM

To: "BOTA.NEPAcomments@gsa.gov" <BOTA.NEPAcomments@gsa.gov>

Cc: ECO El Paso <ecoelpasotexas@gmail.com>

Dear U.S. GSA,

I, Joshua Simmons, as Executive Director of the local El Paso-based 501(c)3 non-profit would like to express support for Alternative 4 for the Bridge of the Americas Land Port of Entry (BOTA LPOE) and seek a transition to the removal of the current mode of commercial semi-truck traffic in that area. The opportunity to innovate an essential land port of entry is presented. Our organization suggests implementing methods that best suit the surrounding area, including the adjacent impacted neighborhoods as well as the retention of historical significance of local structures such as the El Paso County Coliseum. The surrounding neighborhoods have long been subject to the impacts of the pollution emitted from the daily use of this land port of entry. The reduction of traffic in the case of the removal of commercial semi-truck transportation would improve these conditions going forward into the future. As we find ourselves as a community developing a transition to reduced emissions and replacing existing modes of transportation with more renewable means of fueling it offers a challenge to be met that. Where development and innovation may be the unexplored solution to resolve issues of current transportation such as road surface degradation from heavy-weight vehicles and excessive wear due to the transportation of heavy loads of commercial goods crossing the bridge. Developing a transport system such as a conveyor or mechanized payload crane could eliminate the need for vehicle inspections and allocate resources to focus on cargo inspection only. This would also reduce the need for licensing or permits for vehicles that may not meet emission standards or other regulations required in the United States to operate. This opportunity should be seized to ensure prosperity not only for the economy of our region but for the rest of the nation as well. As relationships and trade increase with our bordering neighbor countries, this can strengthen on-shore manufacturing and other supported industries as well as new industries to take hold in the local region to provide more employment opportunities. Again, Eco El Paso supports Alternative 4 for the Bridge of the Americas Land Port of Entry. Our organization stands in support of the many neighborhoods and community organizations that have been vocal in support of the mentioned alternative plan. Eco El Paso is open to further engagement with the U.S. GSA to ensure a carbon-reduced solution is implemented for the long-standing sustainability of the Bridge of America's Land Port of Entry.

Thank you,

[Joshua Blaine Simmons](#)Executive Director, [Eco El Paso](#)

Phone: (915) 213-4858

Schedule a meeting: [Calendly](#)

--

[Donate](#) | [Connect](#)

#EcoElPaso #GoSolar #MillionTreesElPaso #Sustainability

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Thu, Jun 13, 2024 at 2:44 PM

To: Eco El Paso <info@ecoelpaso.org>

Cc: ECO El Paso <ecoelpasotexas@gmail.com>

Hello,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

Notice of Public Meeting Proposed Improvements at the Bridge of the Americas Land Port of Entry El Paso, Texas

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

- The meeting will be a casual come-and-go event.
- There will be a brief update of the EIS status and the remaining alternatives under consideration.
- Translators will be available and a limited number of headsets on a first come basis.
- Comments on the proposed improvements will be accepted for 30 calendar days following the meeting date.
- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN


LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

[Quoted text hidden]

2 attachments

 **Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx**
1615K

 **Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx**
2060K



GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA_nepacomments@gsa.gov

with the email subject line reading "BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

Jeff Eades

NAME/NOMBRE

3409 Diamond Drive

ADDRESS/DIRECCIÓN

El Paso, TX 79904

CITY/CIUDAD STATE/ESTADO ZIP CODE/CÓDIGO POSTAL

PHONE/TELÉFONO*

EMAIL/CORREO*

Signature: *J. Eades*

Date: *10/2024*

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA_nepacomments@gsa.gov

con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Please remove all heavy-duty commercial trucks too

AGE/EDAD* *84* RACE/RAZA* *mixed*

*Optional





BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Jerry Kurtyka <jerrykurtyka@gmail.com>
To: BOTA.nepacomments@gsa.gov

Tue, Oct 22, 2024 at 11:00 AM

Thank you for finally hearing the voices of the Barrio Chamizal peoples who have suffered the contaminants of idling diesel trucks for decades. As an El Paso citizen and environmentalist of 30 years, I ask you to hold fast to your decision for Option #4 to remove commercial trucks from BOTA as part of the rebuilding of the port-of-entry.

--

Jerry Kurtyka
El Paso, Texas USA
915-526-6297

[Jerry Kurtyka – Binational Waters](#)

"The Rio Grande is the only river I know that is in need of irrigating!" - Will Rogers, American humorist

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOEdraft eis

1 message

Jessica Tiebor <jessicaspurpose@yahoo.com>

Sat, Sep 21, 2024 at 6:52 PM

Reply-To: Jessica Tiebor <jessicaspurpose@yahoo.com>

To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

To whom it may concern;

I wanted to comment on having big trucks be redirected to other bridges. I'm highly in favor on this move. I think it will benefit all parties involved who utilize the Bridge of America crossing. Truckers who don't have to deal with small vehicles in their way, cars who won't have to deal with the frustrations of large trucks, Including border patrol who can have their teams focus better on their inspections and what they're inspecting for. Not to mention smaller surrounding communities who may profit from the extra traffic coming their way.

Please make this ban!

Thank you
Jessica Ortiz

[Yahoo Mail: Search, Organize, Conquer](#)



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Proposed Improvements at the Bridge of the Americas Land Port of Entry

2 messages

Kim Schulte <hlkess@gmail.com>
To: bota.nepacomments@gsa.gov

Fri, Feb 23, 2024 at 4:25 PM

To whom it may concern, I am writing to you today as a citizen of El Paso with concern about the health issues presented by commercial vehicles idling on the Bridge of the Americas. In making improvements to this port of entry, I strongly encourage you to select Action Alternative #4- No Commercial Traffic, as the best plan for this area.

The idling vehicles negatively affect the air quality in the surrounding area, an area that is highly populated. Residents in the area are subjected to continuous deisel fumes as well as noise. The respiratory affects of this pollution have been documented. To prioritize resident's health, these trucks need to pass through less densely populated areas.

Choose Alternative #4 for cleaner air!

Thank you,

Kim Schulte
7956 Morning Dawn
El Paso, TX 79932
915-252-7405
hlkess@gmail.com

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Kim Schulte <hlkess@gmail.com>

Thu, Jun 13, 2024 at 2:45 PM

Hello,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

Notice of Public Meeting

Proposed Improvements at the Bridge of the Americas Land Port of Entry El Paso, Texas

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

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- There will be a brief update of the EIS status and the remaining alternatives under consideration.
- Translators will be available and a limited number of headsets on a first come basis.
- Comments on the proposed improvements will be accepted for 30 calendar days following the meeting date.
- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

[Quoted text hidden]

2 attachments



Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx
2060K



Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx
1615K



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
 El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Laurenna Soto

ORGANIZATION/ ORGANIZACIÓN Hilos de Plata Senior Center

ADDRESS/DIRECCIÓN 6412 Edgemore Apto N-9

TELEPHONE/TELÉFONO (915) 301-2094

EMAIL/ CORREO ELECTRÓNICO _____

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

Karin R. Carmichael NEPA Program Manager
 Environmental, Fire and Safety & Health Branch
 GSA/PBS, Facilities Management and Services Program Division
 819 Taylor St, Room 12-B, FW, TX 76102

BOA.NEPACOMMENTS@gsa.gov

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico o BOA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección:

Karin R. Carmichael NEPA Program Manager
 Environmental, Fire and Safety & Health Branch
 GSA/PBS, Facilities Management and Services Program Division
 819 Taylor St, Room 12-B, FW, TX 76102

No podemos responder individualmente a sus comentarios; su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

Creo que es muy contaminante el humo de los trailers.

GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

BOTA.modernizations@gsa.gov

with the email subject line reading "BOTA LPOE Draft EIS"

or comments can be mailed to:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Public Comment:

September 2024 Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, TX

Public Comment:

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NAME/NOMBRE:

Lorenzo Gual-Camp

ADDRESS/DIRECCIÓN:

2631 Morehead Ave. Apt. 2

PHONE/TELEFONO*:

(915) 593-9175

EMAIL/CORREO*:

lorenzo.g.c.98@gmail

AGE/EDAD*:

25

RACE/RAZA*

Mexican American

*Optional

El período de comentarios de 45 días de la GSA NEPA DEIS finaliza el 4 de Nov. de 2024

Lo alentamos a usted a enviar sus comentarios a:

BOTA.modernizations@gsa.gov

con el asunto del correo electrónico que diga "BOTA LPOE Draft EIS"

o los comentarios pueden enviarse por correo a:

The U.S. General Services Administration,
Attention: Karla Carmichael, NEPA Program Manager,
819 Taylor St, Room 12-B, Fort Worth, TX 76102

Comentario público:

Borrador de la Declaración de Impacto Ambiental de septiembre de 2024 para la Modernización propuesta del El Puente Libre, Puerto de Entrada Terrestre, El Paso, TX

Comentario público:

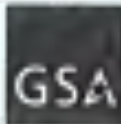
Apoyo la selección de la GSA de la Alternativa de Acción Viable 4 que elimina toda la carga comercial en el Puente de las Américas (BOTA). La Alternativa de Acción Viable 4 es la única alternativa viable que cumple con el propósito y las necesidades de la modernización de BOTA y al mismo tiempo reduce la peligrosa contaminación del aire y el daño a las comunidades de justicia ambiental. La Alternativa 4 no es sólo la más económica, sino que también la única que promueve la justicia ambiental. Al retirar los camiones de carga comerciales y evitar la compra innecesaria de propiedades, la Alternativa 4 logra el objetivo primordial de NEPA de reducir los impactos ambientales y promover la salud pública.

Additional Comments/Comentarios

Adicionales:

Signature: [Signature]

Date: 10/31/24



COMMENT FORM - PUBLIC INFORMATIONAL MEETING

Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE MARtha EVANGelina Ceballos

ORGANIZATION/ ORGANIZACIÓN PAISANA GREEN

ADDRESS/DIRECCIÓN 4000 E PAISANA DR APT C24

TELEPHONE/TELÉFONO 915-691-6383

EMAIL/ CORREO ELECTRÓNICO

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

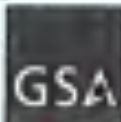
BOTA.NEPACOMMENTS@gsa.gov

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección.

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:
NO QUEVEMAS LOS TRILES POR LA
COSTA MINUCION Y EL TRAFICO
Y LAS MOLESTIAS QUE PUEDAN PASAR



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas - December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Maria De la Cruz

ORGANIZATION/ ORGANIZACIÓN Wages De Plata

ADDRESS/DIRECCIÓN 3100 Wagon Wheel

TELEPHONE/TELÉFONO 915-479-1997

EMAIL/ CORREO ELECTRÓNICO

*Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.*

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

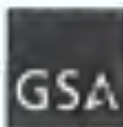
BOTA.NEPACOMMENTS@gsa.gov

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:
We don't want pollution



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE	Martina Estrada
ORGANIZATION/ ORGANIZACIÓN	Michigan de Washington/Delta N/A
ADDRESS/DIRECCIÓN	207 HARDESTY PL.
TELEPHONE/TELÉFONO	(915) 252 5695
EMAIL/ CORREO ELECTRÓNICO	

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102

BOTA.NEPACOMMENTS@gsa.gov

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Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102.

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COMMENTS/COMENTARIOS:

a nosotros nos afecta directamente el asunto porque vivimos en esta area y no queremos contaminación



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Mavi Madrid

ORGANIZATION/ ORGANIZACIÓN Ellos Plata

ADDRESS/DIRECCIÓN 5920 Siempre el Paso

TELEPHONE/TELÉFONO 915) 296-8039

EMAIL/ CORREO ELECTRÓNICO M/A

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Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102

BOTA.NEPACOMMENTS@gsa.gov

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

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COMMENTS/COMENTARIOS:
no parking x la Delta x ser
demasiado Tragico



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El Paso County, El Paso, Texas December 13, 2023

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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Margarita Villalobos

ORGANIZATION/ ORGANIZACIÓN Member of the Board of Plata

ADDRESS/DIRECCIÓN 344 Val Verde St.

TELEPHONE/TELÉFONO 915 373-7328

EMAIL/ CORREO ELECTRÓNICO margievillelobos915@gmail.com

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 Environmental, Fire and Safety & Health Branch
 GSA/PBS, Facilities Management and Services Programs Division
 819 Taylor St, Room 12-B, FW, TX 76102

BOTA.NEPACOMMENTS@gsa.gov

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección.

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:
I want the 18wheeler trucks of
the bridge (Cordova) BOTA



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Marivel Macias <mmacia1973@icloud.com>
To: BOTA.nepacomments@gsa.gov

Fri, Sep 20, 2024 at 6:53 PM

The Zavala Elementary campus currently resides under the highway leading to the international Bridge of the Americas. Would this funding support El Paso ISD with rebuilding of the Zavala campus in a more suitable and environmentally friendly location?

I support Alternative 4 - Multilevel modernization accommodating pedestrian and non-commercial vehicle traffic **with the elimination** of northbound and southbound commercial cargo traffic.

Thank you.
Marivel Macias

(915)494-2010 cell



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Bridge of the Americas Land Port of Entry

2 messages

Maggie Barnes <maggie.barnes@gmail.com>
To: BOTA.NEPAcomments@gsa.gov

Fri, Feb 23, 2024 at 5:05 PM

Dear U.S. GSA,

I, Margaret Barnes, am in support of Alternative 4 for the Bridge of the Americas Land Port of Entry (BOTA LPOE). I demand the removal and relocation of semi commercial trucks and related traffic from the BOTA LPOE in both directions. Please seek sustainable alternatives that remove the issue of idling commercial internal combustion vehicles and implement solutions that provide opportunities that don't further escalate issues present such as poor air quality from the area.

In addition, I would like to see prioritization of safe cycling and pedestrian infrastructure on BOTA LPOE and the surrounding area and the implementation of public transportation on the BOTA LPOE. For nearby international bridges, I would like to see conveyor technology for cargo loads to reduce idling time and improve our air city's air quality.

Signed,
Margaret Barnes
[3140 Aurora Ave, El Paso, TX 79930](#)

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Maggie Barnes <maggie.barnes@gmail.com>

Thu, Jun 13, 2024 at 2:43 PM

Hello Ms. Barnes,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

Notice of Public Meeting Proposed Improvements at the Bridge of the Americas Land Port of Entry El Paso, Texas

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

- The meeting will be a casual come-and-go event.
- There will be a brief update of the EIS status and the remaining alternatives under consideration.
- Translators will be available and a limited number of headsets on a first come basis.
- Comments on the proposed improvements will be accepted for 30 calendar days following the meeting date.
- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

[Quoted text hidden]

2 attachments

 **Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx**
2060K

 **Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx**
1615K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Remove Commercial Traffic

2 messages

Gaglio, Mike <mike@highdesertnativeplants.com>

Fri, Feb 23, 2024 at 3:52 PM

To: bota.nepacomments@gsa.gov

To Whom it may concern:

The Bridge of the Americas represents a major source of pollution from vehicles in the El Paso community. In addition to the pollution, the traffic congestion and noise create a negative social impact on our community. I am in favor of eliminating all commercial traffic from the BOTA port of entry as presented in Alternative #4. I also encourage the designers to implement processes that encourage multi-modal transportation, electric-powered public mass transit, and expedited flow of vehicular traffic in order to reduce pollution and congestion in the area.

Respectfully,
Mike Gaglio
El Paso Resident

BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Thu, Jun 13, 2024 at 2:47 PM

To: "Gaglio, Mike" <mike@highdesertnativeplants.com>

Hello,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

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Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

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DATE: Wednesday, June 26, 2024

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LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

[Quoted text hidden]

2 attachments

 **Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx**
2060K

 **Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx**
1615K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Marcus Grignon <marc@ruralco.org>
To: BOTA.nepacomments@gsa.gov

Tue, Nov 5, 2024 at 9:59 AM

Good morning,

We had some trouble submitting our comment last night regarding Bridge of the Americas project draft EIS.

Just wanted to make sure this comment came through and was received.

Waewaenen (thank you) for taking the time to read this email and respond,

Marc

--

Marcus Grignon
Policy and Strategy Specialist
Rural Coalition
920-562-9518

 **RC Comment on GSA BOTA LPOE.pdf**
67K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Tejada, Matthew <mtejada@nrdc.org>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Tue, Oct 15, 2024 at 3:27 PM

I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

NAME/NOMBRE: Matthew S. Tejada**ADDRESS/DIRECCIÓN:** 1152 15th St. NW, Suite 300, Washington DC, 20005**PHONE/TELEFONO*:** 202-836-9356**EMAIL/CORREO:** mtejada@nrdc.org

Matthew S. Tejada

SVP – Environmental Health

Natural Resources Defense Council



FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Cemelli de Azlán
 ORGANIZATION/ ORGANIZACIÓN FAMILIAS UNIDAS DEL CHAMIZAL
 ADDRESS/DIRECCIÓN 2000 TEXAS AVE
 TELEPHONE/TELÉFONO 915 799 2090
 EMAIL/ CORREO ELECTRÓNICO cmelli@mujeroblanca.org

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a **BOTA.NEPACOMMENTS@gsa.gov** antes del 23 de Febrero de 2024 5:00 PM hora central o enviar por correo a la siguiente dirección.

Karla R. Carmichael NEPA Program Manager
 Environmental, Fire and Safety & Health Branch
 GSA/PBS, Facilities Management and Services Programs Division
 819 Taylor St, Room 12-B, FW, TX 76102.
BOTA.NEPACOMMENTS@gsa.gov

No podemos responder formalmente a estos comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

Dear Karla Carmichael,

When I showed you our neighborhood & described the horrendous health effects the pollution from the semi trucks on the BOTA - el puente libre - you told me that you could not discriminate against the trucks yet, for decades, the industry of permit approving regulators have willingly discriminated on poor communities. Today, the data shows ^{that} **black + brown** the trucks are a public health concern - shortening our lifespans - doubling rates of health burdens for our residents - bearing the burdens of asthma, ADHD, strokes, heart & lung & brain - our most vital organs affected - of whom the least who could afford it - brown, spanish speaking women + children.

Get the Trucks OUT!
 OPTION #4

(See more comments & data attached)

Cemelli

El Paso's Puente Libre- The Bridge of the Americas in barrio Chamizal is receiving \$700+million of federal Bipartisan Infrastructure funding for necessary renovations. This long-overdue investment should be used as intended- to reduce the emissions and address the impact on overburdened, vulnerable communities, specifically, our children's health.

"This is a public health issue. Lives are being affected. To dismiss the health of residents and prioritize the maquiladora industry is not acceptable." We have not had clean air for 30 years! Protect our health. We - as residents of the Chamizal are asking representatives and public entities such as the Joint Advisory Council to Tell NEPA to "Get the Trucks Out!"

"After a year and a half of advocacy, the federal government has -as of December 13, 2023- provided a potential alternative design that removes the heavy polluting diesel semi-trucks from el puente libre, BOTA. We want to send a clear message that this alternative #4 is the only option that would address this dangerous public health issue. The time to relocate the idling trucks is now,"

According to the National Institute of Health: diesel semi truck pollution (PM2 ultrafine particles) are the worst of the worst! These dangerously small cancer causing particles infect our lungs 🦠 restricting our ability to breath, seep posion into our bloodstream 🩸 , settle in our bones 🦴 , as the toxicity damages our brains 🧠 deteriorating our cognitive abilities for a lifetime. Our children are most vulnerable, especially Zavala Elementary students, who during their most important developmental years, they're inundated in diesel truck pollution because the 500+ diesel trucks that surround them daily using the free bridge- El Puente Libre .

The World Health Organization declared that Diesel fumes cause lung cancer. Experts state diesel fumes "are more carcinogenic than secondhand cigarette smoke." We Must Protect Children's Health and place a very high priority on communities like ours where environmental injustice has deadly and debilitating consequences. The effects are forever. "We need this once-in-a-lifetime investment to protect children from this silent killer. To prioritize the profits of an industry over the health of our children is wrong. The working poor families of El Paso should not have to bear these burdens," states Hilda Villegas, president of Familias Unidas del Chamizal neighborhood association.

Diesel exhaust is the worst of the worst. The EPA states, it contains more than 40 toxic 'cancer-causing' air contaminants. A recent study reveals large diesel trucks to be the greatest contributors to harmful emissions on the road, indicating that vehicle types matter more than traffic volume for near-road air pollution. "Whether it be cancer, respiratory problems, cardiac problems or neurodegenerative problems, there are numerous adverse health effects associated with the chemicals in these emissions. If we were able to reduce emission of pollutants, we would see an immediate climate benefit."

Will NEPA'S Environmental Impact Statement include a Cumulative Impact or Health Analysis?

Instituto Nacional de Salud: ¡Las partículas ultra finas PM2 son lo peor de lo peor! Lo más problemático. El mayor culpable: Los Diesel SemiTrucks! /National Institute of Health: PM2 ultrafine particles are the worst of the worst! Most Problematic. Biggest culprit: Los Diesel SemiTrucks!



MAS VULNERABLES/ MOST AT RISK:

- Pre-conception / Pre-concepcion
- En utero / In utero
- Primeros años de desarrollo cerebral / Early brain development years
- Exposicion de por vida / Lifetime exposure
- Niños en escuelas enseguida de carreteras / Children in schools next to highways

PULMONES:



EL EFECTO A LOS NIÑOS / EFFECTS ON CHILDREN:

- Cancer
- Asma y falta de respiracion / Asthma & wheezing
- Alergias / Allergies
- Reduce el desarrollo de pulmones / Reduce lung development/growth (smaller lungs)
- Falta de crecimiento en bebés / Low birth weight/smaller babies
- Nacimiento prematura de bebés / Premature babies
- Riesgos de COVID /Covid risks
- Inflamacion / Inflammation
- Rx/mds

CORAZON:



- Tóxicos en la sangre / Toxins blood
- cancer/tumors
- Presión de la sangre y estrés / Blood pressure/stress
- Tóxicos en los huesos y dientes / Toxins go into bones and teeth

CEREBRO:



- Impacto en el desarrollo / Developmental impacts
- Neurological/ Neurodegenerative diseases
- Atención déficit de atención con hiperactividad, ansiedad, depresión, stres / ADHD, anxiety, depression, stress
- Sistema nervioso / Affects nervous system

Alzheimer's Dementia & Parkisons

Asthma

LACES **Asthma** Prevention Health Risk Behaviors Disability Health Status SDOH | Depression Diabetes Heart Disease COPD Kidney Disease High Cholesterol Cancer High Blood Pressure Arthritis



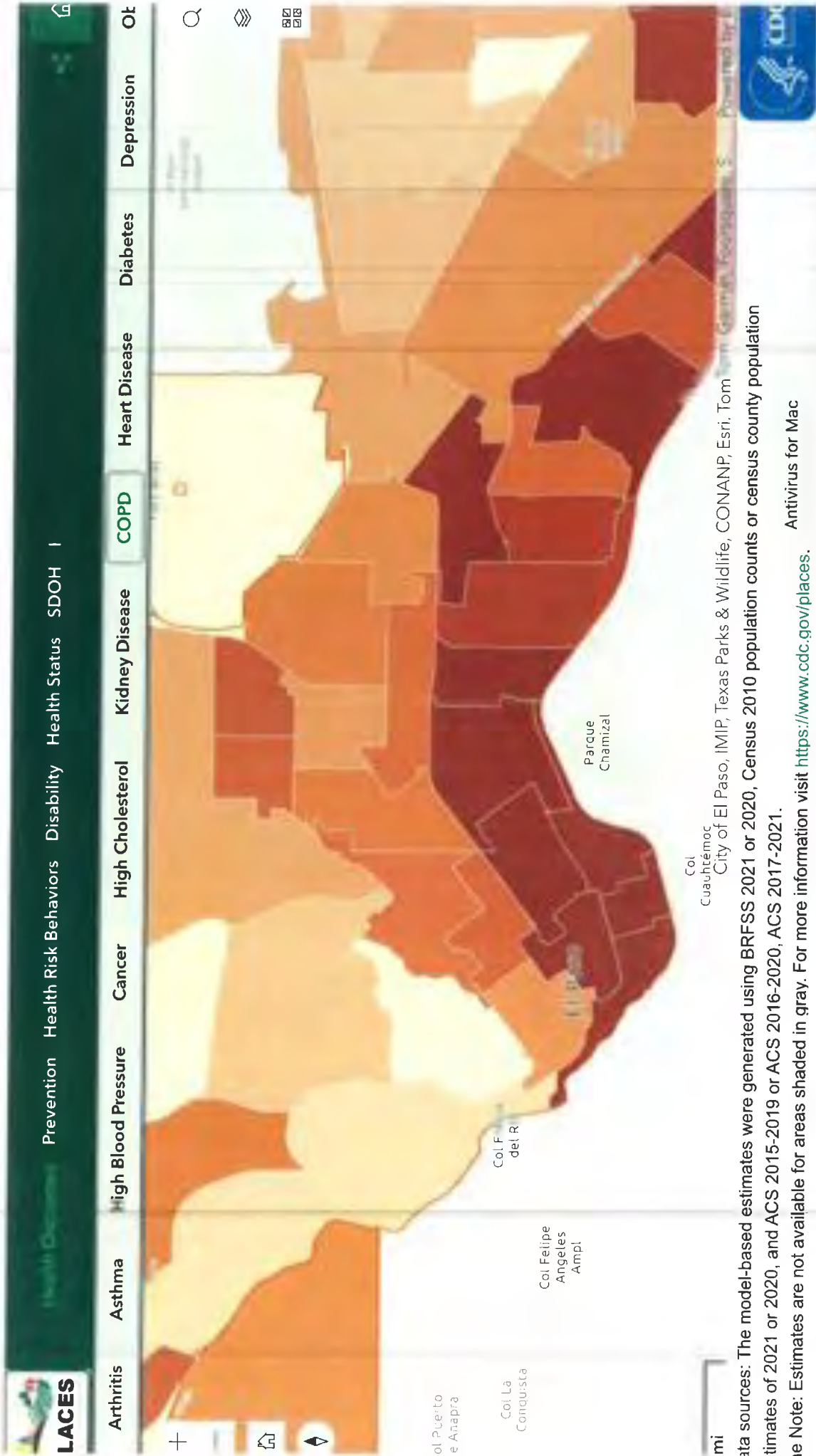
City of El Paso, IMIP, Texas Parks & Wildlife, CONANP, Esri, TomTom, Garmin, FourSquare, S... Powered by Esri

mi

Data sources: The model-based estimates were generated using BRFSS 2021 or 2020, Census 2010 population counts or census county population estimates of 2021 or 2020, and ACS 2015-2019 or ACS 2016-2020, ACS 2017-2021.

Note: Estimates are not available for areas shaded in gray. For more information visit <https://...places>.

Chronic Obstructive Pulmonary Disease



Diesel Particulate Matter

Compare to US

Compare to State

Environmental Justice Indexes

- Particulate Matter 2.5
- Ozone
- Diesel Particulate Matter**
- Air Toxics Cancer Risk
- Air Toxics Respiratory HI
- Toxic Releases to Air
- Traffic Proximity
- Lead Paint
- Superfund Proximity
- RMP Facility Proximity
- Hazardous Waste Proximity
- Underground Storage Tanks
- Wastewater Discharge
- Supplemental Indexes
- Pollution and Sources
- Socioeconomic Indicators
- Health Disparities

Contents

with Disabilities

with Disabilities

Less than 50%

Not Available

95 - 99 percentile

90 - 95 percentile

80 - 90 percentile

70 - 80 percentile

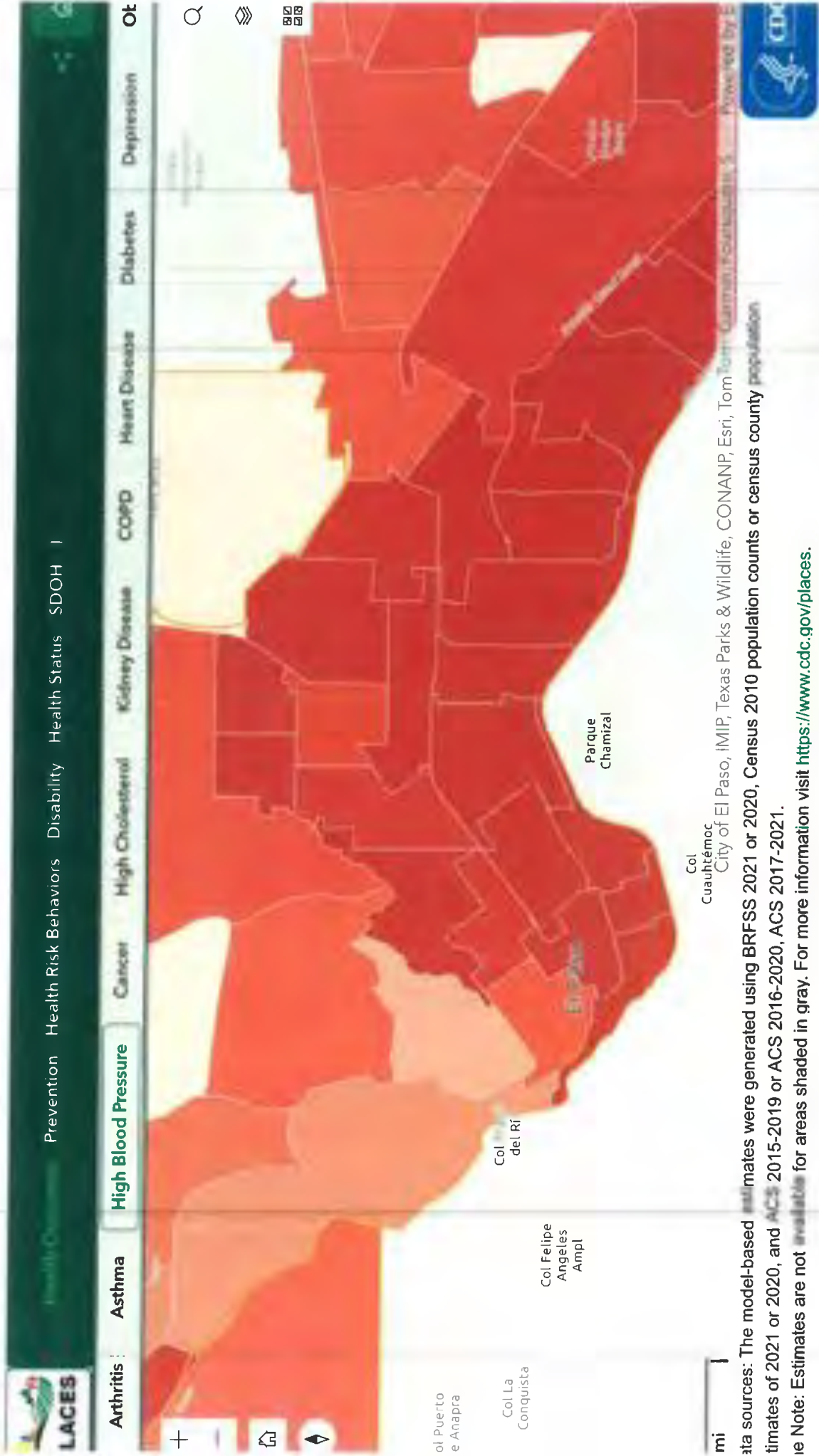
60 - 70 percentile

50 - 60 percentile

Less than 50 percentile

Data not available

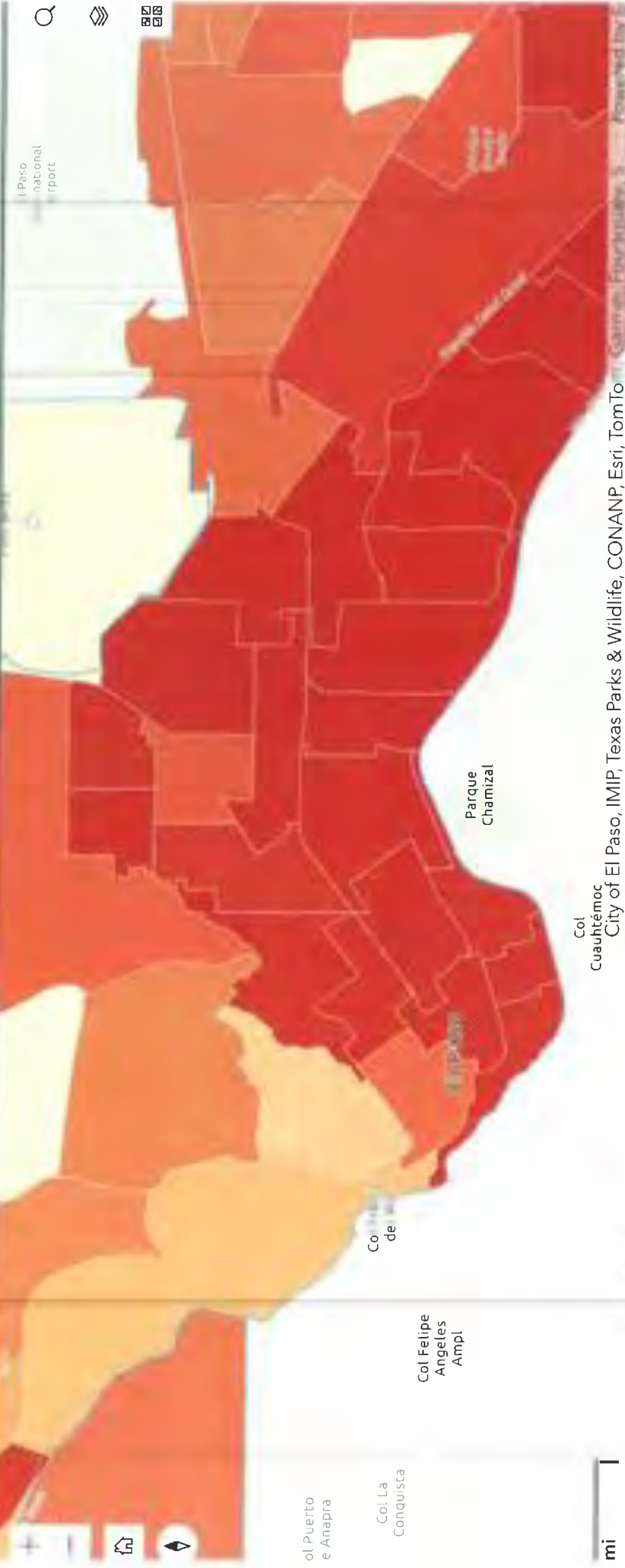
Hypertension



Estimates were generated using BRFSS 2011 or 2020, Census 2010 population counts or census county population estimates of 2011 or 2020, and ACS 2015-2019 or ACS 2016-2020, ACS 2017-2021.

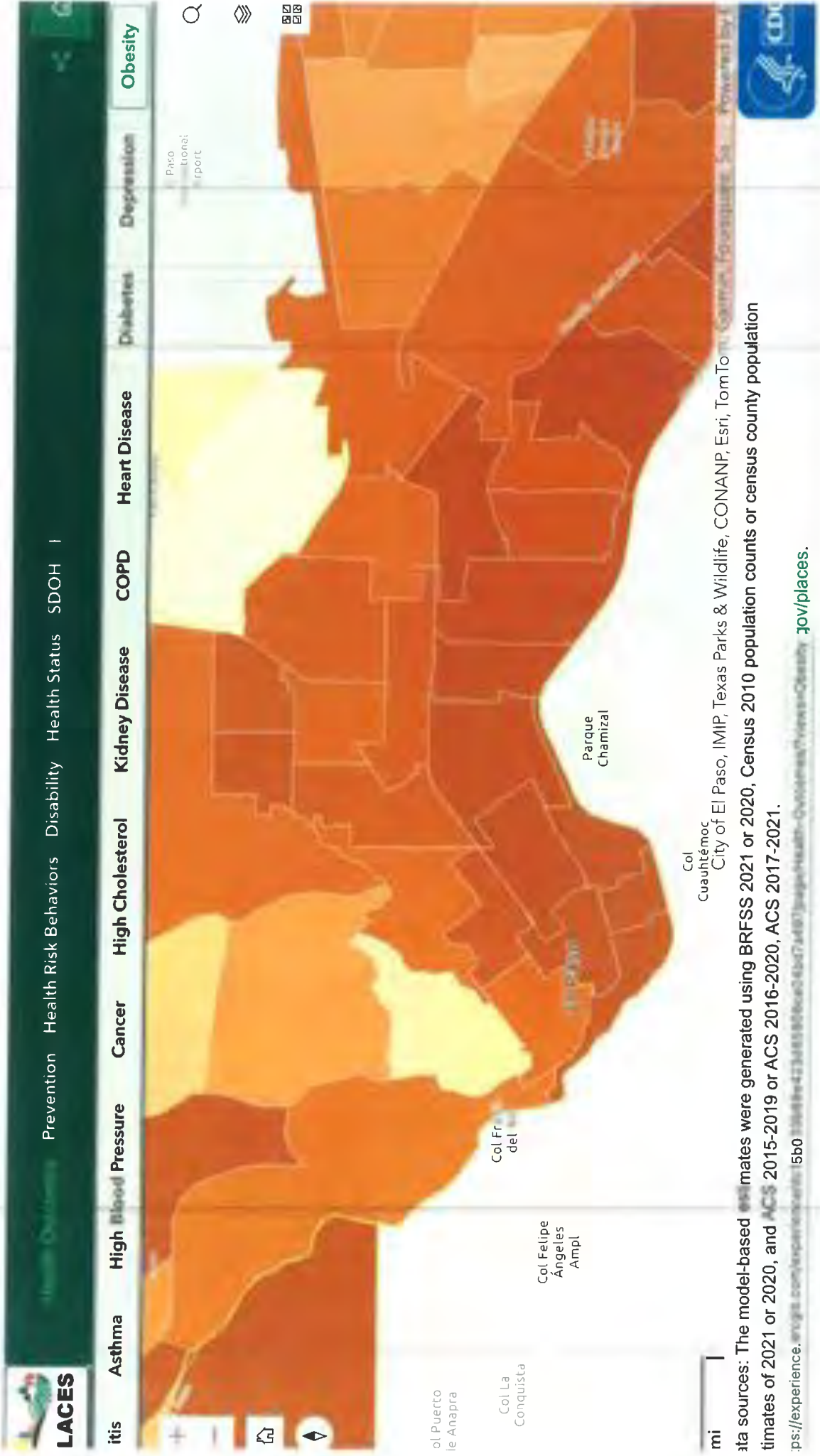
Note: Estimates are not available for areas shaded in gray. For more information visit <https://www.cdc.gov/places>.

Heart Disease



mi |
Data sources: The model-based estimates were generated using BRFSS 2021 or 2020, Census 2010 population counts or census county population estimates of 2021 or 2020, and ACS 2015-2019 or ACS 2016-2020, ACS 2017-2021.
[#LACES/heart-disease/150318042140500000404?view=/page/Health-Outcomes/?views=Heart-Disease#aces](#)

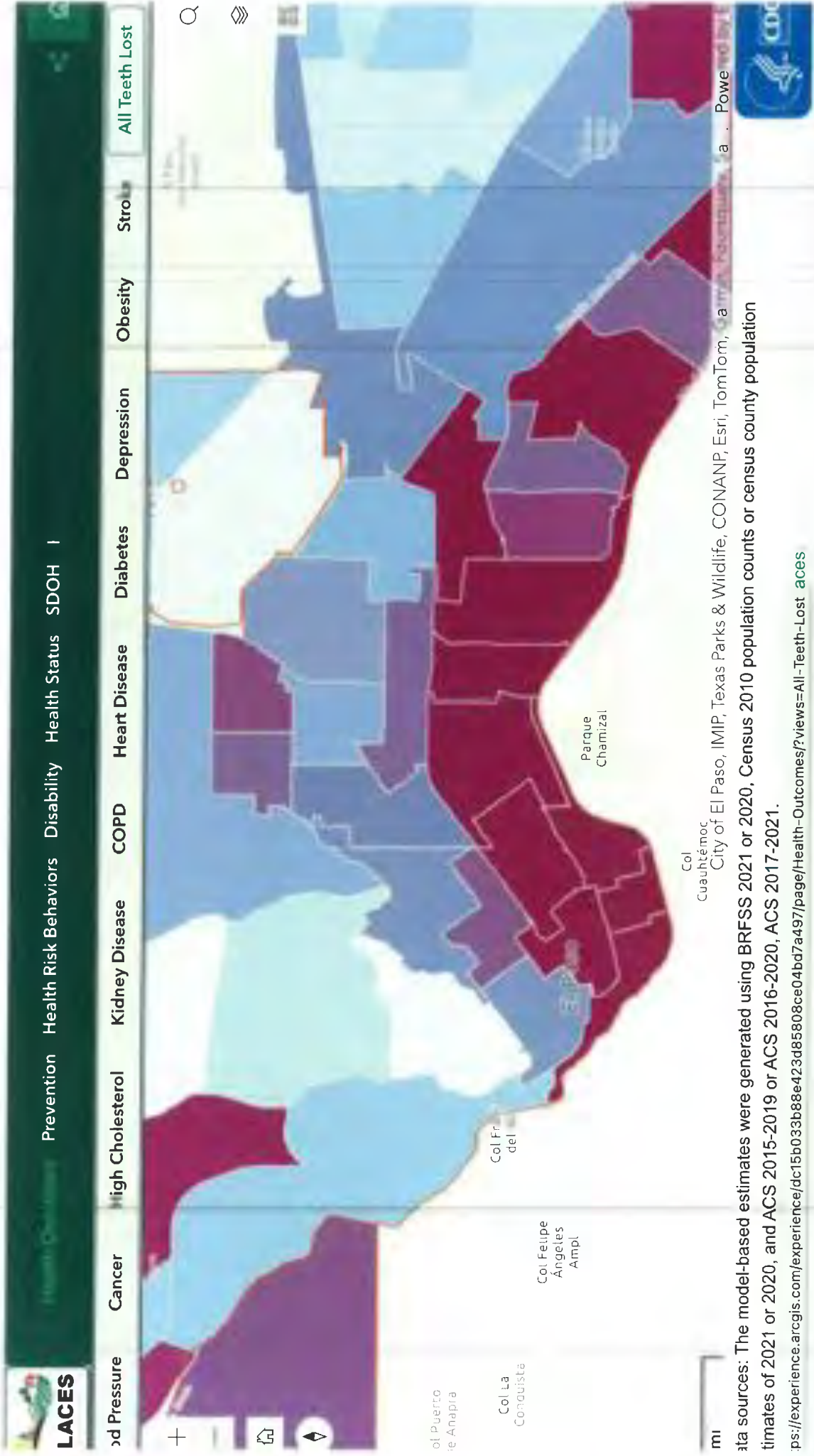
Obesity



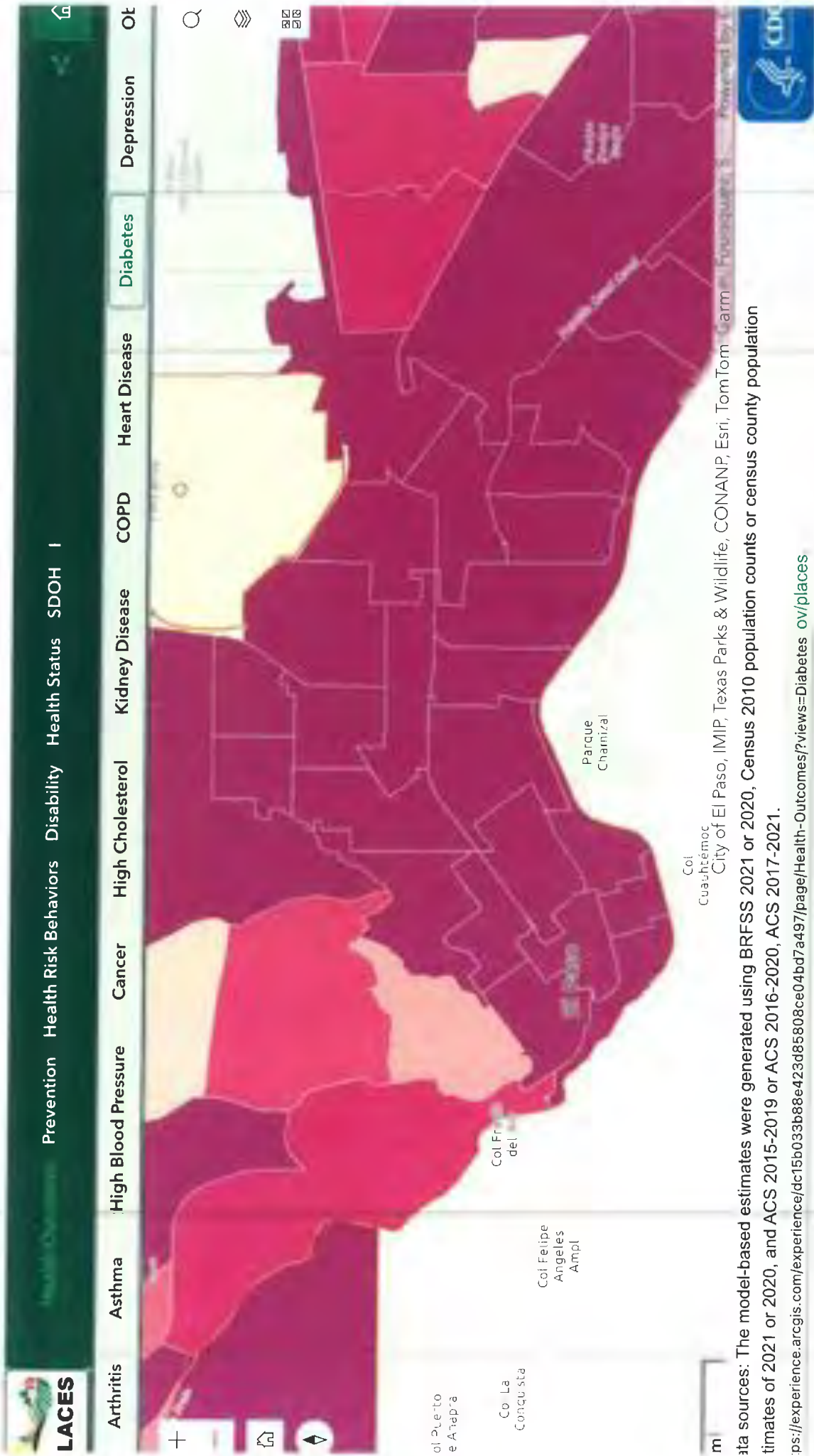
Data sources: The model-based estimates were generated using BRFSS 2011 or 2020, Census 2010 population counts or census county population estimates of 2011 or 2020, and ACS 2015-2019 or ACS 2016-2020, ACS 2017-2021.

Map URL: <https://experience.arcgis.com/experience/5b038818e4734858060d84748573a9a/health-overview/obesity-places>.

All Teeth Lost



Diabetes



Map data sources: The model-based estimates were generated using BRFSS 2021 or 2020, Census 2010 population counts or census county population estimates of 2021 or 2020, and ACS 2015-2019 or ACS 2016-2020, ACS 2017-2021.

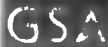
Map URL: https://experience.arcgis.com/experience/dc15b033b88e423d85808ce04bd7a497/page/Health-Outcomes/?views=Diabetes_ov/places

Depression



Data sources: The model-based estimates were generated using BRFSS 2021 or 2020, Census 2010 population counts or census county population estimates of 2010 or 2020, and ACS 2015-2019 or ACS 2016-2020, ACS 2017-2021.

<https://experience.arcgis.com/experience/dc15b033b88e423d85808ce04bd7a497/page/Health-Outcomes/?views=Depression> /places.



COMMENT FORM - PUBLIC INFORMATIONAL MEETING

Proposed Improvements at the Bridge of The Americas Land Port of Entry / LPE
El Paso County, El Paso, Texas - December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Ciudad de El Paso, El Paso, Texas, el 13 de diciembre de 2023.

NAME/ APELLIDO Mary Helen Michals

ORGANIZATION/ ORGANIZACIÓN Barrio Chamizal Co-learning

ADDRESS/DIRECCIÓN 2000 TEXAS AVE EL PASO TX 79901

TELEPHONE/TELÉFONO

EMAIL/ CORREO ELECTRÓNICO

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following **prior to February 23, 2024 5:00 PM CST**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

BOTA.NEPACOMMENTS@gsa.gov

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



@FamiliaUnidasdelChamizal

My name is Mary Helen Michals. I am a participant in the Barrio Chamizal Co-learning group I joined in this community for 10 years and I continue to participate in activities here. I am quite concerned about the health of my friends in Barrio Chamizal. There are too many commercial trucks crossing the Bridge of the Americas, causing levels of toxic air pollution that are harmful to us all, but especially to each other and others. I support Proposal #9 - Let's get the trucks out!

Respectfully,
Mary Helen Michals

Pasa - mente punto que el frangido debe ser en un flujo y riego para una adecuada solución a la contaminación y no se hagan las líneas de kilometros y kilovoltios.



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of the Americas Land Port of Entry (LPOE),
El Paso County El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Américas
Condado de El Paso, El Paso, Texas el 13 de Diciembre de 2023

NAME/ APELLIDO **INOCENCIA ALONSO**
ORGANIZATION/ ORGANIZACIÓN **WFO CO-APRENDIZAS ORGANIZAL**
ADDRESS/DIRECCIÓN **2000 TEXAS AVE EL PASO TX 79901**
TELEPHONE/TELÉFONO
EMAIL/ CORREO ELECTRÓNICO

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WFO.NEPACOMMENTS@gsa.gov
Karla R. Carmichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facility Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102



M Nombre es - Inocencia Alonso
del grupo de co-aprendizaje,
Barrio Chemical a la Hwy obrera
2000 Texas Ave El Paso TX 79901.
Estoy muy preocupada por la salud
de mi comunidad y la mía y de mi
familia, ya que transita y estudio
en esta comunidad, Barrio Chemical ya que
tiene demasiados camiones de carga y alto nivel
de contaminación que dañan la salud de niños y mujeres.
Fuera las trocas! mi familia y yo apoyamos la Propiedad

02-12-2024

¿ Fuera transporte de CARGA APOYO LA
PROPUESTA #4 ATE JOSE R. SILVA

Y YO JOSE DIA A DIA Vengo a el JIMNACIO de el
CENTRO COMUNITARIO CHAMIZAL

Y SOY SUPER VIVIENTE de cancer

COMM FORM - LOCAL MEETING
Proposed Improvements at the Site of the Project
City of El Paso, El Paso, Texas 10/13/2023

FORMULARIO DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puente de Entrada Terrestre del Puente de las Américas
Ciudad de El Paso, El Paso, Texas el 13 de diciembre de 2023

NAME/APELLIDO JOSE R. SILVA
ORGANIZATION/ ORGANIZACIÓN COA COMPRENSAJE DEL CHAMIZAL
ADDRESS/DIRECCIÓN 7000 TEXAS AVE EL PASO TX 79901
TELEPHONE/TELÉFONO
EMAIL/ CORREO ELECTRÓNICO

sheet 0245
Karla R. Carmichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
El Paso, Texas
El Paso, Texas

Jose R. Silva Soy parte de 2/12/2024
COA Comprendaje del barrio Chamizal y
mujer hombre y estoy apoyando la sigi
entes peticiones sobre la CONTAMINACION
Ambiental que CAUSA el transporte de carga
que causa dia a dia por el puente libre y origina
MUCHOS MALES para muchos niños adultos
jóvenes y a todo ser viviente en general
(deja de cabe en ASMA) CAUSANDO DIET
USIA / PUJNOS) Y lo mas terrible (CANCER)



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPE)
 El Paso County, El Paso, Texas December 13, 2023

BOLETIN DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023 ---

NAME/ APELLIDO **Belem Gallegos**
 ORGANIZATION/ ORGANIZACION **LA MUJER OBRERA**
 ADDRESS/DIRECCION **2000 TEXAS AVE EL PASO TX 79901**
 TELEPHONE/TELÉFONO
 EMAIL/ CORREO ELECTRÓNICO

Please respond with any feedback, continuing on the back or on the enclosed form if necessary. The process will not be turned in today, emailed or mailed to the following prior to January 18, 2024 (EST/UTC) (Mail is subject to delay and return to the sender will be processed by the EIS document. respond individually to these comments, your input is welcome and valued in the process and will be processed by the EIS document.

BOTA.NEPACOMMENTS@gsa.gov
 Andy E. Gonzalez NEPA Program Manager
 Environmental Fee and Safety & Health Branch
 (202) 616-1000, Facilities Management and Support Programs Division
 425 Taylor St, Room 12 & 16, W. 1F 2023

Mi Nombre es Belem Gallegos.
 Soy miembro del Grupo Co-Aprendizaje
 Barrio Chamizal y La Mujer Obrera 2000
 Texas Ave El Paso Texas 79901.
 Me preocupa la salud de mis hijas por
 tanta contaminación que a diario inhalan
 por vivir cerca de donde hay estos camiones
 que producen tanta contaminación y dañan
 la salud de mi comunidad y animales.
 Yo Apoyo la propuesta #4 Fuera los camiones.
 Atentamente Belem Gallegos *[Signature]*



FORMULARIO DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS

Condado de El Paso. El Paso. Texas | el 13 de diciembre de 2023

NOMBRE/APELLIDO

Jana Camp

ORGANIZACIÓN/

Taller Ciudadano / La Mujer Ciudadana

ADDRESS/DIRECCIÓN

3512 Whiskey Ave (Nuevo)

TELEPHONE/TELÉFONO

(419) 562-5326

EMAIL/ CORREO ELECTRÓNICO

ana150grado79@gmail.com

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a **BOTA.NEPACOMMENTS@gsa.gov** antes del 23 de Febrero de 2024 5:00 PM hora central o enviar por correo a la siguiente dirección

Karla R. Carmichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102.
BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

Casi Soy educadora comunitaria y trabajadora cultural, y mayormente mis clientes viven en el barrio Channing y sus alrededores, entonces estoy en este área ~~comunitaria~~ por los últimos 25 años, apoyando con proyectos para mejorar la calidad de vida de los niños, o enseñando en las escuelas públicas interactuando con los residentes programas de aprendizaje colectivo como el aprendizaje de mapas y espacial, círculos de lectura familiar, etc. Puedo testificar al ~~desperdicio~~ desigual efecto de la contaminación en este área debido a la concentración de trocas/ camiones comerciales de carga a nivel industrial. En el puente libre, debemos poder respirar libremente. ¡Fuera las trocas! Apoyo ~~firmemente~~ firmemente la propuesta H para bajar el nivel de contaminantes que están enfermando — especialmente los niños y ancianos — a nuestra comunidad. Atentamente, *[Signature]*



FORMULARIO DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS

Administración del Fondo por Emergencia de Respuesta del Flujo de los Arroyos

Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Xavier Miranda

ORGANIZATION/ ORGANIZACIÓN _____

ADDRESS/DIRECCIÓN 6625 Southwind DR EP, TX 79912

TELEPHONE/TELÉFONO 915.822.0577

EMAIL/ CORREO ELECTRÓNICO xmirandas@gmail.com

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a **BOTA.NEPACOMMENTS@gsa.gov** antes del 23 de Febrero de 2024 5:00 PM hora central o enviar por correo a la siguiente dirección.

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COMMENTS/COMENTARIOS:

As a lifelong educator and former resident of the Chamizal Neighborhood, I would like to advocate for the removal of commercial traffic from the BOTA. The ~~environmental impact has contributed to the health of~~ The health of students is a factor that has long been conveyed. Cognitive development, respiratory ailments, environmental racism are factors in making the prudent decision that will ~~also~~ result in moving commercial traffic to areas with no impact to humans.

Thank you,
XMiranda



FORMULARIO DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO

Ashley Sanchez

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

1157 Amber Margin Dr

TELEPHONE/TELÉFONO

(915) 746-9442

EMAIL/ CORREO ELECTRÓNICO

arsanchez26870@gmail.com

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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

I've lived in El Paso, my whole life, it is a rich & kind community with a beautiful and complex history. All my life I've known this community to love but for others as they have their own selves or their family. To stand in solidarity with each other, to have the utmost respect for human life, especially the most vulnerable ones. People over profit, always. To see these ~~values~~ values violated by parasitic forces that we have almost no power against is heart breaking. To see precious lives ~~pe~~ and children's health being put in jeopardy as if they were disposable is disappointing to me because that's not what this community is about. That is the sole purpose that I believe it is ~~an~~ imperative that we start looking at alternatives to reduce the air pollution in our community.



FORMULARIO DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso. El Paso. Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Jun Paul Flores Vazquez
 ORGANIZATION/ ORGANIZACIÓN Trabajo voluntario de Charizal
 ADDRESS/DIRECCIÓN 1416 Pinalonza Or
 TELEPHONE/TELÉFONO (209) 225-4337
 EMAIL/ CORREO ELECTRÓNICO Jun Paul Flores @ gmail.com

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COMMENTS/COMENTARIOS

Hello My name is Jun Paul Flores Vazquez
 Please consider the health and safety of
 the children of Charizal for too many years
 the lungs, eyes, and long term health of these
 children have been neglected and ignored by
 the very people that can impact and change
 this environmental impact this is hurting on the
 children. Not only are the children being affected
 but our elders and even my are in that
 area. I myself feel dizzy and unable
 to breath such a toxic and polluted area.
 Is the future of these kids not important
 to you? Of course our children deserve a
 better future. Please hear our plea for
 Alternative 4 or be remembered as the ones
 who poison an entire generation of elders, children,
 and parents alike.



FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS

Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO

Rebecca Serna

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

TELEPHONE/TELÉFONO

915-491-5717

EMAIL/ CORREO ELECTRÓNICO

Rebecca.Serna@gmail.com

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COMMENTS/COMENTARIOS:

I was born and raised in El Paso and I have seen a significant increase in 18-wheelers coming from New Mexico. The air quality is already poor due to the amount of dirt flying through our city. The older people of our community are especially at risk of inhaling these toxic fumes. The hot weather can become especially overwhelming when the smell of fumes constantly surrounds us. The physical and mental health of a city's population is more important than creating more factories leading to more 18-wheeler traffic
GET THE TRUCKS OUT!



FORMULARIO DE COMENTARIOS – REUNION INFORMATIVA DE LAS PARTES INTERESADAS

Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Luc Roy
ORGANIZATION/ ORGANIZACIÓN Amanceros Peoples Project
ADDRESS/DIRECCIÓN 6 313 Beaubien Dr. Apt #55
TELEPHONE/TELÉFONO 915-875-4796
EMAIL/ CORREO ELECTRÓNICO lucroy@amancerosproject.org

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COMMENTS/COMENTARIOS:

As an environmental science student, with deep concern about the rights and the health of our communities in El Paso, TX, I am calling for an immediate removal of commercial trucks in the Bridge of the Americas! The communities living near this highway are having to deal with all of the negative health impacts that come from high emission levels of cancer-causing pollutants coming from the diesel trucks. El barrio Chamizal is a marginalized community that has a right to clean air, right to breathe, a right to be protected from any entity causing harm to its environment and its people. We demand to get the trucks out! For the well being and their rights of the Chamizal community! And for cleaner air in El Paso!



FOR VULNANO DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso. El Paso. Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Alberto Mesa
 ORGANIZATION/ ORGANIZACIÓN —
 ADDRESS/DIRECCIÓN 1700 Mesa
 TELEPHONE/TELÉFONO 915-274-0675
 EMAIL/ CORREO ELECTRÓNICO amesa@ps@gmail.com

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 Environmental, Fire and Safety & Health Branch
 GSA/PBS, Facilities Management and Services Programs Division
 819 Taylor St, Room 12-B, FW, TX 76102.

BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

Air Pollution caused by these 18 wheelers stuck for hours waiting to cross into Mexico is unacceptable.
 Please choose Alternative "4" and remove and relocate the semi-trucks and 18 wheelers from the BDTA in both directions.
 We need to have better options to cross into Mexico, such as public transportation to lessen the amount of traffic produced by the current traffic situation and consider toll technology for road.
 This current situation is delaying the canyon / to the differential Mexico suddenly stops and I've had near accidents here at it and has close to dangerous and control, the pollution is felt by me.
 Please choose option 4



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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO *Walter Castano*

ORGANIZACIÓN/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN *4524 Front Street Ave*

TELEPHONE/TELÉFONO *(917) 667-9661*

EMAIL/ CORREO ELECTRÓNICO *Wcastano@415@gmail.com*

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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

*It is apparently causing the trucker
 the freeway. This contributes to the
 backup on the freeway. I feel it
 is a hazard on the road.*



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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso. El Paso. Texas | el 13 de diciembre de 2023

NAME/ APELLIDO	Roberto Simenton
ORGANIZATION/ ORGANIZACIÓN	
ADDRESS/DIRECCIÓN	3425 Hueco Ave
TELEPHONE/TELÉFONO	915-262-1397
EMAIL/ CORREO ELECTRÓNICO	RobXbox63@GMAIL

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Environmental, Fire and Safety & Health Branch
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819 Taylor St, Room 12-B, FW, TX 76102.
BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

The issue is Getting Freeway Access
I.E I Have Medical Appts, I Have to
Schedule Them in Accordance with Traffic
when on the Bridge, I feel they slow down
Progress



FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS

Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Ramón Saiz

ORGANIZATION/ ORGANIZACIÓN Sacred Heart Church

ADDRESS/DIRECCIÓN 3522 Taylor Ave

TELEPHONE/TELÉFONO 915-834-0942

EMAIL/ CORREO ELECTRONICO ramon.saiz97@gmail.com

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a **BOTA.NEPACOMMENTS@gsa.gov** antes del 23 de Febrero de 2024 5:00 PM hora central o enviar por correo a la siguiente dirección

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Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102.

BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS

Hola me llamo Ramón y trabajo en el Sagrado Corazón, y soy parte de muchas organizaciones en El Paso. Vemos lo que está pasando aquí en el barrio Chiswick, se ve que quieren ~~se~~ quitar la gente de aquí y hacer una zona comercial, ~~para~~ de hacer un puente comercial tan grande y lleno de tracas que nadie va a poder respirar ni vivir en este barrio. **[Por favor cargan impuestos a los maquilas para hacer un nuevo puente comercial afuera de El Paso, en una zona donde no haya tanta gente]** Ya sé que tienen la plata para hacerlo, solo me pregunto ~~cuántos~~ cuantos toses de niño se necesitan ~~reportar~~ que tanto ~~casos~~ casos de asma necesitamos reportar antes que se de cuenta que el puente libre es para ~~los~~ los vecinos de El Paso y Juárez, no para las maquilas ni tracas comerciales.



Gracias por leer mi carta y que ~~les~~ les bendiga, Ramón



FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS

Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso. El Paso. Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Texas Water Trust

ORGANIZATION/ ORGANIZACIÓN Unión

ADDRESS/DIRECCIÓN

TELEPHONE/TELÉFONO 915-791-0242

EMAIL/ CORREO ELECTRÓNICO

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COMMENTS/COMENTARIOS:

The Heart first



FORMULARIO DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso. El Paso. Texas | el 13 de diciembre de 2023

NAME/ APELLIDO JONATTAS MARCO A SILVA JANTON
ORGANIZATION/ ORGANIZACIÓN UTEP- UNIVATI
ADDRESS/DIRECCIÓN 81 CAMILLE DR
TELEPHONE/TELÉFONO 915 779 0142
EMAIL/ CORREO ELECTRÓNICO PROF. JONATTAS@GMAIL.COM

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario.
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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

EL PUENTE ES LIBRE PER LAS
PERSONAS !!!



FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO	Irma Cruz
ORGANIZATION/ ORGANIZACIÓN	Border Network for Human Rights
ADDRESS/DIRECCIÓN	4836 Excalibur Dr.
TELEPHONE/TELÉFONO	(915) 222 6265
EMAIL/ CORREO ELECTRÓNICO	irma.cruz.70@gmail.com

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COMMENTS/COMENTARIOS:

Estoy muy preocupada por la salud de los niños del Barrio Chamizal, creo que toda niña y todo ser humano merece respeto a su salud a su dignidad y merece tener una vida digna en una comunidad sin contaminación.

Mis niñas asistieron a la escuela Douglas, muy cerca del puente, y se enfermaban muy frecuentemente.

Le pido que por favor saquen las trocas de nuestras comunidades y que por favor cuiden el medio ambiente de nuestras comunidades, por el futuro de nuestra comunidad, que son nuestros niños.



FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Eliane Castorena
ORGANIZATION/ ORGANIZACIÓN Border Network for Human Rights
ADDRESS/ DIRECCIÓN 2115 N Pecos St. El Paso TX 79930
TELEPHONE/TELÉFONO (915) 315-9339
EMAIL/ CORREO ELECTRÓNICO ecastorena@bnhr.org

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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

Mi nombre es Eliane Castorena y estoy muy preocupada por la salud de mi comunidad Barrio Chamizal tiene demasiadas horas PM2.5 contaminación que está dañando la salud de los niños y contribuyendo a la mala calidad del aire en El Paso

Gracias
Atentamente
Eliane Castorena



FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
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NAME/APELLIDO LIZARRAGA LUJAN AIAN
ORGANIZATION/ORGANIZACIÓN BOLDER NETWORK FOR HUMAN RIGHTS
ADDRESS/DIRECCIÓN 320 Windrose Pl
TELEPHONE/TELÉFONO 915-355-0109
EMAIL/CORREO ELECTRÓNICO alizarraga@bnhr.org

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COMMENTS/COMENTARIOS: To NEPA, Re: America's Bridge
BOTA

My name is Alan Lizarraga & I am extremely concerned for the health of my community. Barrio Chonizal has been negatively impacted by the overwhelming amount of commercial trucks.

I strongly urge you to put our communities first. We deserve to have clean air. Our children deserve to be healthy!

Please consider studying & reporting on the impacts & the viability of a no commercial traffic.

Sincerely, Alan Lizarraga



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Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Pat Delgado
ORGANIZATION/ ORGANIZACIÓN J Paul Bristol
ADDRESS/DIRECCIÓN 10529 Tawerton St
TELEPHONE/TELÉFONO (915) 740-2962
EMAIL/ CORREO ELECTRÓNICO phdelgado@hotmail.com

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a **BOTA.NEPACOMMENTS@gsa.gov** antes del 23 de Febrero de 2024 5:00 PM hora central o enviar por correo a la siguiente dirección.

Karla R. Carmichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102.
BOTA.NEPACOMMENTS@gsa.gov

No podemos responder formalmente a estos comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

please protect the safety & health of the
Chemical community



FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO	Lisa Carmichael
ORGANIZATION/ ORGANIZACIÓN	LDS
ADDRESS/DIRECCIÓN	4023 Shadow Run Ave, Las Cruces, NM 88011
TELEPHONE/TELÉFONO	208-791-2893
EMAIL/ CORREO ELECTRÓNICO	

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a **BOTA.NEPACOMMENTS@gsa.gov** antes del 23 de Febrero de 2024 5:00 PM hora central o enviar por correo a la siguiente dirección.

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COMMENTS/COMENTARIOS:

Please stop the truck traffic near Cafe Mayagon
 Thank you



FORMULARIO DE COMENTARIOS -- REUNION INFORMATIVA DE LAS PARTES INTERESADAS

Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO *Arturo Aguilar*

ORGANIZATION/ ORGANIZACIÓN *Home Border Justice*

ADDRESS/DIRECCIÓN *11760 Cobble Hills*

TELEPHONE/TELÉFONO *715-204-8730*

EMAIL/ CORREO ELECTRÓNICO *agbarrub@ymail.com*

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COMMENTS/COMENTARIOS

Protect our children's health and support the removal of commercial truck traffic from El Puente Libre, The Bridge of the Americas in El Paso, TX.

The Chamizal neighborhood is subjected to various sources of pollution & the Cumulative Impacts are compounded by the high vulnerability. Barrio Chamizal bears many burdens. It includes a major international port-of-entry overloaded w/ diesel trucks emitting high levels of cancerous pollutants; a public school bus terminal of over 150 school buses; industrial waste recycling facilities shredding metals, electronics, and batteries in out-dated & open-air lots; in addition to the 12+ fires/year that erupt from those industrial waste sites. **There is an overload of environmental injustice in our neighborhood affecting our children's health.**

According to a recent study about semi truck pollution stated "If we were able to reduce emissions like black carbon from commercial truck pollution, we would also see an associated climate benefit." Protect children and justice communities like ours where environmental impacts that degrade and debilitating communities. The effects are horrific.

The residents of Barrio Chamizal demand: **'Get the trucks out of the Puente Libre!'** The trucks are the highest contributors to diesel particulate matter and should be

re-routed OUT of our thriving neighborhood of 7,000+ residents. Our Puente Libre- The Bridge of the Americas is the only toll-free international part of entry because it was intended for the people, not the transportation industry.

Toll-free: El Puente Libre is the second busiest part of entry along the border; and despite years of service, the transportation industry does not contribute in the maintenance of the bridge, roads and infrastructure they really operate. El Paso's Bridge of the Americas, El Puente Libre in our neighborhood, is receiving \$700+ million of federal bipartisan infrastructure funding for necessary renovations. This long-overdue investment should be used as intended- to reduce the carbon footprint and address the impact on overburdened vulnerable communities, specifically our children's health.

Current plans proposed by the federal General Services Administration include: various options of adding more lanes for semi-truck commercial traffic, which will lead to more trucks and more environmental concerns. Security, the GSA created an Option #4: To Remove Commercial Traffic, yet no details or further information has been given.

We have the opportunity to send our concerns to the federal government. **We demand: GET THE TRUCKS OUT!**



FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO

Amayalli de Bettem

ORGANIZATION/ ORGANIZACIÓN

Mujer Obrera

ADDRESS/DIRECCIÓN

2000 Texas

TELEPHONE/TELÉFONO

915 749 2890

EMAIL/ CORREO ELECTRONICO

amayalli.debettem@gmail.com

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 23 de Febrero de 2024 5:00 PM hora central o enviar por correo a la siguiente dirección

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GSA/PBS, Facilities Management and Services Programs Division
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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

Take the ~~head~~ trucks out, it causes problems we don't want to deal with, putting trucks was your doings and take them out don't be lazy, at least the mujer obrera tries and doesn't sit there smiling at a kid crying because a truck spat smoke into their face. do something and try harder.



©FamiliasUnidasDelChemical

Quelto e aver hader my nombre
es bayron daia

Minombre es Bayron y estoy muy
preocupado por mi salud por las
trocas Fuera las trocas



Querido Gobierno mi
nombre es Lucas y o
estoy preocupado por
su salud.

Querido Gobierno

Mi nombre es Pawlette
Martinez to vivo en
barrio chammizal, en
El Paso Texas.



La contaminación del aire
afecta todo a nuestro alrededor
ataca a Toxenos y Materes.



Querido gobiern
Mi nombre es Estrella
Dávila
Sus Armas Más
Mortíferas Son invisibl
partículas Venenosas Del
tamaño De una MOLECULA



Querida Gabriela mi nombre
es Zlatan Sanchez yo vivo
en el barrio Chamizal en
el paso Federal.



FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Cemelli de Azlán
 ORGANIZATION/ ORGANIZACIÓN FAMILIAS UNIDAS DEL CHAMIZAL
 ADDRESS/DIRECCIÓN 2000 TEXAS AVE
 TELEPHONE/TELÉFONO 915 799 2090
 EMAIL/ CORREO ELECTRÓNICO cemelli@mujeroblanca.org

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a **BOTA.NEPACOMMENTS@gsa.gov** antes del 23 de Febrero de 2024 5:00 PM hora central o enviar por correo a la siguiente dirección.

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COMMENTS/COMENTARIOS:

Dear Karla Carmichael,

When I showed you our neighborhood & described the horrendous health effects the pollution from the semi trucks on the BOTA - el puente libre - you told me that you could not discriminate against the trucks so yet, for decades, the industry of permit approving regulators have willingly discriminated on poor communities. Today, the data shows ^{that} black + brown the trucks are a public health concern - shortening our lifespans - doubling rates of health burdens for our residents - bearing the burdens of asthma, ADHD, strokes, heart & lung & brain - our most vital organs affected - of whom the least who could afford it - brown, spanish speaking women + children.

Get the Trucks OUT!
 OPTION #4

(See more comments & data attached)

Cemelli

El Paso's Puente Libre- The Bridge of the Americas in barrio Chamizal is receiving \$700+million of federal Bipartisan Infrastructure funding for necessary renovations. This long-overdue investment should be used as intended- to reduce the emissions and address the impact on overburdened, vulnerable communities, specifically, our children's health.

"This is a public health issue. Lives are being affected. To dismiss the health of residents and prioritize the maquiladora industry is not acceptable." We have not had clean air for 30 years! Protect our health. We - as residents of the Chamizal are asking representatives and public entities such as the Joint Advisory Council to Tell NEPA to "Get the Trucks Out!"

"After a year and a half of advocacy, the federal government has -as of December 13, 2023- provided a potential alternative design that removes the heavy polluting diesel semi-trucks from el puente libre, BOTA. We want to send a clear message that this alternative #4 is the only option that would address this dangerous public health issue. The time to relocate the idling trucks is now,"

According to the National Institute of Health: diesel semi truck pollution (PM2.5 ultrafine particles) are the worst of the worst! These dangerously small cancer causing particles infect our lungs 🦠 restricting our ability to breath, seep poison into our bloodstream 🩸, settle in our bones 🦴, as the toxicity damages our brains 🧠 deteriorating our cognitive abilities for a lifetime. Our children are most vulnerable, especially Zavala Elementary students, who during their most important developmental years, they're inundated in diesel truck pollution because the 500+ diesel trucks that surround them daily using the free bridge- El Puente Libre .

The World Health Organization declared that Diesel fumes cause lung cancer. Experts state diesel fumes "are more carcinogenic than secondhand cigarette smoke." We Must Protect Children's Health and place a very high priority on communities like ours where environmental injustice has deadly and debilitating consequences. The effects are forever. "We need this once-in-a-lifetime investment to protect children from this silent killer. To prioritize the profits of an industry over the health of our children is wrong. The working poor families of El Paso should not have to bear these burdens," states Hilda Villegas, president of Familias Unidas del Chamizal neighborhood association.

Diesel exhaust is the worst of the worst. The EPA states, it contains more than 40 toxic 'cancer-causing' air contaminants. A recent study reveals large diesel trucks to be the greatest contributors to harmful emissions on the road, indicating that vehicle types matter more than traffic volume for near-road air pollution. "Whether it be cancer, respiratory problems, cardiac problems or neurodegenerative problems, there are numerous adverse health effects associated with the chemicals in these emissions. If we were able to reduce emission of pollutants, we would see an immediate climate benefit."

Will NEPA'S Environmental Impact Statement include a Cumulative Impact or Health Analysis?

Instituto Nacional de Salud: ¡Las partículas ultra finas PM2 son lo peor de lo peor! Lo más problemático. El mayor culpable: Los Diesel SemiTrucks! /National Institute of Health: PM2 ultrafine particles are the worst of the worst! Most Problematic. Biggest culprit: Los Diesel SemiTrucks!



MAS VULNERABLES/ MOST AT RISK:

Pre-concepcion / Pre-concepcion

En utero / In utero

Primeros años de desarrollo cerebral /
Early brain development years

Exposicion de por vida / Lifetime exposure

Niños en escuelas enseguida de carreteras / Children in schools next to highways

PULMONES:



EL EFECTO A LOS NIÑOS / EFFECTS ON CHILDREN:

Cancer

Asma y falta de respiracion / Asthma & wheezing

Alergias / Allergies

Reduce el desarrollo de pulmones / Reduce lung development/growth (smaller lungs)

Falta de crecimiento en bebés / Low birth weight/smaller babies

Nacimiento prematura de bebés / Premature babies

Riesgos de COVID /Covid risks

Inflamacion / Inflammation

Rx/mds

CORAZON:



Tóxicos en la sangre / Toxins blood

cancer/tumors

Presión de la sangre y estrés / Blood pressure/stress

Tóxicos en los huesos y dientes / Toxins go into bones and teeth

CEREBRO:



Impacto en el desarrollo / Developmental impacts

Neurological/ Neurodegenerative diseases

Atención déficit de atención con hiperactividad, ansiedad, depresión, stres / ADHD, anxiety, depression, stress

Sistema nervioso / Affects nervous system

Alzheimer's Dementia & Parkisons

Asthma



City of El Paso, IMIP, Texas Parks & Wildlife, CONANP, Esri, TomTom, Garmin, FourSquare, S... Powered by Esri

mi

Data sources: The model-based estimates were generated using BRFSS 2021 or 2020, Census 2010 population counts or census county population estimates of 2021 or 2020, and ACS 2015-2019 or ACS 2016-2020, ACS 2017-2021.

Note: Estimates are not available for areas shaded in gray. For more information visit <https://...places>.

Diesel Particulate Matter

Compare to US

Compare to State

Environmental Justice Indexes

- Particulate Matter 2.5
- Ozone
- Diesel Particulate Matter**
- Air Toxics Cancer Risk
- Air Toxics Respiratory HI
- Toxic Releases to Air
- Traffic Proximity
- Lead Paint
- Superfund Proximity
- RMP Facility Proximity
- Hazardous Waste Proximity
- Underground Storage Tanks
- Wastewater Discharge
- Supplemental Indexes
- Pollution and Sources
- Socioeconomic Indicators
- Health Disparities

Diesel Particulate Matter (National Percentiles)

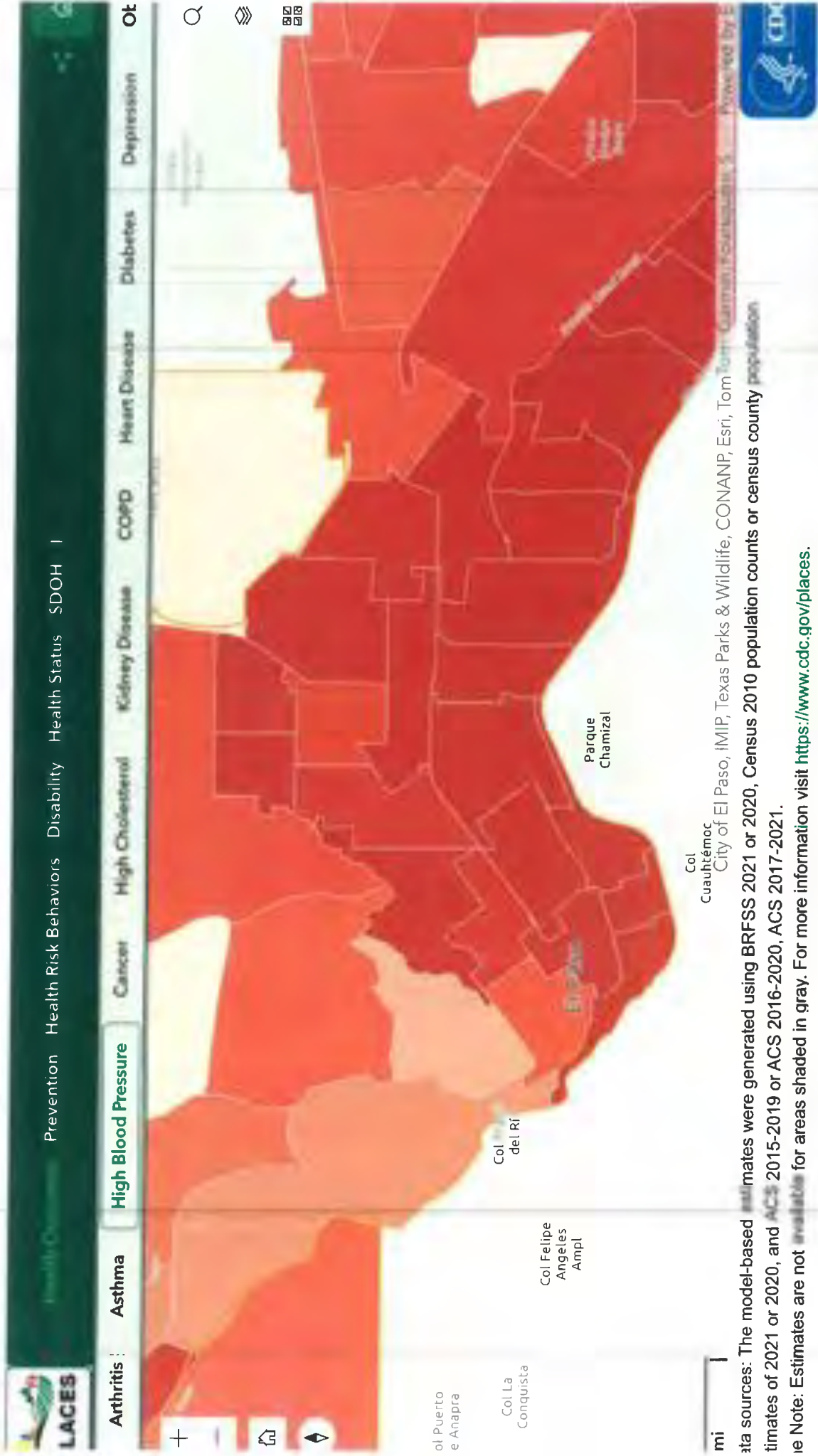
- 95 - 99 percentile
- 90 - 95 percentile
- 80 - 90 percentile
- 70 - 80 percentile
- 60 - 70 percentile
- 50 - 60 percentile
- Less than 50 percentile
- Data not available

Contents

with Disabilities

with Disabilities

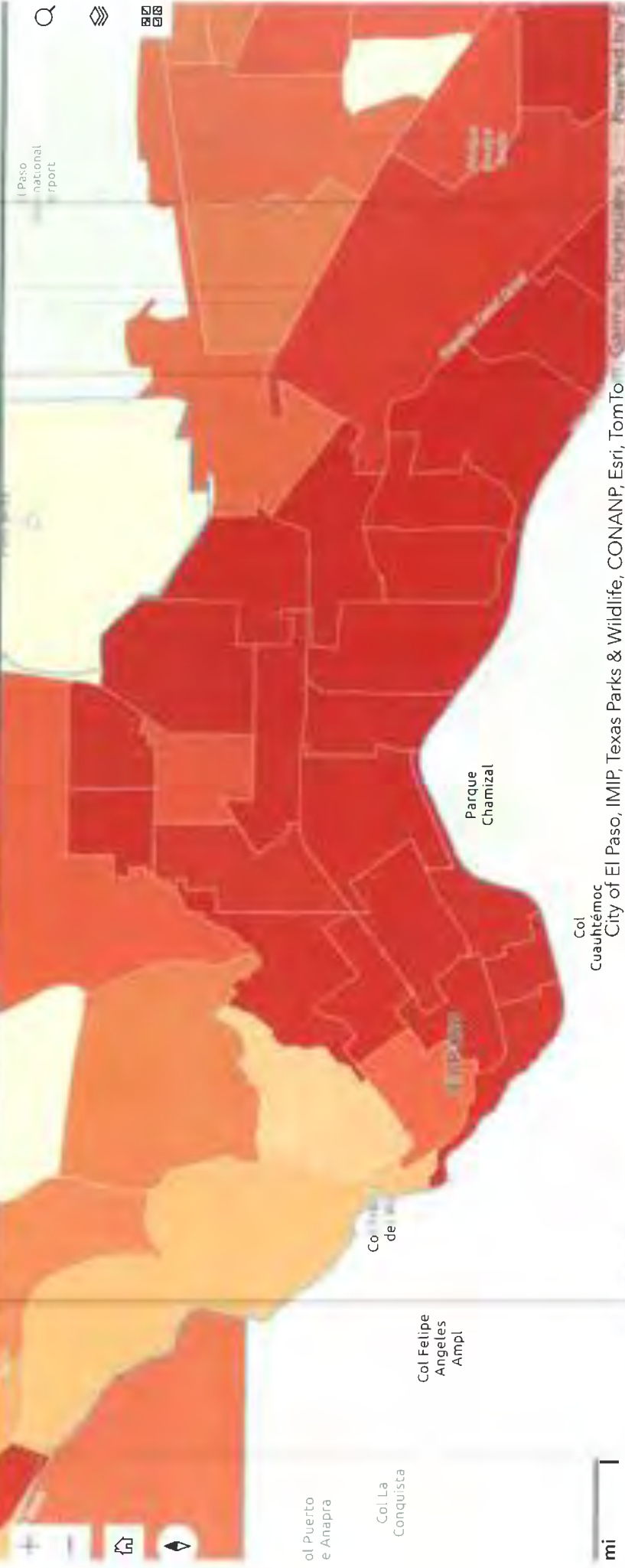
Hypertension



Map data sources: The model-based estimates were generated using BRFSS 2011 or 2020, Census 2010 population counts or census county population estimates of 2011 or 2020, and ACS 2015-2019 or ACS 2016-2020, ACS 2017-2021.

Note: Estimates are not available for areas shaded in gray. For more information visit <https://www.cdc.gov/places>.

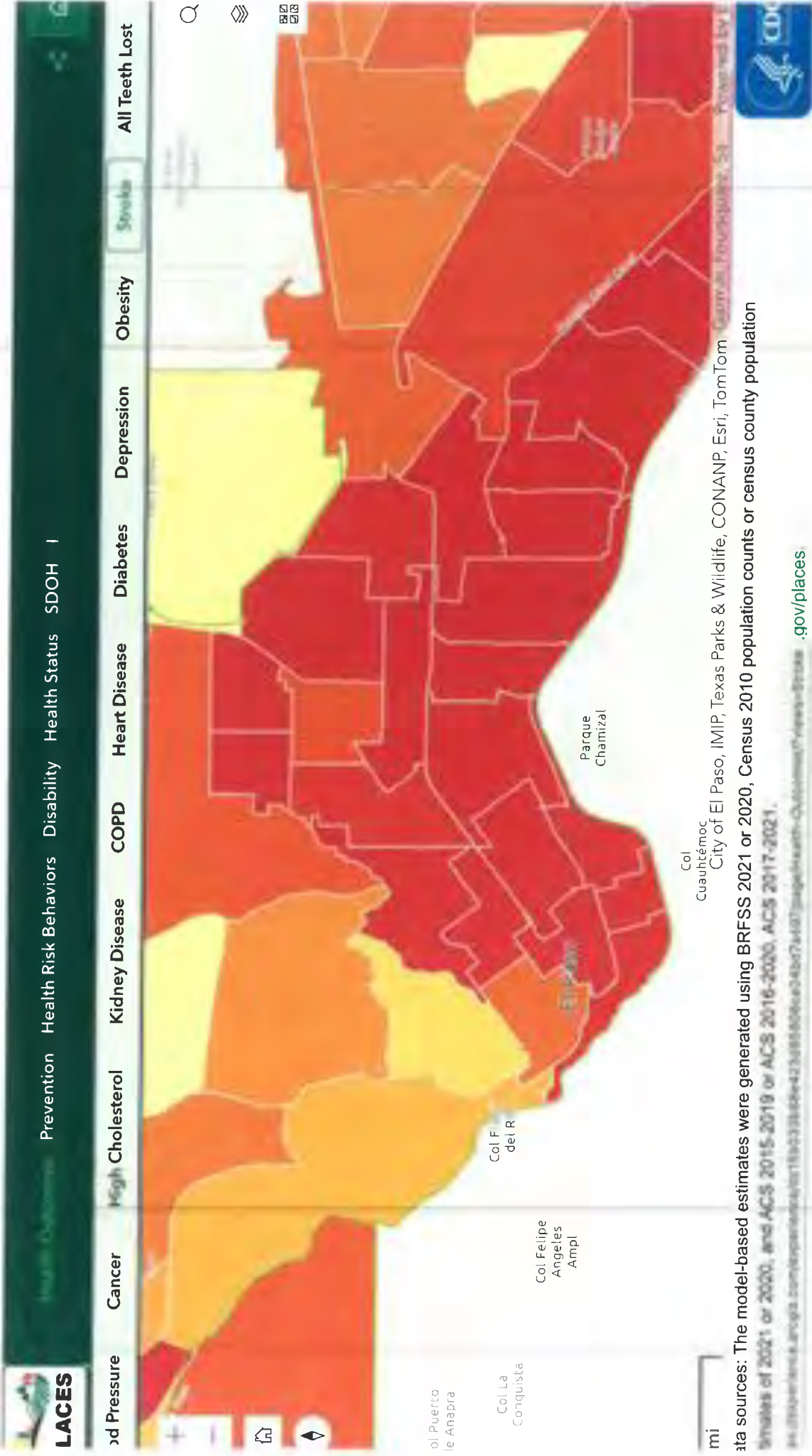
Heart Disease



mi | Data sources: The model-based estimates were generated using BRFSS 2021 or 2020, Census 2010 population counts or census county population estimates of 2021 or 2020, and ACS 2015-2019 or ACS 2016-2020, ACS 2017-2021.

[#LACES/health-outcomes/150318042140500000404?view=/page/Health-Outcomes/?views=Heart-Disease](#) acs

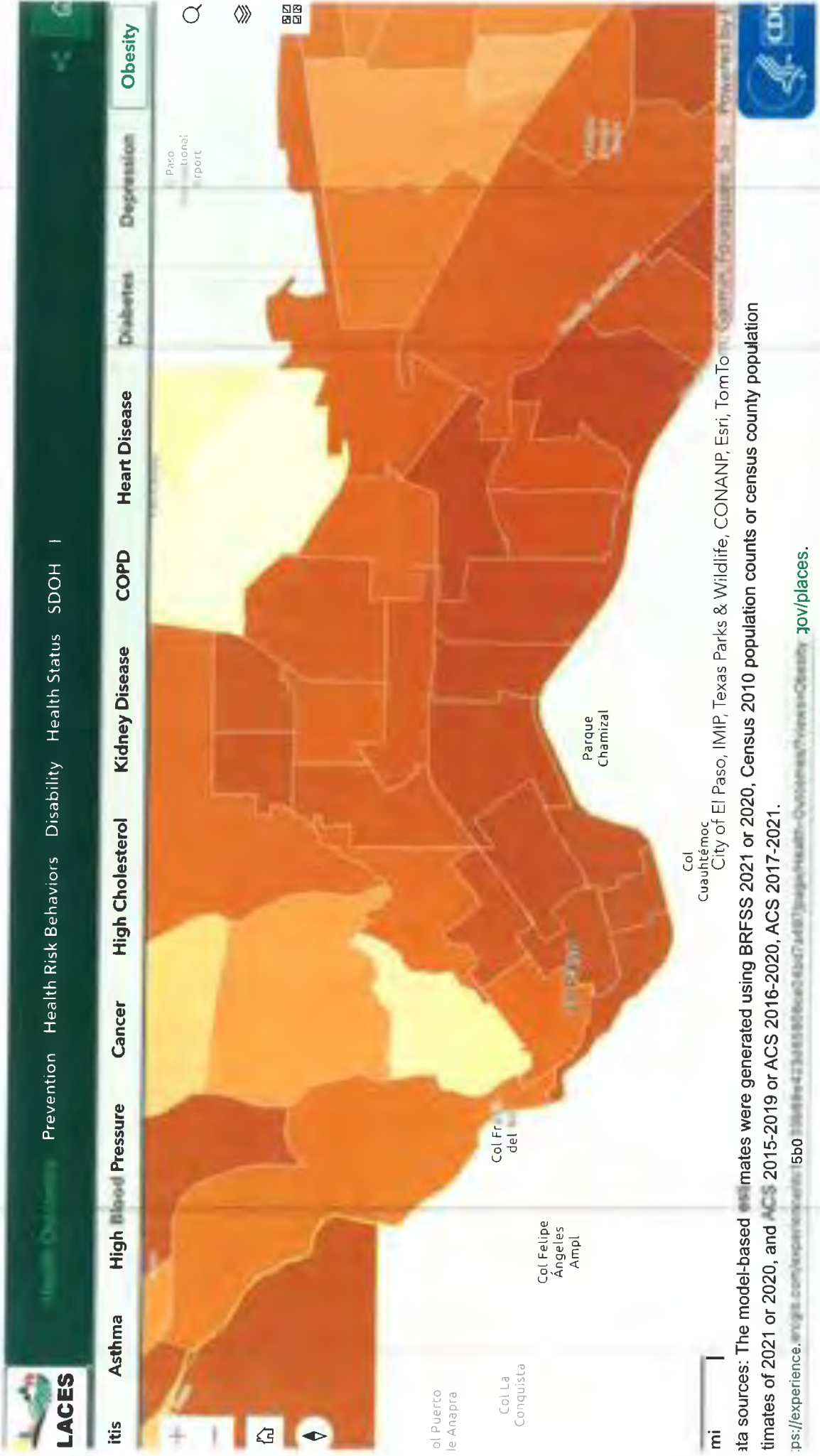
Stroke



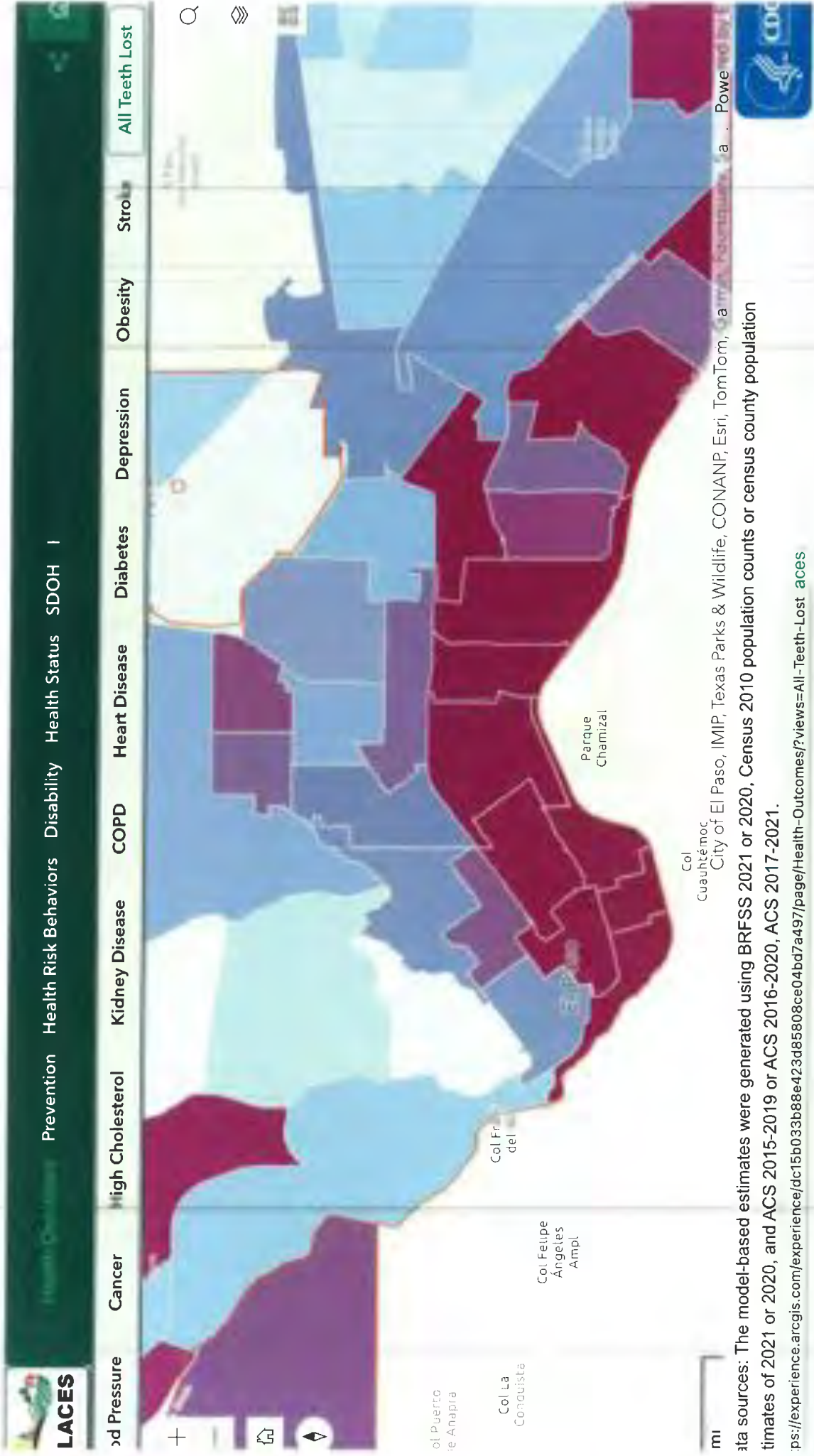
Map data sources: The model-based estimates were generated using BRFSS 2021 or 2020, Census 2010 population counts or census county population estimates of 2021 or 2020, and ACS 2015-2019 or ACS 2016-2020, ACS 2017-2021.

Map URL: <https://laces.utdallas.edu/arcgis/apps/locate/index.html?appid=4234885006a048b74a977a96b4a4d8&appid=4234885006a048b74a977a96b4a4d8>

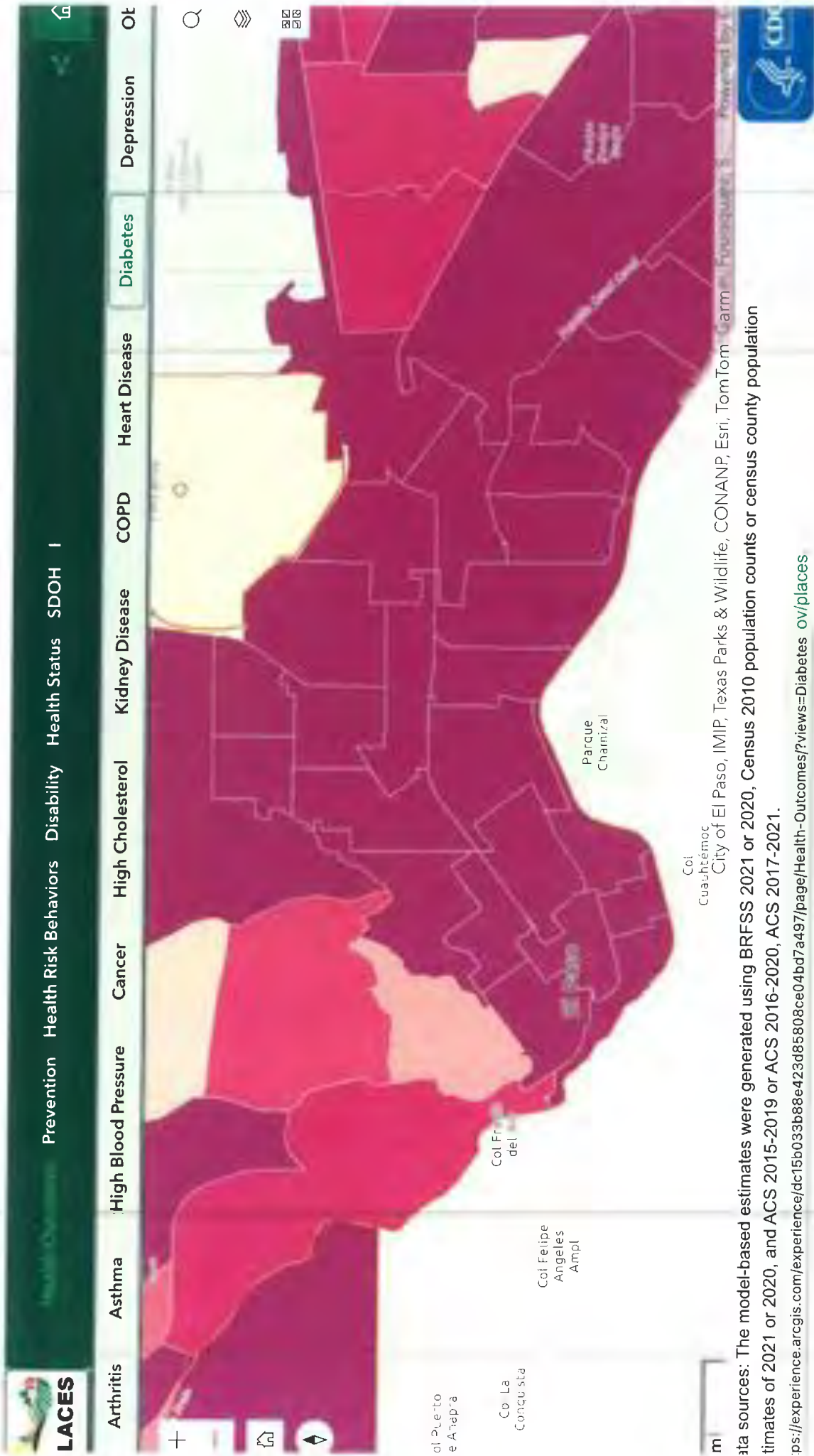
Obesity



All Teeth Lost



Diabetes



Map data sources: The model-based estimates were generated using BRFSS 2021 or 2020, Census 2010 population counts or census county population estimates of 2021 or 2020, and ACS 2015-2019 or ACS 2016-2020, ACS 2017-2021.

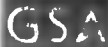
Map URL: https://experience.arcgis.com/experience/dc15b033b88e423d85808ce04bd7a497/page/Health-Outcomes/?views=Diabetes_ov/places

Depression



Data sources: The model-based estimates were generated using BRFSS 2021 or 2020, Census 2010 population counts or census county population estimates of 2010 or 2020, and ACS 2015-2019 or ACS 2016-2020, ACS 2017-2021.

<https://experience.arcgis.com/experience/dc15b033b88e423d85808ce04bd7a497/page/Health-Outcomes/?views=Depression> /places.



COMMENT FORM - PUBLIC INFORMATIONAL MEETING

Proposed Improvements at the Bridge of The Americas Land Port of Entry / LPE
El Paso County, El Paso, Texas - December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Ciudad de El Paso, El Paso, Texas, el 13 de diciembre de 2023.

NAME/ APELLIDO Mary Helen Michals

ORGANIZATION/ ORGANIZACIÓN Barrio Chamizal Co-learning

ADDRESS/DIRECCIÓN 2000 TEXAS AVE EL PASO TX 79901

TELEPHONE/TELÉFONO

EMAIL/ CORREO ELECTRÓNICO

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following **prior to February 23, 2024 5:00 PM CST**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

BOTA.NEPACOMMENTS@gsa.gov

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



@FamiliaUnidasdelChamizal

My name is Mary Helen Michals. I am a participant in the Barrio Chamizal Co-learning group I joined in this community for 8 years and I continue to participate in activities here. I am quite concerned about the health of my friends in Barrio Chamizal. There are four railway commercial tracks crossing the Bridge of the Americas, causing levels of toxic air pollution that are harmful to us all, but especially to each other and others. I support Proposal #4 - Please get the trucks out!

Respectfully,
Mary Helen Michals

Pasa - mente punto que el frangido debe ser en un flujo y riego para una adecuada solución a la contaminación y no se hagan las líneas de kilometros y kilovoltios.



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
Proposed improvements at the Bridge of the Americas Land Port of Entry (LPOE),
El Paso County El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Américas
Condado de El Paso, El Paso, Texas el 13 de Diciembre de 2023

NAME/ APELLIDO **INOCENCIA ALONSO**
ORGANIZATION/ ORGANIZACIÓN **WFO CO-APRENDIZAS ORGANIZAL**
ADDRESS/DIRECCIÓN **2000 TEXAS AVE EL PASO TX 79901**
TELEPHONE/TELÉFONO
EMAIL/ CORREO ELECTRÓNICO

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WFO.NEPACOMMENTS@gsa.gov
Karla R. Carmichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facility Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102



M Nombre es - Inocencia Alonso

del grupo de co-aprendizas,

Barrio Chemical a la Hwy 610

2000 Texas Ave El Paso TX 79901

Estoy muy preocupada por la salud

de mi comunidad y la mía y de mi

familia, ya que transita y estudio

en esta comunidad, Barrio Chemical ya que

tiene demasiados camiones de carga y alto nivel

de contaminación que dañan la salud de niños y mujeres

fuera las trocas! mi familia y yo apoyamos la Propiedad

02-12-2024

¿ Fuera transporte de CARGA APOYO LA
PROPUESTA #4 ATE JOSE R. SILVA

Y YO JOSE DIA A DIA Vengo a el GYMNASIO de el
CENTRO COMUNITARIO CHAMIZAL

Y SOY SUPER VIVIENTE de cancer

COMM FORM - LOCAL MEETING
Proposed Improvements at the Site of the Project
City of El Paso, El Paso, Texas 10/13/2023

FORMULARIO DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puente de Entrada Terrestre del Puente de las Americas
Ciudad de El Paso, El Paso, Texas el 13 de Septiembre de 2023

NAME/APELLIDO JOSE R. SILVA
ORGANIZATION/ ORGANIZACIÓN COA COMPRENSAJE DEL CHAMIZAL
ADDRESS/DIRECCIÓN 7000 TEXAS AVE EL PASO TX 79901
TELEPHONE/TELÉFONO
EMAIL/ CORREO ELECTRÓNICO

sheet 0245
Karla R. Carmichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
El Paso, Texas
910-552-2200

Jose R. Silva Soy parte de 2/12/2024
COA comprensaje del barrio Chamizal y
mujer hobbere y estoy apoyando la sigi
entes peticiones sobre la CONTAMINACION
Ambiental que CAUSA el transporte de carga
que causa dia a dia por el puente libre y origina
MUCHOS MALES para muchos niños adultos
jovenes y a todo ser viviente en general
(deja de cabe en ASMA) CAUSANDO DIET
USIA / PUJNOS) Y lo mas terrible (CANCER)



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPE)
 El Paso County, El Paso, Texas December 13, 2023

DECLARACION DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023 ---

NAME/ APELLIDO **Belem Gallegos**
 ORGANIZATION/ ORGANIZACION **LA MUJER OBRERA**
 ADDRESS/DIRECCION **2000 TEXAS AVE EL PASO TX 79901**
 TELEPHONE/TELÉFONO
 EMAIL/ CORREO ELECTRÓNICO

Please respond with any feedback, continuing on the back or on the enclosed form if necessary. The process will not be turned in today, emailed or mailed to the following prior to January 18, 2024 (ESTIMATED) (Mail us your comments individually to these comments, your input is welcome and valued in the process and will be summarized in the EIS document.)

BOTA.NEPACOMMENTS@gsa.gov
 Andy E. Gonzalez, NEPA Program Manager
 Environmental, Fair and Safety & Health Branch
 (202) 681-1000, Facilities Management and Support Programs Division
 425 Taylor St, Room 12 & 16, W. 1F 2023

Mi Nombre es Belem Gallegos.
 Soy miembro del Grupo Co-Aprendizaje
 Barrio Chamizal y La Mujer Obrera 2000
 Texas Ave El Paso Texas 79901.
 Me preocupa la salud de mis hijas por
 tanta contaminación que a diario inhalan
 por vivir cerca de donde hay estos camiones
 que producen tanta contaminación y dañan
 la salud de mi comunidad y animales.
 Yo Apoyo la propuesta #4 Fuera los camiones.
 Atentamente Belem Gallegos *[Signature]*



FORMULARIO DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS

Condado de El Paso. El Paso. Texas | el 13 de diciembre de 2023

NOMBRE/APELLIDO

Jana Camp

ORGANIZACIÓN/

Taller Ciudadano / La Mujer Obrera

ADDRESS/DIRECCIÓN

3512 Whiskey Ave (Nuevo)

TELEPHONE/TELÉFONO

(419) 562-5326

EMAIL/ CORREO ELECTRÓNICO

ana150grado79@gmail.com

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Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102.
BOTA.NEPA COMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

Casi Soy educadora comunitaria y trabajadora cultural, y mayormente mis clientes viven en el barrio Channing y sus alrededores, entonces estoy en este área ~~comunitaria~~ y he estado por los últimos 25 años, apoyando con proyectos para mejorar la calidad de vida de los niños, o enseñando en las escuelas públicas interactuando con los residentes programas de aprendizaje colectivo como el aprendizaje de mapas y espacial, círculos de lectura familiar, etc. Puedo testificar al ~~desper~~ desigual efecto de la contaminación en este área debido a la concentración de trocas/ camiones comerciales de carga a nivel industrial. En el puente libre, debemos poder respirar libremente. ¡Fuera las trocas! Apoyo ~~firmemente~~ firmamente la propuesta H para bajar el nivel de contaminantes que están enfermando — especialmente los niños y ancianos — a nuestra comunidad. Atentamente, *[Signature]*



FORMULARIO DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS

Administración del Fondo por Emergencia Terrestre del Programa de los Estados Unidos

Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Xavier Miranda

ORGANIZATION/ ORGANIZACIÓN _____

ADDRESS/DIRECCIÓN 6625 Southwind DR EP, TX 79912

TELEPHONE/TELÉFONO 915.822.0577

EMAIL/ CORREO ELECTRÓNICO xmirandas@gmail.com

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a **BOTA.NEPACOMMENTS@gsa.gov** antes del 23 de Febrero de 2024 5:00 PM hora central o enviar por correo a la siguiente dirección.

Karla R. Carmichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102
BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

As a lifelong educator and former resident of the Chamizal Neighborhood, I would like to advocate for the removal of commercial traffic from the BOTA. The ~~environmental impact has contributed to the health of~~ the health of students is a factor that has long been conveyed. Cognitive development, respiratory ailments, environmental racism are factors in making the prudent decision that will ~~also~~ result in moving commercial traffic to areas with no impact to humans.

Thank you,
XMiranda



FORMULARIO DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO

Ashley Sanchez

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

1157 Amber Margin Dr

TELEPHONE/TELÉFONO

(915) 746-9442

EMAIL/ CORREO ELECTRÓNICO

arsanchez26870@gmail.com

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GSA/PBS, Facilities Management and Services Programs Division
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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

I've lived in El Paso, my whole life, it is a rich & kind community with a beautiful and complex history. All my life I've known this community to love but for others as they have their own selves or their family. To stand in solidarity with each other, to have the utmost respect for human life, especially the most vulnerable ones. People over profit, always. To see these ~~values~~ values violated by parasitic forces that we have almost no power against is heart breaking. To see precious lives ~~pe~~ and children's health being put in jeopardy as if they were disposable is disappointing to me because that's not what this community is about. That is the sole purpose that I believe it is ~~an~~ imperative that we start looking at alternatives to reduce the air pollution in our community.



FORMULARIO DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso. El Paso. Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Jun Paul Flores Vazquez
 ORGANIZATION/ ORGANIZACIÓN Trabajo voluntario de Charizal
 ADDRESS/DIRECCIÓN 1416 Pinalonza Or
 TELEPHONE/TELÉFONO (209) 225-4337
 EMAIL/ CORREO ELECTRÓNICO Jun Paul Flores @ gmail.com

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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS

Hello My name is Jun Paul Flores Vazquez
 Please consider the health and safety of
 the children of Charizal for too many years
 the lungs, eyes, and long term health of these
 children have been neglected and ignored by
 the very people that can impact and change
 this environmental impact this is hurting on the
 children. Not only are the children being affected
 but our elders and even my are in that
 area. I myself feel dizzy and unable
 to breath such a toxic and polluted area.
 Is the future of these kids not important
 to you? Of course our children deserve a
 better future. Please hear our plea for
 Alternative 4 or be remembered as the ones
 who poison an entire generation of elders, children,
 and parents alike.



FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS

Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO

Rebecca Serna

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

TELEPHONE/TELÉFONO

915-491-5717

EMAIL/ CORREO ELECTRÓNICO

Rebecca.Serna@gmail.com

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COMMENTS/COMENTARIOS:

I was born and raised in El Paso and I have seen a significant increase in 18-wheelers coming from New Mexico. The air quality is already poor due to the amount of dirt flying through our city. The older people of our community are especially at risk of inhaling these toxic fumes. The hot weather can become especially overwhelming when the smell of fumes constantly surrounds us. The physical and mental health of a city's population is more important than creating more factories leading to more 18-wheeler traffic
GET THE TRUCKS OUT!



FORMULARIO DE COMENTARIOS – REUNION INFORMATIVA DE LAS PARTES INTERESADAS

Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Luc Roy
ORGANIZATION/ ORGANIZACIÓN Amanceres Peoples Project
ADDRESS/DIRECCIÓN 6 313 Beaufort Dr. Apt #55
TELEPHONE/TELÉFONO 915-875-4796
EMAIL/ CORREO ELECTRÓNICO lucroy@amanceresultra.edu

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Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

As an environmental science student, with deep concern about the rights and the health of our communities in El Paso, TX, I am calling for an immediate removal of commercial trucks in the Bridge of the Americas! The communities living near this highway are having to deal with all of the negative health impacts that come from high emission levels of cancer-causing pollutants coming from the diesel trucks. El barrio Chamizal is a marginalized community that has a right to clean air, right to breathe, a right to be protected from any entity causing harm to its environment and its people. We demand to get the trucks out! For the well being and their rights of the Chamizal community! And for cleaner air in El Paso!



FOR VOLUMEN DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso. El Paso. Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Alberto Mesa
 ORGANIZATION/ ORGANIZACIÓN —
 ADDRESS/DIRECCIÓN 1700 Mesa
 TELEPHONE/TELÉFONO 915-274-0675
 EMAIL/ CORREO ELECTRÓNICO amesa@ps@gmail.com

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 GSA/PBS, Facilities Management and Services Programs Division
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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

Air Pollution caused by these 18 wheelers stuck for hours waiting to cross into Mexico is unacceptable.
 Please choose Alternative "4" and remove and relocate the semi-trucks and 18 wheelers from the BDTA in both directions.
 We need to have better options to cross into Mexico, such as public transportation to lessen the amount of traffic produced by the current traffic situation and consider toll technology for roads.
 This current situation is delaying the canyon / to the differential Mexico suddenly stops and I've had near accidents here at it and has close to 2000 and central, the pollution is felt by me.
 Please choose option 4



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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO *Walter Castano*

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN *4524 Front Street Ave*

TELEPHONE/TELÉFONO *(917) 667-9661*

EMAIL/ CORREO ELECTRÓNICO *WCastano@415@gmail.com*

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 GSA/PBS, Facilities Management and Services Programs Division
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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

It is apparently having the truck on the freeway. This contributes to the backup on the freeway. I feel it is a hazard on the road.



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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso. El Paso. Texas | el 13 de diciembre de 2023

NAME/ APELLIDO	Roberto Simenton
ORGANIZATION/ ORGANIZACIÓN	
ADDRESS/DIRECCIÓN	3425 Hueco Ave
TELEPHONE/TELÉFONO	915-262-1397
EMAIL/ CORREO ELECTRÓNICO	Robxbroxc63@GMAIL

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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

The issue is Getting freeway Access
I.E I Have Medical Appts, I Have to
Schedule Them in Accordance with Traffic
when on the Bridge, I feel they slow down
Progress



FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS

Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Ramón Saiz

ORGANIZATION/ ORGANIZACIÓN Sacred Heart Church

ADDRESS/DIRECCIÓN 3522 Taylor Ave

TELEPHONE/TELÉFONO 915-834-0942

EMAIL/ CORREO ELECTRONICO ramon.saiz97@gmail.com

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Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102.

BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS

Hola me llamo Ramón y trabajo en el Sagrado Corazón, y soy parte de muchas organizaciones en El Paso. Vemos lo que está pasando aquí en el barrio Chiswick, se ve que quieren ~~se~~ quitar la gente de aquí y hacer una zona comercial, ~~para~~ de hacer un puente comercial tan grande y lleno de tracas que nadie va a poder respirar ni vivir en este barrio. Por favor cargan impuestos a los maquilas para hacer un nuevo puente comercial afuera de El Paso, en una zona donde no haya tanta gente] ya se que tienen la plata para hacerlo, solo me pregunto ~~cuántos~~ cuantos toses de niño se necesitan ~~que~~ que tanto ~~casos~~ casos de asma necesitamos reportar antes que se de cuenta que el puente libre es para ~~los~~ los vecinos de El Paso y Juárez, no para las maquilas ni tracas comerciales.



Gracias por leer mi carta y que ~~les~~ les bendiga, Ramón



FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS

Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso. El Paso. Texas | el 13 de diciembre de 2023

NAME/ APELLIDO	Texas
ORGANIZATION/ ORGANIZACIÓN	Unión
ADDRESS/DIRECCIÓN	
TELEPHONE/TELÉFONO	915-791-0242
EMAIL/ CORREO ELECTRÓNICO	

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Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102.
BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

The Heart first



FORMULARIO DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso. El Paso. Texas | el 13 de diciembre de 2023

NAME/ APELLIDO JONATTAS MARCO A SILVA JANTON
ORGANIZATION/ ORGANIZACIÓN UTEP- UNIVATI
ADDRESS/DIRECCIÓN 81 CAMILLE DR
TELEPHONE/TELÉFONO 915 779 0142
EMAIL/ CORREO ELECTRÓNICO PROF. JONATTAS@GMAIL.COM

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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

EL PUENTE ES LIBRE PER LAS
PERSONAS !!!



FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO	Irma Cruz
ORGANIZATION/ ORGANIZACIÓN	Border Network for Human Rights
ADDRESS/DIRECCIÓN	4836 Excalibur Dr.
TELEPHONE/TELÉFONO	(915) 222 6265
EMAIL/ CORREO ELECTRÓNICO	irma.cruz.70@gmail.com

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COMMENTS/COMENTARIOS:

Estoy muy preocupada por la salud de los niños del Barrio Chamizal, creo que toda niña y todo ser humano merece respeto a su salud a su dignidad y merece tener una vida digna en una comunidad sin contaminación.

Mis niñas asistieron a la escuela Douglas, muy cerca del puente, y se enfermaban muy frecuentemente.

Le pido que por favor saquen las trocas de nuestras comunidades y que por favor cuiden el medio ambiente de nuestras comunidades, por el futuro de nuestra comunidad, que son nuestros niños.



FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Eliane Castorena
ORGANIZATION/ ORGANIZACIÓN Border Network for Human Rights
ADDRESS/ DIRECCIÓN 2115 N Pecos St. El Paso TX 79930
TELEPHONE/TELÉFONO (915) 315-9339
EMAIL/ CORREO ELECTRÓNICO ecastorena@bnhr.org

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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

Mi nombre es Eliane Castorena y estoy muy preocupada por la salud de mi comunidad Barrio Chamizal tiene demasiadas horas PM2.5 contaminación que está dañando la salud de los niños y contribuyendo a la mala calidad del aire en El Paso

Gracias
Atentamente
Eliane Castorena



FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/APELLIDO LIZARRAGA LUJAN AIAN
ORGANIZATION/ORGANIZACIÓN BOLDER NETWORK FOR HUMAN RIGHTS
ADDRESS/DIRECCIÓN 320 Windrose Pl
TELEPHONE/TELÉFONO 915-355-0109
EMAIL/CORREO ELECTRÓNICO alizarraga@bnhr.org

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GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102.
BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS: To NEPA, Re: America's Bridge
BOTA

My name is Alan Lizarraga & I am extremely concerned for the health of my community. Barrio Chonizal has been negatively impacted by the overwhelming amount of commercial trucks.

I strongly urge you to put our communities first. We deserve to have clean air. Our children deserve to be healthy!

Please consider studying & reporting on the impacts & the viability of a no commercial traffic.

Sincerely, Alan Lizarraga



FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO Pat Delgado

ORGANIZATION/ ORGANIZACIÓN J Paul Bristol

ADDRESS/DIRECCIÓN 10529 Tarranton St

TELEPHONE/TELÉFONO (915) 740-2962

EMAIL/ CORREO ELECTRÓNICO phdelgado@hotmail.com

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BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS:

please protect the safety & health of the
 Chemical community



FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO

Lisa Carmichael

ORGANIZATION/ ORGANIZACIÓN

LDS

ADDRESS/DIRECCIÓN

4023 Shadow Run Ave, Las Cruces, NM 88011

TELEPHONE/TELÉFONO

208-791-2893

EMAIL/ CORREO ELECTRÓNICO

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 23 de Febrero de 2024 5:00 PM hora central o enviar por correo a la siguiente dirección.

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

BOTA.NEPACOMMENTS@gsa.gov

No podemos responder formalmente a estos comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

Please stop the truck traffic near Cafe Mayagon
Thank you



FORMULARIO DE COMENTARIOS -- REUNION INFORMATIVA DE LAS PARTES INTERESADAS

Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO: *Arturo Aguilar*

ORGANIZATION/ ORGANIZACIÓN: *Home Border Justice*

ADDRESS/DIRECCIÓN: *11760 Cobble Hills*

TELEPHONE/TELÉFONO: *715-204-8730*

EMAIL/ CORREO ELECTRÓNICO: *aguarub@ymail.com*

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a **BOTA.NEPACOMMENTS@gsa.gov** antes del 23 de Febrero de 2024 5:00 PM hora central o enviar por correo a la siguiente dirección.

Karla R. Carmichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
819 Taylor St, Room 12-B, FW, TX 76102.
BOTA.NEPACOMMENTS@gsa.gov

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COMMENTS/COMENTARIOS

Protect our children's health and support the removal of commercial truck traffic from El Puente Libre, The Bridge of the Americas in El Paso, TX.

The Chamizal neighborhood is subjected to various sources of pollution & the Cumulative Impacts are compounded by the air vulnerabilities. Barrio Chamizal bears many burdens. It includes a major international port-of-entry overloaded w/ diesel trucks emitting high levels of cancerous pollutants; a public school bus terminal of over 150 school buses; industrial waste recycling facilities shredding metals, electronics, and batteries in out-dated & open-air lots; in addition to the 12+ fires/year that erupt from those industrial waste sites. **There is an overload of environmental injustice in our neighborhood affecting our children's health.**

According to a recent study about semi-truck pollution stated "If we were able to reduce emissions like black carbon from commercial truck pollution, we would also see an associated climate benefit." Protect children and justice communities like ours where environmental impacts that degrade and debilitating communities. The effects are horrific.

The residents of Barrio Chamizal demand: **'Get the trucks out of the Puente Libre!'** The trucks are the highest contributors to diesel particulate matter and should be

re-routed OUT of our thriving neighborhood of 7,000+ residents. Our Puente Libre- The Bridge of the Americas is the only toll-free international part of entry because it was intended for the people, not the transportation industry.

Toll-free El Puente Libre is the second busiest part of entry along the border; and despite years of service, the transportation industry does not contribute in the maintenance of the bridge, roads and infrastructure they really operate. El Paso's Bridge of the Americas, El Puente Libre in our neighborhood, is receiving \$700+ million of federal bipartisan infrastructure funding for necessary renovations. This long-overdue investment should be used as intended- to reduce the carbon footprint and address the impact on overburdened vulnerable communities, specifically our children's health.

Current plans proposed by the federal General Services Administration include: various options of adding more lanes for semi-truck commercial traffic, which will lead to more trucks and more environmental concerns. Recently, the GSA created an Option #4: To Remove Commercial Traffic, yet no details or further information has been given.

We have the opportunity to send our concerns to the federal government. **We demand: GET THE TRUCKS OUT!**



FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de diciembre de 2023

NAME/ APELLIDO

Amayalli de Bettem

ORGANIZATION/ ORGANIZACIÓN

Mujer Obrera

ADDRESS/DIRECCIÓN

2000 Texas

TELEPHONE/TELÉFONO

915 749 2890

EMAIL/ CORREO ELECTRONICO

amayalli.debettem@gmail.com

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 23 de Febrero de 2024 5:00 PM hora central o enviar por correo a la siguiente dirección

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

BOTA.NEPACOMMENTS@gsa.gov

No podemos responder formalmente a estos comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

Take the ~~head~~ trucks out, it causes problems we don't want to deal with, putting trucks was your doings and take them out don't be lazy, at least the mujer obrera tries and doesn't sit there smiling at a kid crying because a truck spat smoke into their face. do something and try harder.



Quelto e aver hader my nombre
es bayro daia

Minombre es Bayron y estoy muy
preocupado por mi salud por las
trocas Fuera las trocas



Querido Gobierno mi
nombre es Lucas y o
estoy preocupado por
su salud.

Querido Gobierno

Mi nombre es Pawlette
Martinez to vivo en
barrio chammizal, en
El Paso Texas.



La contaminación del aire
afecta todo a nuestro alrededor
ataca a Toxenos y Materes.



Querido gobiern
Mi nombre es Estrella
Dávila
Sus Armas Más
Mortíferas Son invisibl
partículas Venenosas Del
tamaño De una MOLECULA



Querida Gabriela mi nombre
es Zlatan Sanchez yo vivo
en el barrio Chamizal en
el país Texas.



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Bridge of the Americas Land Port of Entry

2 messages

Betty Keegan <kfmm.betty915@gmail.com>
To: BOTA.NEPAcomments@gsa.gov

Fri, Feb 23, 2024 at 3:54 PM

Betty Keegan
8124 Edgemere Blvd.
El Paso, TX 79925

Dear U.S. GSA,

I, Betty Keegan, am in support of Alternative 4 for the Bridge of the Americas Land Port of Entry (BOTA LPOE.). I demand the removal and relocation of semi commercial trucks and related traffic from the BOTA LPOE in both directions. Please seek sustainable alternatives that remove the issue of idling commercial internal combustion vehicles and implement solutions that provide opportunities that don't further escalate issues present, such as poor air quality in the area.

Please implement public transportation of the BOTA LPOE. Use conveyor technology for cargo loads upon international bridges. Public health suffers from the air pollution. There is the need to resolve environmental discrimination that has disproportionately impacted South Side neighborhoods of El Paso. Do not demolish the El Paso County Coliseum as it will devalue the area more and deconstruction is undesirable for local economics as well. We need to maintain historical significance to our region.

Thank you.
Betty Keegan

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Betty Keegan <kfmm.betty915@gmail.com>

Thu, Jun 13, 2024 at 2:46 PM

Hello Ms. Keegan,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

Notice of Public Meeting
Proposed Improvements at the Bridge of the Americas
Land Port of Entry El Paso, Texas

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

- The meeting will be a casual come-and-go event.
- There will be a brief update of the EIS status and the remaining alternatives under consideration.
- Translators will be available and a limited number of headsets on a first come basis.
- Comments on the proposed improvements will be accepted for 30 calendar days following the meeting date.
- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

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2 attachments



Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx
1615K



Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx
2060K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Bridge of the Americas Land Port of Entry

2 messages

elena I <elena.lightbourn@gmail.com>
To: BOTA.NEPAcomments@gsa.gov

Fri, Feb 23, 2024 at 2:58 PM

Elena Lightbourn

[1008 E Rio Grande Ave](#)
[El Paso, TX 79902](#)

Dear U.S. GSA,

I, Elena Lightbourn, am in support of Alternative 4 for the Bridge of the Americas Land Port of Entry (BOTA LPOE). I demand the removal and relocation of semi commercial trucks and related traffic from the BOTA LPOE in both directions. Please seek sustainable alternatives that remove the issue of idling commercial internal combustion vehicles and implement solutions that provide opportunities that don't further escalate issues present such as poor air quality from the area.

As someone who works in the area, I have seen and experienced firsthand the public health impacts of poor air quality from the idling and freight traffic on the bridge. The continued polluting of the south side neighborhoods of El Paso, with no serious effort given to alternatives, is blatant environmental discrimination which we all still pay consequences for. Air pollution affects the entire city and region. I would hope that our leaders choose better and create solutions that benefit the health and well being of all El Pasoans.

Signed,
Elena Lightbourn
Rio Grande Neighborhood Association

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: elena I <elena.lightbourn@gmail.com>

Thu, Jun 13, 2024 at 2:48 PM

Hello,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael

GSA REQA, Greater Southwest Region

**Notice of Public Meeting
Proposed Improvements at the Bridge of the Americas
Land Port of Entry El Paso, Texas**

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

- The meeting will be a casual come-and-go event.
- There will be a brief update of the EIS status and the remaining alternatives under consideration.
- Translators will be available and a limited number of headsets on a first come basis.
- Comments on the proposed improvements will be accepted for 30 calendar days following the meeting date.
- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

[Quoted text hidden]

2 attachments

 **Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx**
2060K

 **Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx**
1615K



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
 El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Américas
 Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE MARIA A. MAJIZ (ANSIE)

ORGANIZATION/ ORGANIZACIÓN _____

ADDRESS/DIRECCIÓN 3724 E. San Antonio Ave El Paso, TX 79905

TELEPHONE/TELÉFONO 915.355.8375

EMAIL/ CORREO ELECTRÓNICO _____

Please respond with any feedback, continuity on the both or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

Karla R. Carmichael NEPA Program Manager
 Environmental, Fire and Safety & Health Branch
 GSA/PBS, Facilities Management and Services Programs Division
 319 Taylor St. Room E2-B, FW, TX 76102

BOA.NEPACOMMENTS@gsa.gov

Por favor, responder con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección:

Karla R. Carmichael NEPA Program Manager
 Environmental, Fire and Safety & Health Branch
 GSA/PBS, Facilities Management and Services Programs Division
 319 Taylor St. Room E2-B, FW, TX 76102

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS. OPTION # 4 of the following
All construction trucks should be re-routed! Moved from BOA
Five long lines, idling, Diesel fumes, black smoke, Noise, breaking
air quality has endangered the communities via health, Asthma
Physically, emotionally. Breathing is a taste the fumes basically
affected air health
IN OUR HOMES WALLS HAVE BLACK RESIDUE, 1/2hr. Goggles on to eyes

in the farms, small, even fast the diesel.

Not able to sit outside an engine.



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
 El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Jose J Munoz

ORGANIZATION/ ORGANIZACIÓN _____

ADDRESS/DIRECCIÓN 3722 E San Antonio

TELEPHONE/TELÉFONO 915 467-7753

EMAIL/ CORREO ELECTRÓNICO _____

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

Karla R. Carrichael NEPA Program Manager
 Environmental, Fire and Safety & Health Branch
 GSA/PBS, Facilities Management and Services Programs Division
 825 Taylor St, Room 12-B, FW, TX 76102

BOA.NEPACOMMENTS@gsa.gov

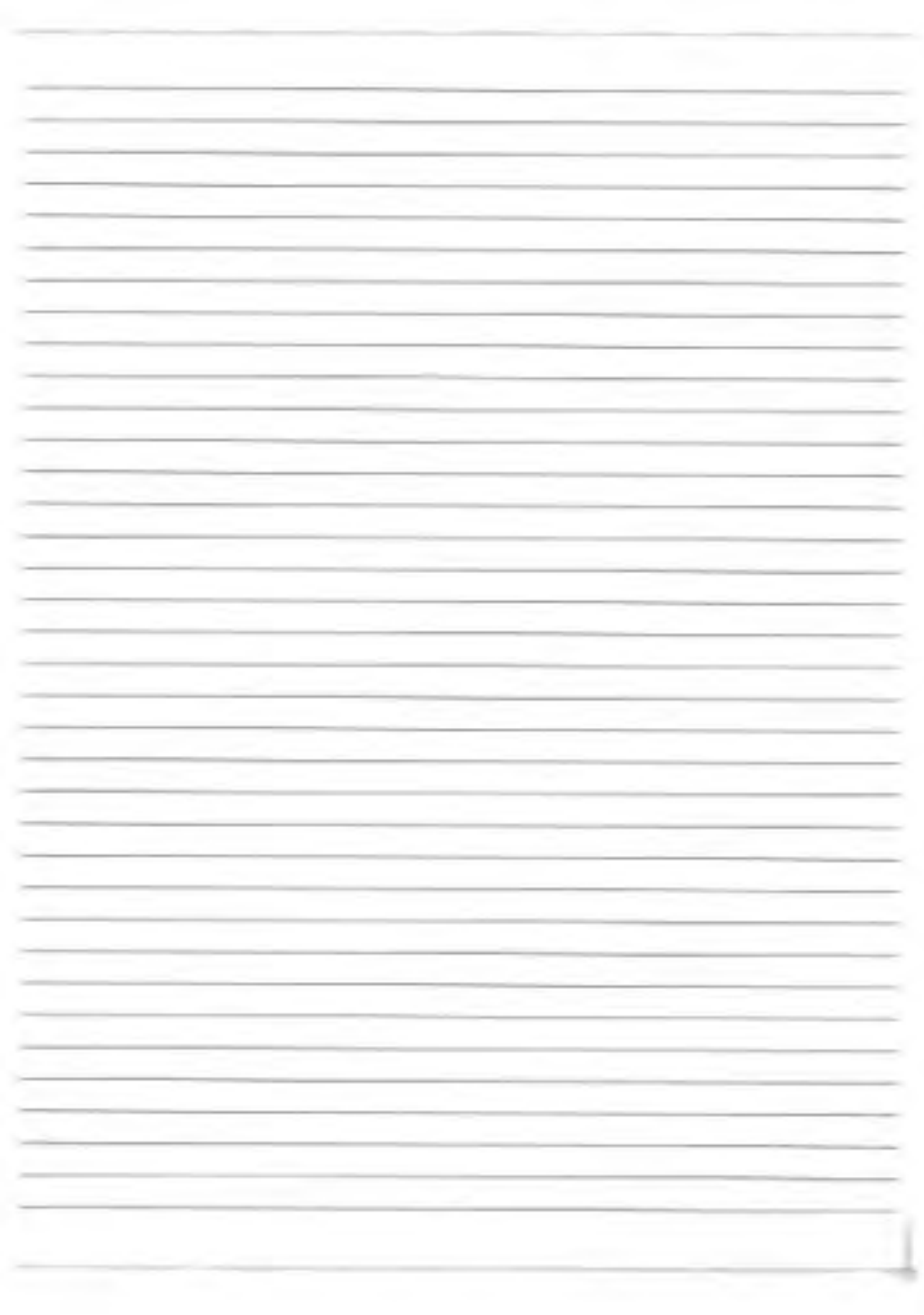
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Karla R. Carrichael NEPA Program Manager
 Environmental, Fire and Safety & Health Branch
 GSA/PBS, Facilities Management and Services Programs Division
 825 Taylor St, Room 12-B, FW, TX 76102

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

Op 102 #4 No trucks



**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>**(no subject)**

2 messages

Gladiola Hernandez <gladiolahernandez1234@gmail.com>
To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Fri, Feb 23, 2024 at 3:51 PM

My name is Gladiola Hernandez and I am very concerned for the health of the communities of my hometown El Paso, Texas. Barrio Chamizal has many diesel truck pollutants that are negatively affecting the health of their children and worsening our air quality here in El Paso. My people have a right to clean air! Protect our air, our health and our rights! We demand to get the diesel trucks out of the Bridge of the America's!

Thank you for your time,

Gladiola Hernandez

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Gladiola Hernandez <gladiolahernandez1234@gmail.com>

Thu, Jun 13, 2024 at 2:47 PM

Hello,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

**Notice of Public Meeting
Proposed Improvements at the Bridge of the Americas
Land Port of Entry El Paso, Texas**

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the

meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

- The meeting will be a casual come-and-go event.
- There will be a brief update of the EIS status and the remaining alternatives under consideration.
- Translators will be available and a limited number of headsets on a first come basis.
- Comments on the proposed improvements will be accepted for 30 calendar days following the meeting date.
- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

[Quoted text hidden]

2 attachments



Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx

1615K



Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx

2060K



OSCAR LEESER
Mayor

October 24, 2024

Via email to: HETEA_recommendation@usa.gov
U.S. General Services Administration
Attention: Kirta Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Letter to Support of Draft Environmental Impact Statement for the Proposed Modernization of
the Bridge of the Americas Land Port of Entry El Paso, Texas

Dear Ms. Carmichael:

This letter is submitted on behalf of the City Council of the City of El Paso, Texas in support of
Viable Action Alternative 4 from the draft Environmental Impact Statement (EIS) for the Bridge
of the Americas (BOTA) Land Port of Entry (LPOE) Modernization Project. The safe, efficient,
and effective movement of people and goods through our region's ports of entry are a vital lifeline
in the economy of the Paso del Norte Region and beyond. LPOEs are critical to daily life in our
border community as they facilitate the movement of people who live, work, visit and are educated
between El Paso and Ciudad Juarez, as well as advance our local, regional, state, and national
economies.

The City of El Paso appreciates the U.S. General Services Administration (GSA) for the public
outreach efforts and meetings that have taken place throughout El Paso over the past two years.
During those meetings, residents have made clear that public health and environmental justice
should be critical focus points in any planned improvements to BOTA. Residents and
neighborhoods surrounding BOTA have been subject to the effects of idling commercial cargo
vehicles for decades, including public health concerns and noise.

The introduction of Viable Action Alternative 4 eliminates commercial cargo traffic altogether and
is supported by residents, nearby neighborhoods, and community organizations, as it is expected
that removing the truck traffic will result in "Moderate to Significant Long-Term Beneficial"
outcomes to traffic, safety, air pollution, noise pollution, and "public/community health or other
related environmental impact" (EIS 9-12).

On October 9, 2024, the El Paso City Council considered item 3): "Discussion and action to approve and adopt a letter by the El Paso City Council in support of the U.S. General Services Administration's (GSA) identification of Alternative 4 for the Bridge of the Americas port project in El Paso, Texas before the 45-day public comment period, which ends on November 4, 2024, pending review and approval from the City Attorney's Office." Council discussed concerns regarding making sure this alternative truly reduces pollution in the area.

Council also stated concerns related to holistic planning and detailed preparation to handle the traffic that is diverted from BOTA both during and after the construction, and other items. Though GSA determined that the elimination of cargo traffic at BOTA via Viable Action Alternative 4 and the number of trucks routed to the Yuleta-Zaragoza Port of entry "are not considered significant and would not be anticipated to have an adverse effect on the local transportation network at these ports" (EIS 4-30), Council expressed concerns about the ability of regional ports of entry to absorb southbound commercial traffic, estimated to be closer to 2,000 trucks daily.

Approximately 17 members of the public spoke at the Council meeting in support of this item, and the El Paso City Council unanimously voted in favor. City Council and members of the public are hopeful that removing commercial traffic from BOTA would result in those beneficial outcomes, but discussed ensuring that the benefits be verified, and the appropriate actions be taken in preparation and holistic planning for diverted traffic, with federal support.

We look forward to a collaborative partnership that not only enhances our community, but one that protects its health as well.

Respectfully,



Oscar Lewis
Mayor



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Paola Camacho(ELP) <PCamacho@trla.org>

Mon, Dec 2, 2024 at 8:20 PM

To: BOTA NEPA Comments <BOTA.NEPAcomments@gsa.gov>

Cc: "vero@houstoninaction.org" <vero@houstoninaction.org>, "Lane Eisenmann (ELP)" <LEisenmann@trla.org>, "Ilan Levin (AUS)" <ILevin@trla.org>, "cemelli@mujerobrera.org" <cemelli@mujerobrera.org>, "leonpsounds@yahoo.com" <leonpsounds@yahoo.com>, Karla Carmichael - 7PMC <karla.carmichael@gsa.gov>

Good evening,

Attached please find TRLA's comments on behalf of Familias Unidas del Chamizal and the San Xavier Neighborhood.

Please reach out to me if you have any questions.

Wishing you well,

Paola Camacho (She/Her)

Texas RioGrande Legal Aid, Inc. (TRLA)

Staff Attorney-El Paso Office

[1331 Texas Ave](#)

El Paso, Texas 79901

915-422-6599

pcamacho@trla.org

This electronic message and any attached files are confidential and are intended solely for the use of the addressee(s) named above. This communication may contain material protected by attorney-client, work product, or other privileges.

 **12.2.2024 TRLA BOTA Modernization DEIS Comments.pdf**

563K



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas June 26, 2024

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Américas
Condado de El Paso, El Paso, Texas | el 26 de junio de 2024

NAME/ NOMBRE Y APELLIDO QUARINO VILLA
ORGANIZATION/ ORGANIZACIÓN Washington Delta Neighborhood Association
ADDRESS/DIRECCIÓN Rocky 1st 79705
TELEPHONE/TELÉFONO 715-436-6709
EMAIL/ CORREO ELECTRÓNICO quarino@gmail.com

Please respond with any feedback, you may write on the back or include additional sheet(s) if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JULY 26, 2024**. While we are not able to respond individually to these comments, your input is welcomed and valuable to the team and will be incorporated into the EIS document.

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

BOA.NEPACOMMENTS@gsa.gov

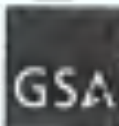
Por favor dirija sus comentarios a la persona indicada, usted puede continuar escribiendo en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy, por correo electrónico, o al código postal antes del **26 de Julio de 2024** a la siguiente dirección. Su aportación es bienvenida y valorada por nuestro equipo. Aunque no podemos responder individualmente, sus comentarios serán incorporados en el documento EIS.

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

BOA.NEPACOMMENTS@gsa.gov

COMMENTS/COMENTARIOS:

No Commercial Vehicles on BOA



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE: Raquel Sujan
ORGANIZATION/ ORGANIZACIÓN: miembro de kilos de plata
ADDRESS/DIRECCIÓN: 2209 East Jansell
TELEPHONE/TELÉFONO: 791 5150
EMAIL/ CORREO ELECTRÓNICO: _____

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

BOTA.NEPACOMMENTS@gsa.gov

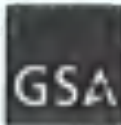
Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente dirección.

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

El kenezal nor enferma



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Roscha maria

ORGANIZATION/ ORGANIZACIÓN Miembros de Hilos de Plata

ADDRESS/DIRECCIÓN 641 Barcelona

TELEPHONE/TELÉFONO 1915 777 6377

EMAIL/ CORREO ELECTRÓNICO

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

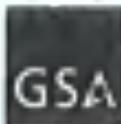
BOTA.NEPACOMMENTS@gsa.gov

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

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COMMENTS/COMENTARIOS:
~~Roscha maria~~ No queremos las trocas
por tanto UMO



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
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El Paso County, El Paso, Texas December 13, 2023

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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Ricardo Perez

ORGANIZATION/ ORGANIZACIÓN _____

ADDRESS/DIRECCIÓN 409 Kyle St.

TELEPHONE/TELÉFONO (915) 345-2721

EMAIL/ CORREO ELECTRÓNICO ricardoperez1909@psdno.com

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

BOTA.NEPACOMMENTS@gsa.gov

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

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COMMENTS/COMENTARIOS:

No comments at this time!



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

Raymond Surya <raymond.surya@mujerobrera.org>
To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Tue, Oct 29, 2024 at 2:15 PM

Hello GSA,







Here I attach 6 letters from residents in the Chamizal that support the NEPA's position of choosing Alternative Action 4 to remove the trucks from the Bridge of the Americas.

Have a nice day!

--

Raymond Surya

6 attachments

-  **Commentary for GSA about BOTA-2.pdf**
111K
-  **Commentary for GSA about BOTA-5.pdf**
210K
-  **Commentary for GSA about BOTA-4.pdf**
109K
-  **Commentary for GSA about BOTA-3.pdf**
107K
-  **Commentary for GSA about BOTA-1.pdf**
119K
-  **Commentary for GSA about BOTA-6.pdf**
107K



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS additional comments

1 message

Raymond Surya <raymond.surya@mujerobrera.org>
To: bota.nepacomments@gsa.gov

Tue, Oct 29, 2024 at 4:54 PM

Hello GSA,

Here are some more letters from residents that

--

Raymond Surya











Researcher at La Mujer Obrera

El Paso, TX

B.S. in Climate Engineering from the University of Michigan

616-834-0942

10 attachments

-  **BOTA Commentary-2.pdf**
110K
-  **BOTA Commentary-1.pdf**
110K
-  **BOTA Commentary-3.pdf**
113K
-  **BOTA Commentary-4.pdf**
115K
-  **BOTA Commentary-5.pdf**
108K
-  **BOTA Commentary-10.pdf**
224K
-  **BOTA Commentary-6.pdf**
114K
-  **BOTA Commentary-8.pdf**
110K
-  **BOTA Commentary-7.pdf**
120K
-  **BOTA Commentary-9.pdf**
112K

November 4, 2024

U.S. General Services Administration
Attention: Karla Carmichael
NEPA Program Manager
819 Taylor Street, Room 12-B
Fort Worth, TX 76102

RE: BOTA LPOE Draft Environmental Impact Statement

Dear NEPA Program Manager Carmichael,

Rural Coalition appreciates this opportunity to comment to provide advice on the draft Environmental Impact Statement for the Bridge of the Americas port project in El Paso, Texas.

Rural Coalition is an alliance of more than 65 regionally and culturally diverse organizations working to build a more just and sustainable food system in tribal, rural, and urban communities throughout the United States. We advocate for national policies that support these goals, as well as economic development efforts such as bridging the digital divide, the development of environmentally friendly infrastructure, and helping our diverse members market their farm products.

The long-time community of the Chamizal area of south central El Paso, where our member group La Mujer Obrera is rooted, has struggled for years with pollution and multiple public health hazards including constant emissions from an endless stream of cars, buses and trucks that from the toll-free Bridge of the Americas (aka the “Free Bridge” due to its toll-free passage) connecting it with neighboring Ciudad Juárez, Mexico.¹ When evaluating the Bridge of the Americas Land Port of Entry Modernization Project, please consider that the Chamizal community registered “extreme” on the Environmental Protection Agency’s environmental justice screening maps that gauge community exposures.

Rural Coalition shares the concern of the community about the diesel emitting commercial vehicles traveling over the bridge and the surrounding communities air quality. Therefore, we urge GSA and CBP to implement its Viable Action Alternative #4 to remove diesel-emitting commercial truck traffic from the Bridge of the Americas.

Sincerely,

Rural Coalition

La Mujer Obrera

¹ [El Paso Gets a Boost for Environmental Health and Justice](#)



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

REMOVAL OF COMMERCIAL TRUCKS

1 message

Nicole Serrano <nicoleserrano8880@yahoo.com>
To: BOTA.NEPAcomments@gsa.gov

Thu, Feb 22, 2024 at 4:51 PM

Dear NEPA,

My name is Nicole Serrano and I am very concerned about the health of my community. Barrio Chamizal has heavy semi truck traffic and it's a public health issue causing dangerous levels of pollution. I demand you get the trucks out now! Protect our health! We urge NEPA to select Option#4: Removal of Commercial Trucks.

With great concern,

Nicole Serrano
(915)791-2194
nicoleserrano8880@yahoo.com



COMMENT FORM - PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
 El Paso County, El Paso, Texas | December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Américas
 Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE MARIA A. MAJIZ (ANSIE)

ORGANIZATION/ ORGANIZACIÓN _____

ADDRESS/DIRECCIÓN 3724 E. San Antonio Ave El Paso, TX 79905

TELEPHONE/TELÉFONO 915.355.8375

EMAIL/ CORREO ELECTRÓNICO _____

Please respond with any feedback, continuity on the both or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

Karla R. Carmichael NEPA Program Manager
 Environmental, Fire and Safety & Health Branch
 GSA/PBS, Facilities Management and Services Programs Division
 319 Taylor St. Room E2-B, FW, TX 76102

BOA.NEPACOMMENTS@gsa.gov

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Karla R. Carmichael NEPA Program Manager
 Environmental, Fire and Safety & Health Branch
 GSA/PBS, Facilities Management and Services Programs Division
 319 Taylor St. Room E2-B, FW, TX 76102

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COMMENTS/COMENTARIOS: OPTION # 4 of the following
All construction trucks should be re-routed! Moved from BOA
Five long lines, idling, Diesel fumes, black smoke, noise, breaking
air quality has endangered the communities via health, mental
physically, emotionally. Breathing is a taste the fumes basically
affected air health
IN OUR HOMES WALLS HAVE BLACK RESIDUE, 1/2 OF GARDENS ON TRAILS

in the farms, small, even fast the diesel.

Not able to sit outside an engine.



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
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El Paso County, El Paso, Texas December 13, 2023

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Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE

Jose J Munoz

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

3722 E San Antonio

TELEPHONE/TELÉFONO

915 467-7753

EMAIL/ CORREO ELECTRÓNICO

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Karla R. Carrichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
825 Taylor St, Room 12-B, FW, TX 76102

BOA.NEPACOMMENTS@gsa.gov

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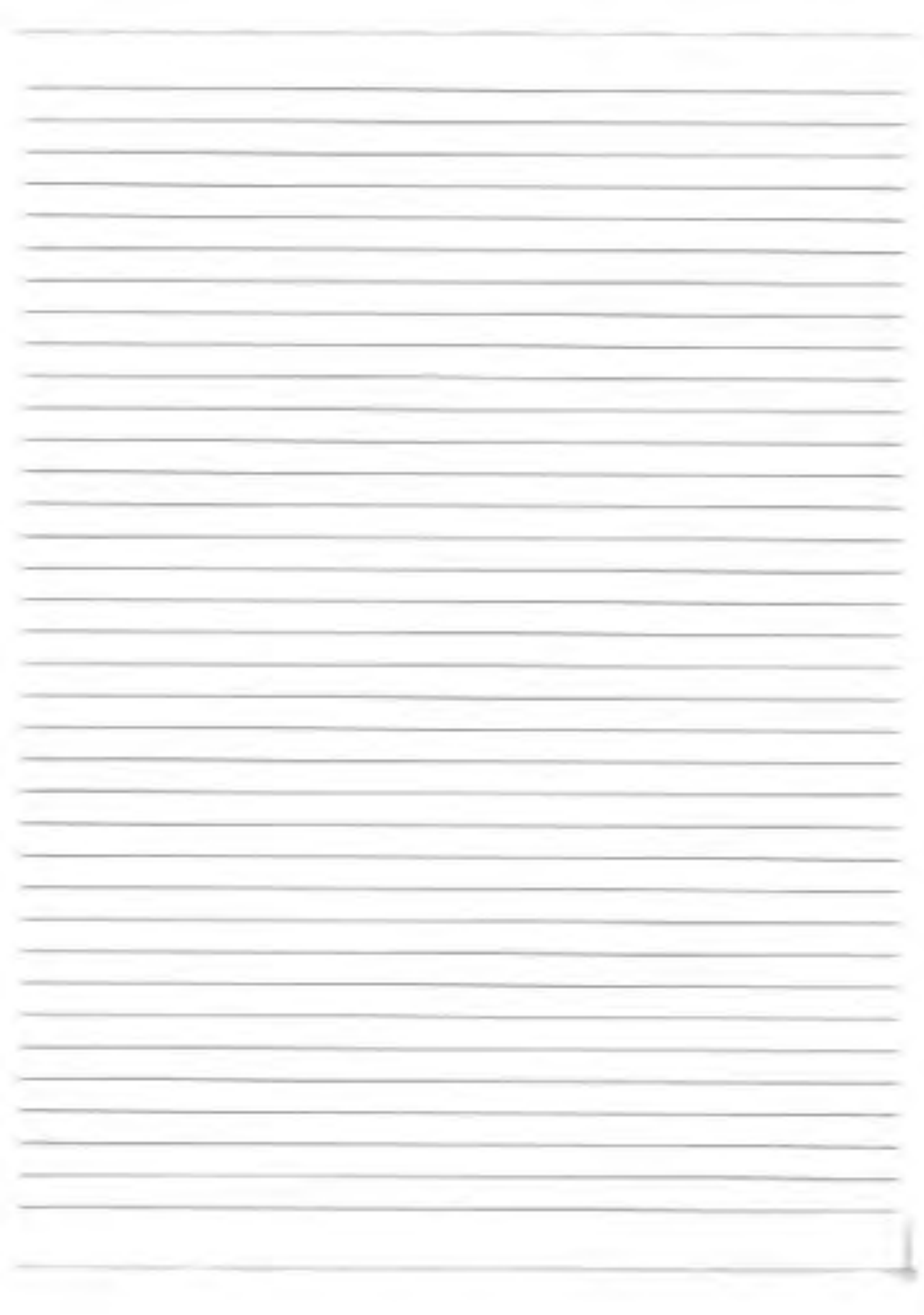
Karla R. Carrichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
825 Taylor St, Room 12-B, FW, TX 76102

We cannot respond individually to all comments, so yours is welcomed and valued by the team. Your comments will be included in the EIS document.

COMMENTS/COMENTARIOS:

Opinion #4

No-issues





BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Bridge of the America's Land Port Entry Public Comments

1 message

Zachary Frantz <zack.frantz7@gmail.com>

Thu, Feb 22, 2024 at 11:06 PM

To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Hello,

When deciding which plan to modernize the LPoE, please choose alternative 4. The LPoE is close to communities and greenery, which are harmed by the increased traffic as well as all of the commercial vehicles coming through. The diesel fuel they burn isn't healthy for children, animals, or the environment surrounding the LPoE. Alternative 4 still provides improved transportation and climate adaptation strategies that make the crossing better than as is, without the increased toxic impact of commercial vehicles.

I hope you consider going with alternative 4.

Thank you,

Zachary Frantz

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>**(no subject)**

2 messages

Gladiola Hernandez <gladiolahernandez1234@gmail.com>
To: "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Fri, Feb 23, 2024 at 3:51 PM

My name is Gladiola Hernandez and I am very concerned for the health of the communities of my hometown El Paso, Texas. Barrio Chamizal has many diesel truck pollutants that are negatively affecting the health of their children and worsening our air quality here in El Paso. My people have a right to clean air! Protect our air, our health and our rights! We demand to get the diesel trucks out of the Bridge of the America's!

Thank you for your time,

Gladiola Hernandez

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Gladiola Hernandez <gladiolahernandez1234@gmail.com>

Thu, Jun 13, 2024 at 2:47 PM

Hello,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

**Notice of Public Meeting
Proposed Improvements at the Bridge of the Americas
Land Port of Entry El Paso, Texas**

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the

meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

- The meeting will be a casual come-and-go event.
- There will be a brief update of the EIS status and the remaining alternatives under consideration.
- Translators will be available and a limited number of headsets on a first come basis.
- Comments on the proposed improvements will be accepted for 30 calendar days following the meeting date.
- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.

[Quoted text hidden]

2 attachments



Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx
1615K



Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx
2060K

This is a reply to the options being considered for the Bridge of the Americas (BOTA) and Port of Entry (LPOE) Modernization Project in El Paso. We are recommending the option that does not allow commercial trucks, defined here as 18-wheelers, to use BOTA.

The relevant question is what is the long-term strategy for the El Paso community that will: 1) add to its quality of life; and 2) take advantage of off-shoring opportunities being generated by our country's excessive global-supply chain dependence on China. This is why my colleagues and I choose an option that excludes commercial trucks from using BOTA. Commercial traffic should be diverted away from the middle of the city to sparsely populated areas outside the city such as the Tornillo Bridge and the Santa Teresa Bridge. Long term this will reduce pollution, congestion and increase the safety of the residents that use the main corridor in El Paso, which is I-10.

Heavy pollution from diesel fumes is described by the World Health Organization as a lung cancer-causing carcinogen that contributes to the development of severe health conditions including heart disease, diabetes and Alzheimer's. Already per EPA EJ Index, the area around America's Bridge, or Barrio Chamizal, is above the 99% percentile in diesel particular matter. The American Lung Association ranked El Paso as the 14th worst city in the country for ozone pollution, giving it an F rating. Dr. Silverman, Chief of Environmental Epidemiology of the National Cancer Institute, mentioned in her 50-year study of miners exposed to diesel fuels that they have seven times the normal lung cancer risk of nonsmokers.

Substantial congestion in El Paso's main corridor I-10 will be further increased with the added traffic of 18-wheelers if one chooses any option that allows for commercial trucks to use BOTA. Many residents, especially the elderly, already stay away from I-10 due to the excessive number of 18-wheelers that makes this freeway unsafe for them. And it gets worse every year. In theory Options that allow commercial trucks to use BOTA are expected to bring significant efficiencies resulting from streamlining and modernization that could reduce pollution, but realistically and in practice these same efficiencies will attract even more 18-wheelers to this corridor in the middle of the city further exacerbating congestion and pollution from diesel fumes.

Will Options that exclude commercial trucks, adversely impact off-shoring opportunities that are currently generated and that will be further generated in the future as we try to minimize our global-supply chain dependence on China? No! Yet, if the traffic of 18-wheelers is diverted away from the middle of the city to sparsely populated areas outside such as the Tornillo Bridge on the far east side and the Santa Teresa Bridge on the far west side the whole transportation eco-system becomes more efficient. Encouraging 18-wheelers to utilize these two bridges that already exist will make for more efficient transportation of goods from the South to the North saving them significant downtime caused by very long waits at BOTA and the heavy traffic they face in the middle of the city once they come across. A suggestion that will add to the success of this recommendation would be for the Tornillo Bridge to be strictly reserved for commercial trucking until it is further expanded.



COMMENT FORM - PUBLIC INFORMATIONAL MEETING

Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS - REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
Modernización del Puerto de Entrada Terrestre del Puente de las Americas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE Sylvia Moreno

ORGANIZATION/ ORGANIZACIÓN Hilos De Plata

ADDRESS/DIRECCIÓN _____

TELEPHONE/TELÉFONO (915) 781-5789

EMAIL/ CORREO ELECTRÓNICO NA

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

BOTA.NEPACOMMENTS@gsa.gov

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

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COMMENTS/COMENTARIOS: Health Issues



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NAME/ NOMBRE MARIA A. MAJIZ (ANSIE)

ORGANIZATION/ ORGANIZACIÓN _____

ADDRESS/DIRECCIÓN 3724 E. San Antonio Ave El Paso, TX 79905

TELEPHONE/TELÉFONO 915.355.8375

EMAIL/ CORREO ELECTRÓNICO _____

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 GSA/PBS, Facilities Management and Services Programs Division
 319 Taylor St. Room E2-B, FW, TX 76102

BOA.NEPACOMMENTS@gsa.gov

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 Environmental, Fire and Safety & Health Branch
 GSA/PBS, Facilities Management and Services Programs Division
 319 Taylor St. Room E2-B, FW, TX 76102

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IN OUR HOMES WALLS HAVE BLACK RESIDUE, 1/2 OF GARDENS ON TRAILS

in the farms, small, even fast the diesel.

Not able to sit outside an engine.



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Modernización del Puerto de Entrada Terrestre del Puente de las Américas
Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE

Jose J Munoz

ORGANIZATION/ ORGANIZACIÓN

ADDRESS/DIRECCIÓN

3722 E San Antonio

TELEPHONE/TELÉFONO

915 467-7753

EMAIL/ CORREO ELECTRÓNICO

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

Karla R. Carrichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
825 Taylor St, Room 12-B, FW, TX 76102

BOA.NEPACOMMENTS@gsa.gov

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOA.NEPACOMMENTS@gsa.gov antes del 16 de enero de 2024 o enviar por correo a la siguiente dirección.

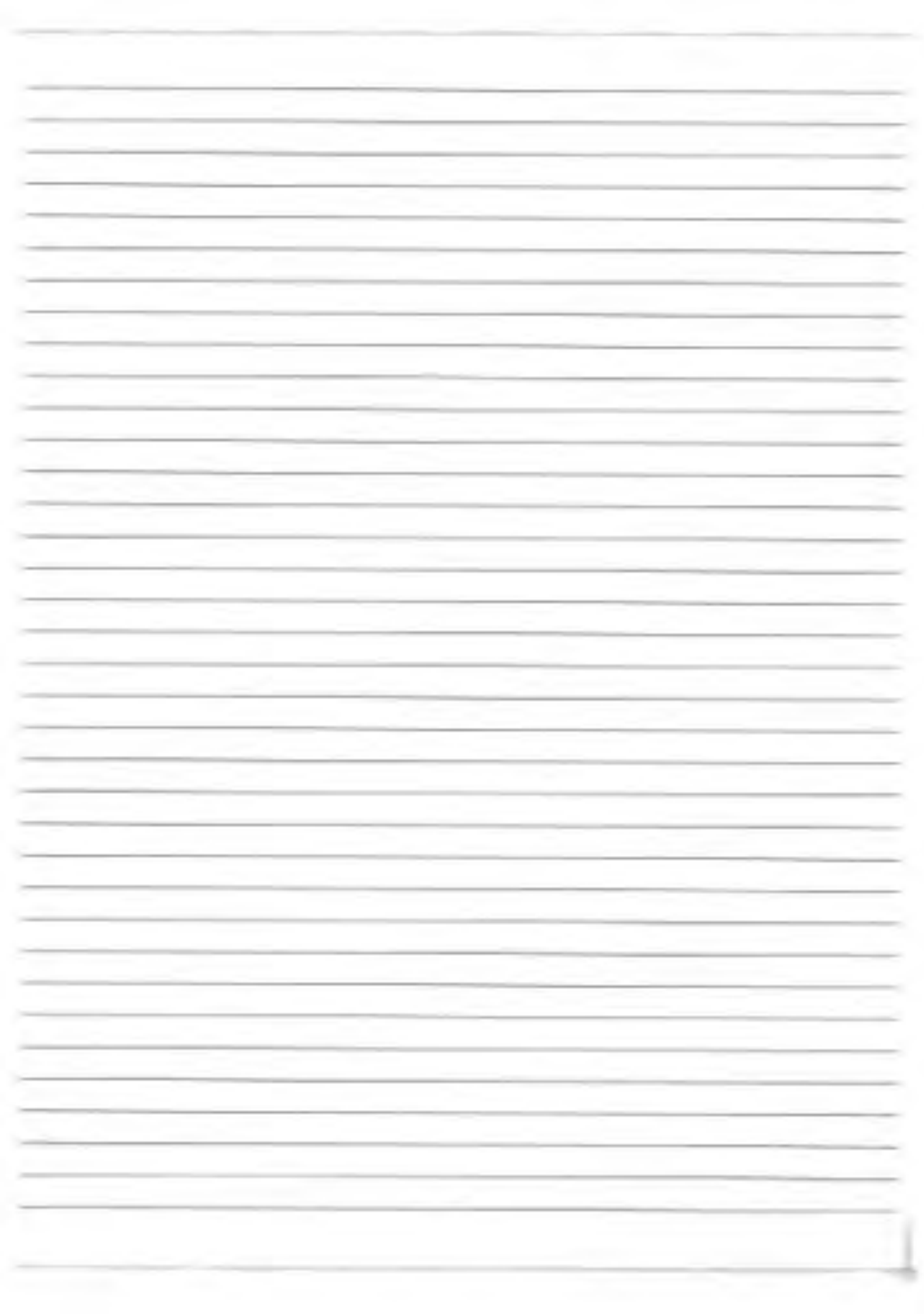
Karla R. Carrichael NEPA Program Manager
Environmental, Fire and Safety & Health Branch
GSA/PBS, Facilities Management and Services Programs Division
825 Taylor St, Room 12-B, FW, TX 76102

We cannot respond individually to all comments, so yours is welcomed and valued by the team. Your comments will be included in the EIS document.

COMMENTS/COMENTARIOS:

Opinion #4

No-issues





BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE DRAFT EIS

1 message

Shirley Neagle <sneagle071@gmail.com>
To: BOTA.nepacomments@gsa.gov

Mon, Nov 4, 2024 at 4:36 PM

I am in favor of removing the commercial trucks from the BRIDGE OF THE AMERICAS for environmental and safety concerns' Any other port of entry must take into consideration the safety of the drivers.



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

1 message

stephaniewartooth@gmail.com <stephaniewartooth@gmail.com>
Reply-To: "stephaniewartooth@gmail.com" <stephaniewartooth@gmail.com>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Fri, Oct 11, 2024 at 4:37 PM

My name is Stephanie Sáenz, and I am a resident of El Paso. My address is [10073 Oslo Dr. Apt. B.](#)

I am writing in support of the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA). Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice. By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

ADDITIONAL COMMENTS

Regards,

Stephanie Sáenz

[Yahoo Mail: Search, Organize, Conquer](#)



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA NEPA comment

2 messages

Sito <sito.negron@gmail.com>

Fri, Feb 23, 2024 at 1:39 PM

To: bota.nepacomments@gsa.gov, karla.carmichael@gsa.gov, daniel.partida@gsa.gov

Dear GSA:

I write on behalf of the Sunset Heights Neighborhood Improvement Association to ask that you choose Action Alternative 4, which renovated the port facility to accommodate personal vehicles and pedestrians.

El Paso is an oasis in the desert, but one would be hard-pressed to see that given the development of the river valley, which created the Pass for transportation and fertile ground for agriculture. Where BOTA stands now was farmland and suburbs only a generation ago.

We cannot restore what was, but as we learn more about the impacts of our built environment and community health, and build in equity analysis as we maintain existing facilities and develop new ones, we can do better than we have.

Removing commercial activity from this port, creating a welcoming, efficient, and secure facility, would go a long way toward upholding the promises made by the White House and by the Transportation Secretary to do just that - better.

I'm sure your research, and the many comments received, point you to similar conclusions. The neighborhoods adjacent to BOTA and other significant facilities, such as I-10, have elevated levels of asthma and other pollution related illness and disease. While the causes may be many, including the presence of polluting industry, there is no question that these transportation facilities are significant contributors. In fact, BOTA feeds I-10, and removing commercial traffic from BOTA may have a salubrious effect on I-10. In addition to supporting other neighborhoods, this of course is of great importance for Sunset Heights and the many other neighborhoods adjacent to I-10.

Given the federal investment, and the community history and sentiments, the BOTA port renovation has an opportunity to be a landmark project that goes a long way towards the promise of environmental justice.

Thank you for your work, and please do not hesitate to reach out should you have any questions or comments.

Sito Negron
President, Sunset Heights Neighborhood Improvement Association

Sent from my iPhone

Karla Carmichael - 7PMC <karla.carmichael@gsa.gov>

Mon, Feb 26, 2024 at 11:00 AM

To: Ron Moore <gsaronmoore@gmail.com>, BOTA NEPA Comments <bota.nepacomments@gsa.gov>

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
Cell: 817-822-1372
karla.carmichael@gsa.gov

[Quoted text hidden]



BOTA NEPA Comments <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS - Please select Viable Action Alternative 4

1 message

Swetha Pottam <spottam@earthjustice.org>
To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>

Mon, Dec 2, 2024 at 2:53 PM

Hi there,

My name is Swetha Pottam, and I work with Earthjustice. I am submitting the names of 173 individuals who have submitted public comments urging the U.S. General Services Administration's selection of Viable Action Alternative 4 which eliminates all commercial cargo operations on the Bridge of the Americas. Below you will see the letter that our Earthjustice supporters signed. Attached to this email is the letter and the list of signatories.

RE: BOTA LPOE Draft EIS - Please select Viable Action Alternative 4**Attn:** Karla Carmichael, NEPA Program Manager:

Hi there. I support the GSA's selection of Viable Action Alternative 4, which eliminates all commercial cargo operations on the Bridge of the Americas (BOTA).

Viable Action Alternative 4 is the only feasible alternative that fulfills the purpose and needs of the BOTA Modernization while reducing dangerous air pollution and harm to environmental justice communities. Alternative 4 is not only the most cost-effective alternative, but the only alternative that promotes environmental justice.

By removing commercial cargo trucks and avoiding unnecessary land expansion, Alternative 4 achieves the overriding goal of NEPA to minimize environmental impacts and promote public health.

[undersigned]

Thank you,

Swetha Pottam (she/her)

(pronounced: Sway-tha)

Digital Advocacy Associate

50 California Street, Suite 500

San Francisco, CA 94111

T: 415.217.2105

F: 415.217.2040

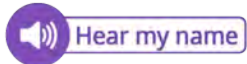
earthjustice.org

facebook.com/earthjustice

twitter.com/earthjustice



Because the earth needs a good lawyer



 **TXBorderPollution_GSA Manual Submission Letter and Earthjustice signatories.pdf**
101K

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>

BOTA LPOE Draft EIS

4 messages

Sylvia Searfoss <sylviasearfoss@gmail.com>
To: BOTA.nepacomments@gsa.gov

Thu, Oct 31, 2024 at 7:01 PM

The National Nurses Organizing Committee/National Nurses United (NNOC/NNU) supports the GSA's selection of Viable Action Alternative 4 which eliminates all commercial truck operations on the Bridge of the Americas (BOTA).

NNOC/NNU promotes public health, environmental justice, and access to healthcare, and is very concerned about the poor air quality, toxic air, in El Paso, Texas.

The air pollution in El Paso, Texas has had devastating effects on the health of the people, especially those who live in the area of the BOTA.

Alternative 4 is cost effective and fulfills the purpose and needs of the BOTA modernization project.

Alternative 4 minimizes environmental impacts and promotes health and environmental justice..

There is NO reason to continue commercial cargo at BOTA.

Sincerely, SylviaSearfoss, NNOC/NNU Member and resident of El Paso, Texas

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: Sylvia Searfoss <sylviasearfoss@gmail.com>

Mon, Nov 4, 2024 at 12:23 PM

At the request of the Hispanic Chamber of Commerce, the El Paso MPO, and others, GSA has decided to extend the public comment period for the draft EIS of the BOTA LPOE Modernization Project from November 4th to December 1st, 2024. We do not anticipate that this will change the overall project schedule but will provide us time to consider additional traffic and air modeling data. Please let your colleagues, community and any interested parties know. Thank you, Karla

[Quoted text hidden]

Sylvia Searfoss <sylviasearfoss@gmail.com>
To: BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Mon, Nov 4, 2024 at 12:43 PM

Thank you for the information.

[Quoted text hidden]

Sylvia Searfoss <sylviasearfoss@gmail.com>
To: BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Mon, Dec 2, 2024 at 11:36 PM

The decision to extend comments was at the request of the business leaders, they assumed that the GSA would not put the health of the community over money.

Human health is the essential criteria that must be the deciding criteria for the removal of truck traffic on the BOTA & not business concerns.

Business will continue to thrive using the other international bridges. Planning has been ongoing for the commercial truck traffic to facilitate the move to the other bridges.

Healthy people are the most valuable resource for a community.

Sincerely, Sylvia Searfoss, NNOC NNU

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BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Texas RioGrande Legal Aid Comments on BOTA Modernization

3 messages

Paola Camacho(ELP) <PCamacho@trla.org> Fri, Feb 23, 2024 at 4:57 PM
To: "BOTA.NEPAcomments@gsa.gov" <BOTA.NEPAcomments@gsa.gov>, "karla.carmichael@gsa.gov" <karla.carmichael@gsa.gov>
Cc: "Veronica Carbajal(ELP)" <vcarbajal@trla.org>, "cemelli@mujerobrera.org" <cemelli@mujerobrera.org>

Dear Ms. Carmichael,

Attached please find TRLA's comments on behalf of Familias Unidas and San Xavier residents on GSA's proposed Project to modernize the Bridge of the Americas.

We appreciate the opportunity to submit these comments. Please let us know if you have any questions.

Wishing you well,

Paola Camacho (She/Her)
Texas RioGrande Legal Aid, Inc. (TRLA)
Staff Attorney-El Paso Office
[1331 Texas Ave](#)
El Paso, Texas 79901
915-422-6599
pcamacho@trla.org

This electronic message and any attached files are confidential and are intended solely for the use of the addressee(s) named above. This communication may contain material protected by attorney-client, work product, or other privileges.

 **2.23.2024 TRLA SCOPING COMMENTS on BOTA Modernization Project.pdf**
10476K

Karla Carmichael - 7PMC <karla.carmichael@gsa.gov> Mon, Feb 26, 2024 at 10:56 AM
To: BOTA NEPA Comments <bota.nepacomments@gsa.gov>, Ron Moore <gsaronmoore@gmail.com>

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](#)
Cell: 817-822-1372
karla.carmichael@gsa.gov

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**2.23.2024 TRLA SCOPING COMMENTS on BOTA Modernization Project.pdf**

10476K

BOTA NEPA Comments <bota.nepacomments@gsa.gov>
To: "Paola Camacho(ELP)" <PCamacho@trla.org>
Cc: "cemelli@mujerobrera.org" <cemelli@mujerobrera.org>

Thu, Jun 13, 2024 at 2:37 PM

I don't think I sent this to Paola and Cemelli you do not have the flyers. Can you make sure word gets out to your clients please.

Hello,

My name is Karla Carmichael. I am the Regional Environmental Quality Advisor (REQA) for the General Services Administration (GSA) Greater Southwest Region (Region 7). I am writing to you today with regards to GSA's proposed modernization of the Bridge of the Americas Land Port of Entry (BOTA LPOE) in El Paso, Texas. In case you are not aware of the proposed undertaking, the GSA proposes to modernize the BOTA LPOE to correct deficiencies and bring facilities up to standards and current codes – specifically the U.S. Customs and Border Protection (CBP) Land Port of Entry Design Standard (used to develop planning and programming criteria for inclusion in programs of requirements [PORs]) and the GSA Facilities Standards for the Public Buildings Service (P100).

I have received your email address as someone who is interested in the status of the BOTA Environmental Impact Statement (EIS) process. You may be a member of the public or considered an internal or external stakeholder. Regardless of your previous involvement in the project, the GSA is committed to transparency and wants to invite you to participate in the National Environmental Policy Act (NEPA) process. Please see the notice of the upcoming public meeting below. I hope you can attend. Please forward this email as you see fit.

Sincerely,

Karla R. Carmichael
GSA REQA, Greater Southwest Region

Notice of Public Meeting Proposed Improvements at the Bridge of the Americas Land Port of Entry El Paso, Texas

In accordance with the National Environmental Policy Act and GSA implementation regulations, the public is hereby notified that the GSA will be holding a meeting to inform the public and seek input regarding proposed improvements at the Bridge of the Americas LPOE in El Paso, Texas. Interested parties are invited to attend the meeting, learn about the proposed improvements, the NEPA process, ask questions, and provide input and comments on the proposal.

- The meeting will be a casual come-and-go event.
- There will be a brief update of the EIS status and the remaining alternatives under consideration.
- Translators will be available and a limited number of headsets on a first come basis.
- Comments on the proposed improvements will be accepted for 30 calendar days following the meeting date.
- For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the email address provided below.

DATE: Wednesday, June 26, 2024

TIME: 5:30pm-7:30pm MTN

LOCATION: Hilos De Plata Senior Center, 4451 Delta Drive

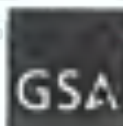
Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor; BOTA.nepacomments@gsa.gov.

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2 attachments

 **Flyer_BOTA EFS Community Meeting_26June2024 v1.pptx**
1615K

 **Flyer_BOTA EFS Community Meeting_26June2024-spanish v2.pptx**
2060K



COMMENT FORM – PUBLIC INFORMATIONAL MEETING
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)
 El Paso County, El Paso, Texas December 13, 2023

FORMULARIO DE COMENTARIOS – REUNIÓN INFORMATIVA DE LAS PARTES INTERESADAS
 Modernización del Puerto de Entrada Terrestre del Puente de las Americas
 Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE VIRGINIA GUERRA

ORGANIZATION/ ORGANIZACIÓN HILDS DE PLATA

ADDRESS/DIRECCIÓN 175 Red Robin

TELEPHONE/TELÉFONO (415) 217-5520

EMAIL/ CORREO ELECTRÓNICO _____

Please respond with any feedback, continuing on the back or on an additional sheet if necessary. This comment form may be turned in today, emailed or mailed to the following prior to **JANUARY 16, 2024**. While we are not able to respond individually to these comments, your input is welcome and valued to the team and will be incorporated into the EIS document.

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

BOTA.NEPACOMMENTS@gsa.gov

Por favor, responda con cualquier comentario y continúe en la parte posterior o en una hoja adicional si es necesario. Este formulario de comentarios puede ser entregado hoy o enviado por correo electrónico a BOTA.NEPACOMMENTS@gsa.gov antes del 16 de Enero de 2024 o enviar por correo a la siguiente direccion.

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

No podemos responder individualmente a sus comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

COMMENTS/COMENTARIOS:

Don't want anymore pollution or traffic from all the trucks - semi-trucks improve bridge but no more trucks