

## Raul Hector Castro Land Port of Entry, Douglas, Arizona Draft Environmental Impact Statement

### DEIS Public Meeting Handout

February 22, 2023, 4-6 p.m. MT

#### Introduction

The U.S. General Services Administration (GSA) has prepared a Draft Environmental Impact Statement (DEIS), which examines the potential environmental impacts from the expansion and modernization of the Raul Hector Castro (RHC) Land Port of Entry (LPOE) in Douglas, Arizona, and construction of a new Commercial LPOE to address various operational, capacity, and safety issues associated with the existing facility. The existing RHC LPOE is owned and managed by GSA and is operated by the U.S. Department of Homeland Security's Customs and Border Protection (CBP). The DEIS describes the purpose and need for the project; alternatives considered; the existing environment that could be affected; the potential impacts resulting from each of the alternatives; and proposed best management practices and/or mitigation measures. The DEIS also includes the Draft Finding of No Practicable Alternative (FONPA), which provides a floodplain assessment and statement of findings as a result of construction in a floodplain at the RHC LPOE.



#### Project Background

The RHC LPOE is a full-service, multi-modal port, where CBP currently inspects commercially-owned vehicles (COVs), privately-owned vehicles (POVs), and pedestrians crossing the U.S.-Mexico border between Douglas, Arizona and Agua Prieta, Sonora in Mexico. The purpose of the project is for GSA to support CBP's mission by bringing the RHC LPOE operations in line with current land port design standards and operational requirements of CBP while addressing existing operational deficiencies. The project is needed to: improve capacity and functionality of the LPOE to meet future demand while maintaining the capability to meet border security initiatives; ensure the safety and security for workers and users of the LPOE; and improve traffic congestion and safety for the City of Douglas.

Further information on the project, including an electronic copy of the DEIS, may be found online at: <https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/douglas-commercial-land-port-of-entry> and <https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/raul-hector-castro-land-port-of-entry>.

#### Proposed Alternatives

The Proposed Action would comprise of two main components: 1) construction of a new Commercial LPOE dedicated to COVs, located approximately 5 miles west of the existing port; and 2) expansion and modernization of existing RHC LPOE facilities to serve as a noncommercial LPOE dedicated to processing POVs and pedestrians. The DEIS analyzes two "action" alternatives and one "no action" alternative. The two "action" alternatives are described as follows:

- **Alternative 1, Sequential Construction.** Includes construction of the new Commercial LPOE first, followed by a phased expansion and modernization of the existing RHC LPOE **after** the Commercial LPOE is operational. This alternative would require land acquisition near the existing RHC LPOE and at the Commercial LPOE site.
- **Alternative 2, Concurrent Construction.** Includes construction of the new Commercial LPOE and a phased expansion and modernization of the existing RHC LPOE **at the same time**, to include additional land acquisition near the existing RHC LPOE, allowing expansion and modernization activities to occur while the existing RHC LPOE remains operational.

Sub-alternatives may be considered with respect to the management of historic structures located at the existing RHC LPOE.

Both action alternatives would take place within 100-year and 500-year floodplains at the existing RHC LPOE. In compliance with Executive Order 11988 (Floodplain Management), GSA prepared a Draft FONPA addressing potential impacts on floodplains, which is included in the DEIS for public review and comment. As described in the DEIS, GSA would follow regulatory compliance and incorporate design standards at the RHC LPOE to minimize impacts to floodplains.

Analysis of the “no action” alternative is included to satisfy federal requirements under the National Environmental Policy Act (NEPA) and provide a baseline for comparison with impacts from both action alternatives. The “no action” alternative assumes that the current issues with the RHC LPOE would not be addressed and that operations would continue under current conditions.



Figure 1. Location of the RHC LPOE and Proposed New Commercial LPOE

### National Environmental Policy Act Process

We are currently in the DEIS Public Comment Period of the NEPA process. Scoping comments were previously solicited during the Public Scoping Period and have been incorporated into the DEIS. Public comments on the DEIS are encouraged. Following the end of the DEIS Public Comment Period, GSA will address comments and prepare the Final EIS.



### Public Comments

**Public comments must be received by March 13, 2023** and may be submitted at the public meeting, by email, or by mail.

- By email, send to: [osmahn.kadri@gsa.gov](mailto:osmahn.kadri@gsa.gov) (reference “RHC LPOE EIS” in subject line).
- By U.S. mail, send to: Attention: Osmahn Kadri, RHC LPOE EIS  
U.S. General Services Administration  
c/o Potomac-Hudson Engineering, Inc.  
77 Upper Rock Circle, Suite 302  
Rockville, MD 20850

For more information or if special assistance is needed to attend and participate in the public scoping meeting, please contact Osmahn Kadri, GSA NEPA Project Manager, at 415-522-3617.