

# Final Environmental Impact Statement for the Raul Hector Castro Land Port of Entry and Proposed Commercial Land Port of Entry in Douglas, Arizona

## Public Meeting Handout

April 24, 2024, 4:00 p.m. – 6:00 p.m. MT

### Introduction

The U.S. General Services Administration (GSA) has prepared a Final Environmental Impact Statement (FEIS), 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 FEIS 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 FEIS also includes a revised floodplain assessment and statement of findings, which includes a Finding of No Practicable Alternative (FONPA) for constructing within a floodplain at the proposed Commercial LPOE and RHC LPOE. GSA has identified **Alternative 2 (Concurrent Construction – Westward Expansion)** as its preferred alternative. GSA has also identified sub-alternative 2d (combination of adaptive reuse, relocation, or demolition) as the preferred alternative for managing historic structures at the RHC LPOE. The FEIS and FONPA are undergoing a 30-day Wait Period, after which time GSA will issue a Record of Decision (ROD).



### 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 reduce traffic congestion and increase safety for the City of Douglas.

Further information on the project, including an electronic copy of the FEIS, may be found online at:

- RHC LPOE: <https://www.gsa.gov/about-us/gsa-regions/region-9-pacific-rim/land-ports-of-entry/raul-hector-castro-land-port-of-entry>
- Commercial LPOE: <https://www.gsa.gov/about-us/gsa-regions/region-9-pacific-rim/land-ports-of-entry/douglas-commercial-land-port-of-entry>

### Proposed Alternatives

The Proposed Action would consist of two main components: 1) construction of a new Commercial LPOE dedicated to COVs, located adjacent to 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 FEIS analyzes three "action" alternatives and one "no action" alternative. The three "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 – Westward Expansion).** Includes construction of the new Commercial LPOE and phased expansion and modernization of the existing RHC LPOE *at the same time*, to include additional land acquisition primarily to the west of the existing RHC LPOE, allowing expansion and modernization activities to occur while the existing RHC LPOE remains operational. This alternative also includes the acquisition of land in the Alternative 1 Expansion Area.
- **Alternative 3 (Concurrent Construction – Eastward Expansion).** Includes construction of the new Commercial LPOE and phase expansion and modernization of the existing RHC LPOE *at the same time*, to include additional land acquisition primarily to the east of the existing RHC LPOE, allowing expansion and modernization to occur while the existing RHC LPOE remains operational. This alternative also includes the acquisition of land in the Alternative 1 Expansion Area.



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

After careful consideration of the findings of the EIS, stakeholder input, as well as tenant needs for the LPOEs, GSA's preferred alternative is to implement **Alternative 2 (Concurrent Construction – Westward Expansion)**.

All action alternatives would take place within the 1-percent-annual-chance floodplain and/or 0.2-percent-annual-chance floodplain at the existing Commercial LPOE and RHC LPOE. In compliance with Executive Order 11988 (Floodplain Management), GSA prepared a floodplain assessment addressing potential impacts on floodplains, which provides a FONPA for construction within floodplains. The assessment was revised to include floodplain impacts at the Commercial LPOE due to updated hydrologic data. As described in the FEIS, GSA would follow regulatory compliance (e.g., measures outlined in the Arizona Stormwater General Construction Permit) and incorporate design standards at the LPOEs to minimize impacts to floodplains.

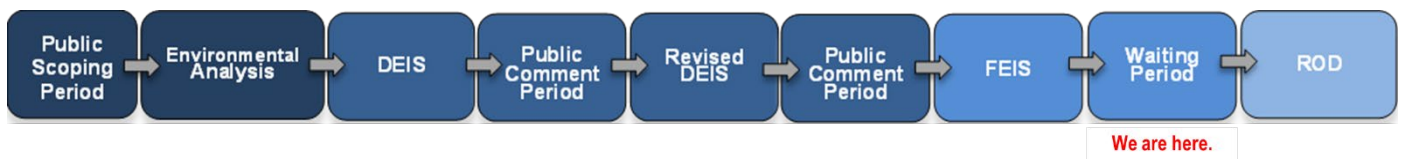
GSA has also identified **sub-alternative 2d (combination of adaptive reuse, relocation, or demolition)** as the preferred alternative for managing historic structures at the RHC LPOE. GSA continues to explore all alternatives that avoid, minimize, and mitigate potential effects to historic properties through the Section 106 process. Any final decision on the management of historic structures would be made during the continued consultation with the State Historic Preservation Office and consulting parties as required under Section 106 of the National Historic Preservation Act. Any forthcoming mitigation measures as a result of the Section 106 consultation process would be incorporated under a Memorandum of Agreement and identified in the ROD.

GSA coordinated with the U.S. Fish and Wildlife Service (USFWS) per Section 7 requirements under the Endangered Species Act to determine effects to federally protected species. USFWS concurred with GSA findings that the Proposed Action would not likely adversely affect federally threatened or endangered species. Correspondence with USFWS and the findings are incorporated in the FEIS.

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.

### National Environmental Policy Act Process

We are currently in the FEIS Waiting Period of the NEPA process. GSA considered comments collected from interested persons and stakeholders during the scoping, Draft Environmental Impact Statement (DEIS), and revised DEIS comment periods for the development of the FEIS. Following the end of the Wait Period on May 6, 2024, GSA will consider the comments received on the FEIS in preparation of the ROD.



### Public Comments

Public comments must be received by **May 6, 2024** 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 “*Douglas Commercial and RHC LPOE EIS*” in subject line).
- By U.S. mail, send to: Attention: Osmahn Kadri, Douglas Commercial and 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, please contact Osmahn Kadri, GSA NEPA Project Manager, at 415-522-3617.

Para obtener más información, comuníquese con Osmahn Kadri, gerente de proyectos de GSA NEPA, al 415-522-3617.