

Record of Decision

Final Environmental Impact Statement for the Expansion and Modernization of the San Luis I Land Port of Entry San Luis, Arizona

The General Services Administration (GSA) has published a Final Environmental Impact Statement (EIS) for the Expansion and Modernization of the San Luis I Land Port of Entry (LPOE). As Regional Commissioner for Region 9, Public Buildings Service, GSA, this Record of Decision (ROD) documents my decision related to project alternatives considered in the Final EIS for the Expansion and Modernization of the San Luis I LPOE. This ROD specifies the components of the decision and rationale. This decision is based on information and analyses contained in the Final EIS issued on October 16th, 2020; the Draft EIS issued March 2019; the Revised Draft EIS issued July 2020; the technical studies associated with the Draft, Revised Draft, and Final EIS; the comments of Federal and State agencies, stakeholder organizations, members of the public, and elected officials; and other information in the administrative record.

In accordance with the provisions outlined in the EIS, I approve the Preferred Alternative, which is also the Environmentally Preferred Alternative. This alternative includes the acquisition of Friendship Park and reconfiguration of facilities within the LPOE to streamline the U.S. Customs and Border Protection (CBP) operations and inspection processes. The Preferred Alternative would be implemented using a phased approach to alleviate potential disruption to operations at the LPOE. The current facilities at the LPOE would be reconfigured and expanded within the footprint of the existing LPOE and Friendship Park.

Purpose and Need for Action

GSA has published a Final EIS for the proposed action to expand and modernize the San Luis I LPOE. The purpose of the proposed action is to fully support CBP's mission by correcting the operational deficiencies imposed by the deteriorating building conditions and improving the LPOE's functionality, capacity, and security.

The Proposed Action is needed to successfully meet the continually evolving mission needs of CBP through the increased infrastructure efficiency to revitalize the safety, security, and operations of the LPOE including the reduction of vehicle and pedestrian wait times.

Alternatives Evaluated in the EIS

The Proposed Action includes the expansion and modernization of the San Luis I LPOE to streamline the flow of traffic in order to better accommodate current and future demands while increasing overall support of the CBP mission. Public scoping for the project occurred in November 2017. The Draft EIS analyzed two action alternatives, and the no action alternative, and was made available for public review and comment in March 2019. During the Draft EIS review period, multiple comments were received, including one comment that identified a new alternative to be included in the analysis. Therefore, GSA determined that the Draft EIS would be re-released for public review and would include the new action alternative. The Revised Draft EIS was released in July 2020. The Draft EIS, Revised Draft EIS, and Final EIS are available at

1 <https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of->
2 [entry/san-luis-i-land-port-of-entry](https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/san-luis-i-land-port-of-entry).

3 **Proposed Action (Preferred Alternative)—Demolition and Redevelopment**

4 The Proposed Action would be constructed using a phased approach for a period of
5 approximately 42 months. GSA would acquire the former Friendship Park (6.13 acres) and the
6 LPOE would be reconfigured to streamline CBP operations and inspection processes. The
7 Proposed Action would achieve a minimum of Leadership in Energy and Environmental Design
8 (LEED) Gold for all buildings, a certification that conveys the efficient and responsible use of
9 resources. The exact layout of the LPOE and construction phasing sequence would be
10 determined by the contractor and would be similar in scope to what is described in the EIS.

11 **Environmental Consequences**

12 The Final EIS provides an analysis of potential environmental impacts resulting from
13 implementation of the Proposed Action including: geology and soils, water resources, land use
14 and visual resources, biological resources, cultural resources, infrastructure and utilities, traffic
15 and transportation, air quality and greenhouse gases, noise, human health and safety,
16 socioeconomics, environmental justice and the protection of children, and recreation.
17 Environmental consequences for each alternative are summarized below.

18 **Proposed Action—Demolition and Redevelopment**

19 The Proposed Action would be expected to result in the following environmental consequences:

- 20 • Minor adverse impacts on geological, soil, and topographical conditions would be
21 expected.
- 22 • Beneficial impacts on stormwater would be expected from installation of new stormwater
23 structures. No impacts on water supply, surface waters, traditionally navigable waters,
24 waters of the United States, or wetlands would be expected.
- 25 • The change of land use categorization for Friendship Park would be consistent with the
26 City of San Luis General Plan.
- 27 • Long-term, beneficial and short-term, adverse impacts on visual resources would be
28 expected. Construction activities would cause temporary, adverse impacts on visual
29 resources in the project area. Visual resources would be beneficially affected in the long-
30 term by the removal and replacement of deteriorating buildings.
- 31 • No impacts on wildlife or federally protected species would be expected.
- 32 • Negligible adverse impacts on vegetation would be expected from removal of existing
33 plants.
- 34 • No direct or indirect effects on any known cultural resources would be expected.
- 35 • Short-term, adverse impacts from potential utility service interruptions may occur during
36 construction.
- 37 • Upgrades to utility systems would provide long-term beneficial impacts by removing
38 hazardous materials and increasing the reliability of stormwater drainage, therefore
39 reducing the frequency and size of flooding at the site.

- 1 • Short-term, minor adverse impacts on traffic patterns would be expected during
2 construction activities.
- 3 • Long-term, impacts from change in traffic patterns would cause increased volume along
4 segments of 2nd Avenue and along Urtuzuastegui Street from 1st to 2nd Avenue. Overall
5 wait times for northbound traffic into the United States would be reduced.
- 6 • Short-term, minor adverse and long-term, beneficial impacts on air quality and
7 greenhouse gasses would be expected.
- 8 • Short-term, minor impacts on the noise environment would be expected during
9 construction.
- 10 • Short-term, negligible impacts on human health and safety during construction activities
11 and long-term, beneficial impacts on human health and safety of CBP personnel and the
12 public.
- 13 • Short-term, beneficial impacts on socioeconomics from the increased income and
14 creation of jobs during construction activities. No long-term adverse impacts on the
15 quality of life or education.
- 16 • Short-term, moderate adverse impacts on minority populations and children from noise,
17 air, emissions, and increased traffic congestion and short-term, beneficial impacts due to
18 the creation of jobs.
- 19 • No adverse impacts on recreational resources would be expected.

20 **Avoidance, Minimization, and Mitigation Measures**

21 GSA will implement all practicable means of avoiding, minimizing, or mitigating substantial,
22 adverse environmental consequences of the Proposed Action. The following avoidance,
23 minimization, and mitigation measures would be implemented during the construction phase in
24 which the associated impact occurs.

25 **Decision**

26 As Regional Commissioner of GSA Region 9, Public Buildings Service, it is my decision to
27 approve the Preferred Alternative.

28 **Environmentally Preferred Alternative**

29 The Environmentally Preferred Alternative is the alternative that best promotes the national
30 environmental policy expressed within the National Environmental Policy Act (NEPA). In
31 general, this refers to the alternative that will result in the least damage to the environment and
32 best protects the natural and cultural resources. This alternative has also been chosen because it
33 provides the upmost support to the safety and mission of CBP. Based on the Draft, Revised
34 Draft, and Final EIS, **the Preferred Alternative has been determined to be the**
35 **Environmentally Preferable Alternative.** GSA selected this alternative because it will meet the
36 project purpose and provide the fewest substantial adverse environmental consequences.

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38 **Rationale for Implementing the Preferred Alternative**

1 GSA’s decision to approve the Preferred Alternative is based on the balancing of likely adverse
2 impacts to the San Luis community with the pressing need to improve operational efficiency,
3 effectiveness, security, and safety for cross-border travelers and Federal agencies in the San Luis
4 I LPOE. This decision takes into account resource concerns, mission and program of the Federal
5 inspection agencies, and public interests as analyzed in the Final EIS. GSA reached their
6 decision after careful consideration of the environmental analysis of the effects to the three build
7 Alternatives and the No-Action Alternative in concert with the needs of the Federal Government
8 and intent of Congress, and with input from the San Luis region and community.

9 **Record of Decision Approval:**

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12 **Signature:**

Dan R. Brown
Regional Commissioner
Public Buildings Service (9P)
General Services Administration

Date