



U.S. General Services Administration

Bridge of the Americas Land Port of Entry Modernization Project Update to U.S.-Mexico Joint Advisory Committee on Air Quality

Presented by Daniel Partida, Project Manager

October 24, 2024



Bridge of the Americas (BOTA) Land Port of Entry

Background

- Built in 1967
- Toll-free inbound and outbound commercial, POV, and pedestrian traffic
- 27 acres surrounded by highways

Bipartisan Infrastructure Law (BIL) Project

- Phased construction to begin October 2026
- Community concerns over air quality, traffic, noise, footprint and trade
- Fully funded

| Project Phase | Start Date | Gantt Timeline | | End Date |
|------------------|------------|--------------------------------|------|----------|
| | | 2021 | 2029 | |
| Planning / NEPA | MAY 2023 | [Blue bar from 2023 to 2024] | | DEC 2024 |
| Site Acquisition | JUN 2023 | [Green bar from 2023 to 2025] | | OCT 2025 |
| Design | AUG 2025 | [Orange bar from 2025 to 2028] | | OCT 2028 |
| Construction | OCT 2026 | [Blue bar from 2026 to 2029] | | NOV 2029 |



Project Budget \$682 Million

Completed & Ongoing Phases

- Original Feasibility Study - November 2018
- Enhanced Feasibility Study - Nov 2023 □ Developed 6 viable alternatives
- NEPA Environmental Impact Statement (EIS) - Ongoing
 - CBP and IBWC included as cooperating agencies
 - Public engagement from December 2023 to present
 - Narrowed alternatives from 6 to 3 alternatives
 - **Draft EIS identified Preferred Alternative on September 20th**
 - EIS Record of Decision targeted for December 2024
- Design-Build Solicitation
 - Stage 1 Request for Quotations (RFQ) posted on August 27, 2024
 - Stage 2 Request for Proposals (RFP) is scheduled for January 22, 2025
 - Design-Build contract estimated award August 2025

National Environmental Policy Act (NEPA)

PRINCIPAL OBJECTIVES

Ensure the careful consideration of environmental aspects of proposed actions in federal decision-making processes and to make environmental information available to decision makers and the public before decisions are made and actions are taken.

Preparation of the Environmental Impact Statement (EIS) is consistent with the 1983 La Paz Agreement between the U.S. and Mexico which is a pact to protect, conserve, and improve the environment of the border region of both countries.

Environmental Impact Statement (EIS) Process



The National Environmental Policy Act (NEPA) requires federal agencies to conduct an Environmental Impact Statement (EIS) for major actions that could have significant impacts on the environment.

- **Air**
- Water
- Geography
- Geology
- Health & Safety
- Jobs
- Schools
- Housing
- Aesthetics
- Short-term and long-term effects and mitigation measures

Project Alternatives

- Six alternatives initially considered, narrowed to three:
 - 1A - flexible future with commercial traffic and potential conversion to non-commercial only
 - 4 - removes commercial traffic
 - No action
- Public concerns
 - Acquisition of County Coliseum & events center
 - Air quality
 - Traffic
 - Noise
 - Expansion near residential housing
- Industry concerns
 - Trade impact
 - Access to toll-free crossing
 - Potential relocation costs of commercial support infrastructure

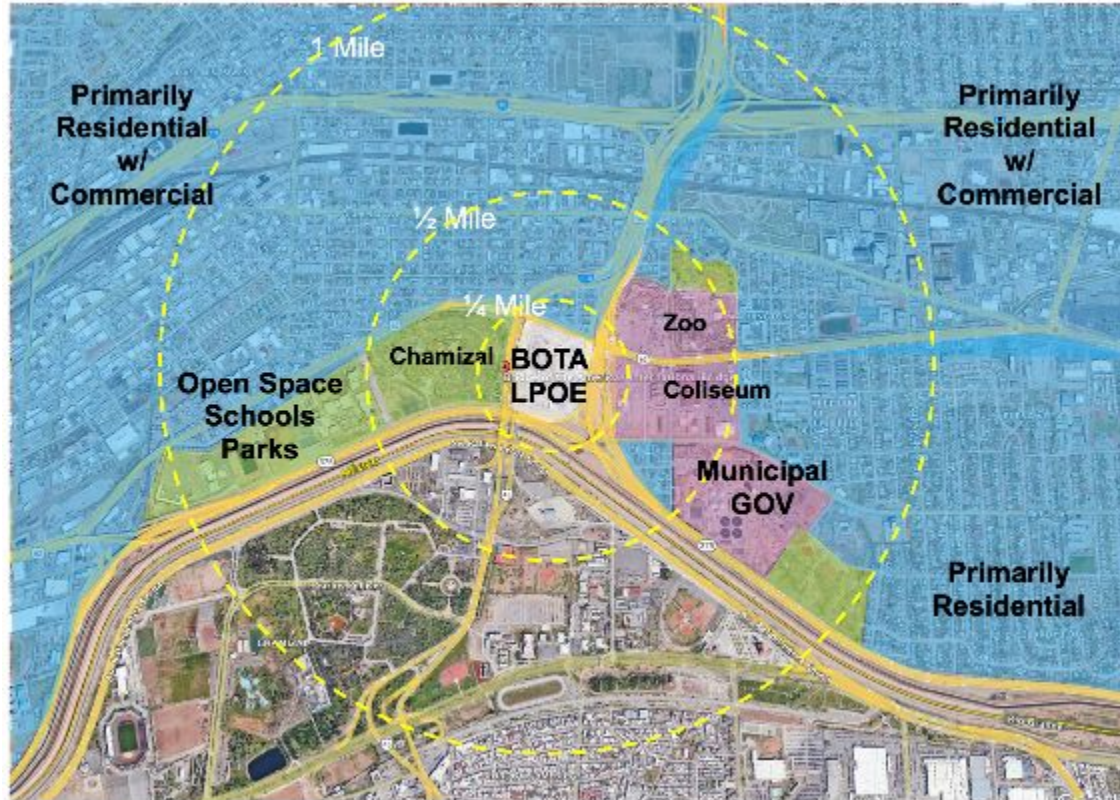
El Paso LPOE Ecosystem



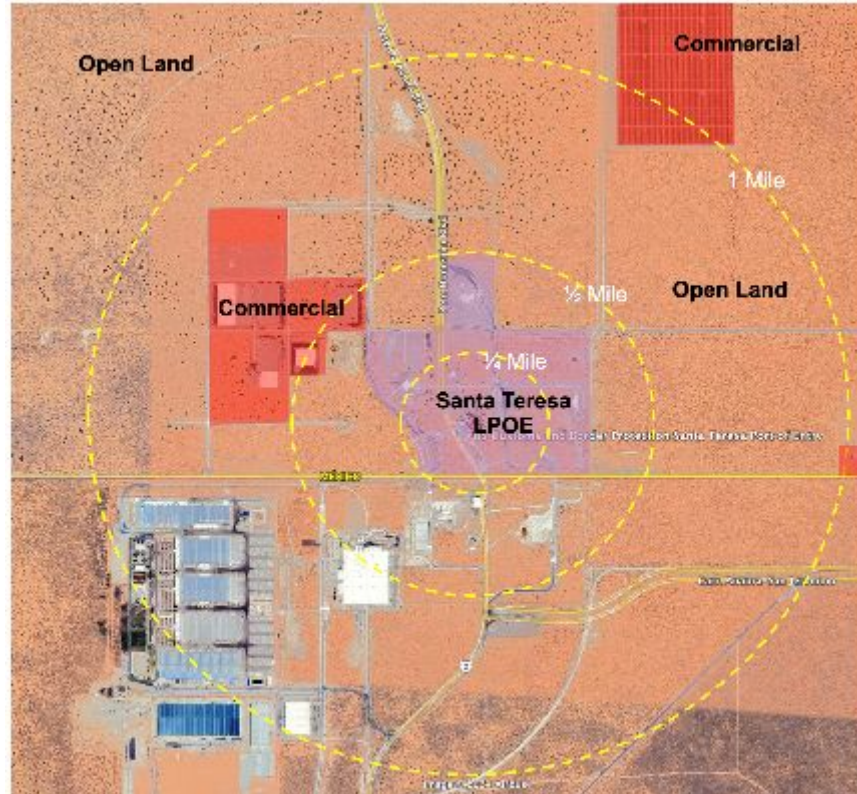
-  POV, PEDESTRIANS & COMMERCIAL
-  POV & PEDESTRIANS



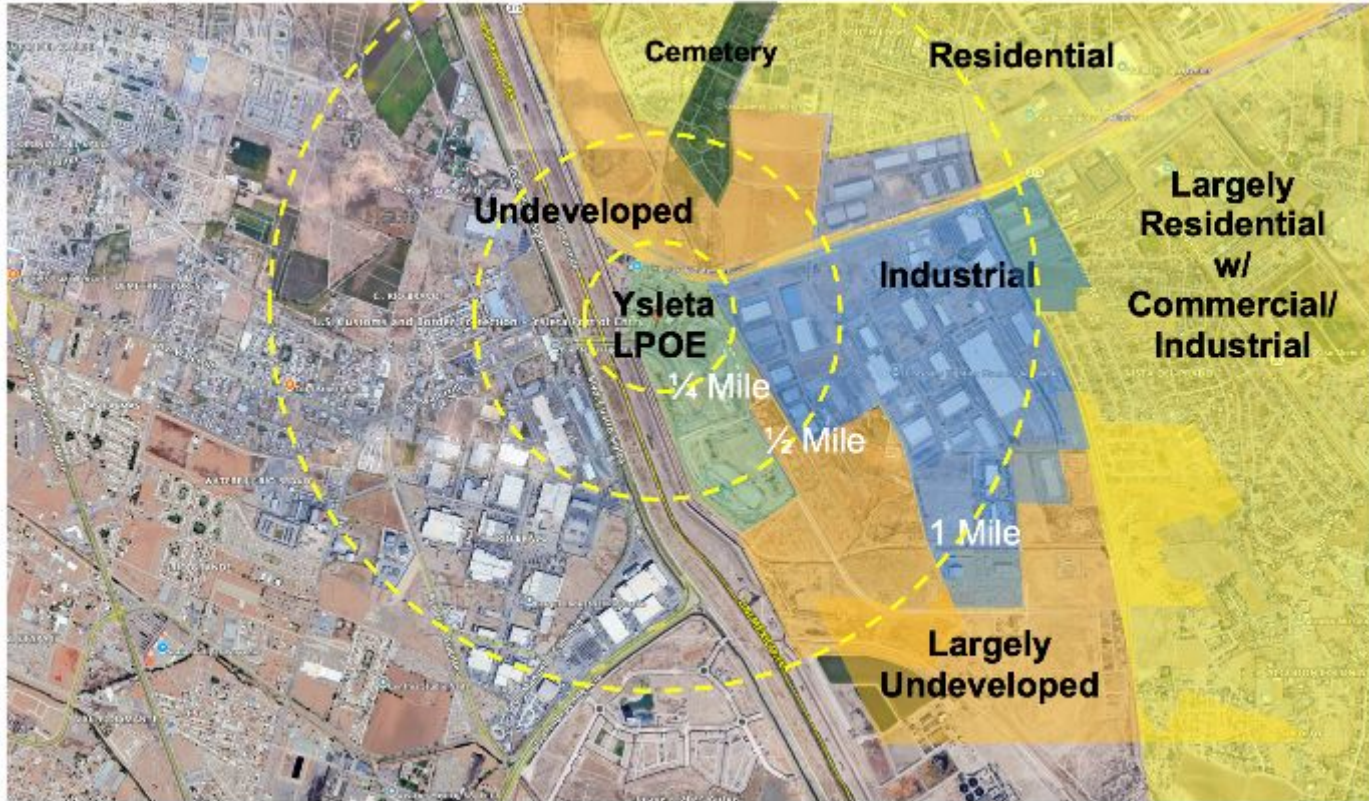
Land Use near BOTA - Córdoba Land Port of Entry (LPOE)



Land Use near Santa Teresa - San Jerónimo LPOE



Land Use near Ysleta- Zaragoza Land Port of Entry



Land Use near Tornillo-Guadalupe LPOE



Alternatives Carried Forward for Detailed Analysis



Alternative #1A

Proposed Site Acquisition



Alternative #4

No Action Alternative

Anticipated Impacts on Air Quality

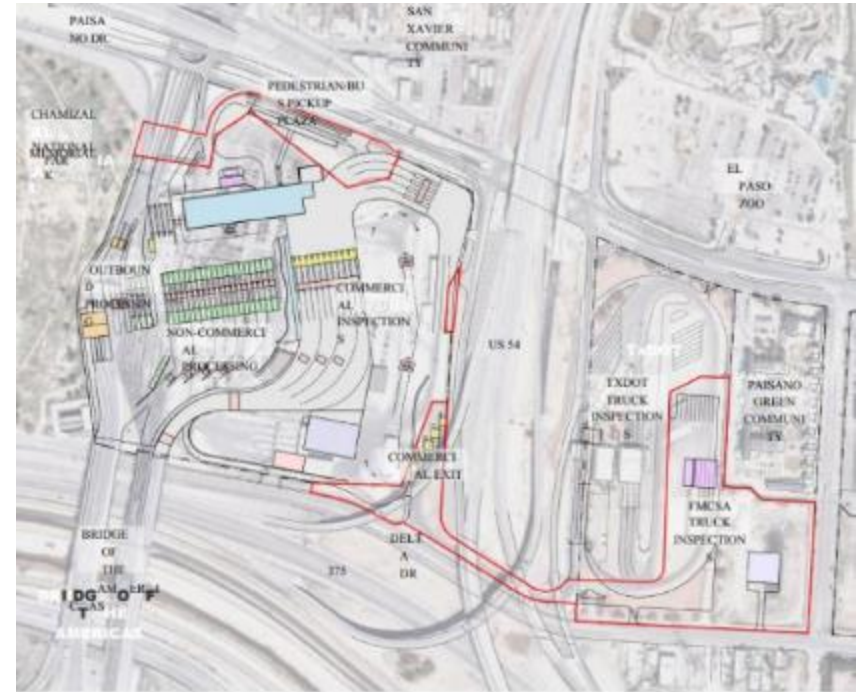
Air Quality (including Greenhouse Gas Emissions) – Negligible to Beneficial impacts.

In terms of NO_x emissions, compared to current conditions, Action Alternative 4 has been modeled to reduce local emissions approximately 10%, but could increase regional emissions by around 2% (trucks going to other ports). In total there is a net reduction of 3.2%. This net effect is considered to be beneficial at and around BOTA and negligible throughout the region.

In terms of VOC emissions, Action Alternative 4 has been modeled to reduce local emissions around 34% and only increasing regional emissions by around 2%. In total there is a net reduction of 6%. Very similar behavior has been observed for PM₁₀, where local emissions have been modeled to reduce by approximately 6% and regional emissions increasing negligibly 1-2% - a net increase of approximately

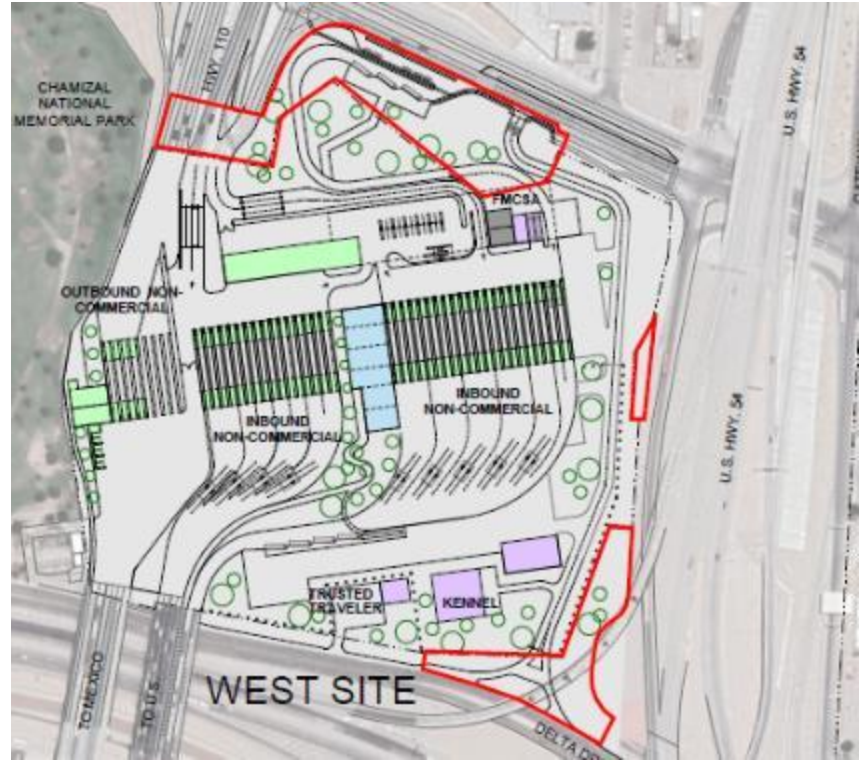
Alternative 1A - Flexible Future

- Multi-Level modernization with limited land acquisition / expansion
- Acquisition of 12 acres from Texas DOT
- Potential conversion of commercial lanes to POV lanes at future date



Alternative 4 - Removes Commercial Traffic

- Removes commercial operations (Other area LPOEs can absorb additional commercial traffic)
- **Preferred Alternative in Draft EIS**
- Multi-level modernization within current boundaries
- 4 acres of land acquisition immediately adjacent to the port from Texas DOT
- Passenger vehicle and pedestrian traffic remains during construction



Alternative 4 - Pedestrian Plaza



Alternative 4 - North Plaza Area

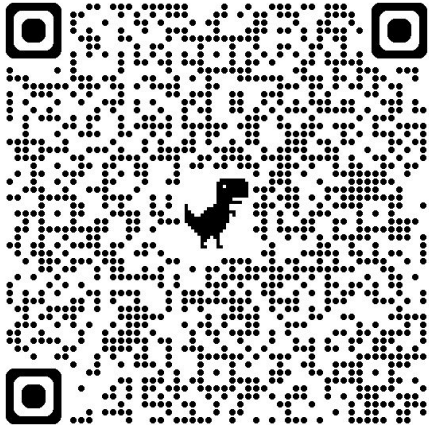


Next Steps

- Draft Environmental Impact Statement and other information at [GSA.gov/BOTA](https://www.gsa.gov/BOTA).
- **Comments must be received by Nov. 4, 2024, at 10:59 p.m. MST**
 - Email to: BOTA.nepacomments@gsa.gov
Include “BOTA LPOE Draft EIS” in the subject line.
 - Mail to
U.S. General Services Administration
Attention: Karla Carmichael, NEPA Program Manager
819 Taylor St, Room 12-B
Fort Worth, TX 76102

Bridge of the Americas, El Paso (TX)

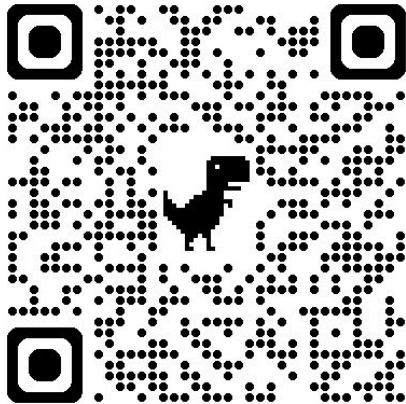
More information at:
www.gsa.gov/bota



Bridge of the Americas, El Paso (TX)



SAM.GOV information at: <https://sam.gov/content/home>



SAM.GOV

Official U.S. Government Website
100% Free

The Official U.S. Government System for:

- Contract Opportunities (was fbo.gov)
- Contract Data (Reports ONLY from fpls.gov)
- Wage Determinations (was wdol.gov)
- Federal Hierarchy Departments and Subtiers
- Assistance Listings (was ctda.gov)
- Entity Information Entities, Disaster Response Registry, Exclusions, and Responsibility/Qualification (was fapiis.gov) **NEW**
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Entity validation review time will depend on whether we can make a match

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Image: BOTA