



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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## Comment Forms

1 message

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**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](mailto:rdelgado@trla.org)  
[www.trla.org](http://www.trla.org)



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*The Hospitals of Providence*

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*Hunt Companies*

Cisneros, Lydia  
*ADP*

Dalby, Michael  
*UTEP*

Kennedy, Hazel  
*GECU*

Kroeker, Kelvin  
*HNTB*

Kuykendall, Brad  
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Monsisvais, Marina  
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Ojeda, Jorge  
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Riccillo, Joseph  
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Shiloff, Stuart  
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Taylor, Brad  
*Mountain Star Sports*

Taylor, Marcus  
*FriendLee Modern Insurance*

Tomblin, Kelly  
*El Paso Electric*

Urbina, Danielle  
*TTUHSC*

November 1, 2024

**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, I am writing to voice our support for the El Paso Metropolitan Planning Organization's (MPO) recommendations regarding the Draft Environmental Impact Statement (Draft EIS) for the proposed modernization of the Bridge of the Americas (BOTA) Land Port of Entry. The El Paso Chamber recognizes the magnitude of this project, made possible by the historic investment from President Biden's Bipartisan Infrastructure Law, and we are committed to ensuring it is implemented in a manner that reflects the unique needs of our regional economy, infrastructure, and community.

As the preferred alternative announced by the General Services Administration (GSA), Alternative 4 introduces a multi-level modernization plan that would prioritize pedestrian and non-commercial vehicle traffic by removing commercial cargo traffic from BOTA. While we understand the need for strategic shifts in infrastructure to meet evolving demands, the local and international business community has expressed substantial concerns over this alternative's impact on commercial operations, economic flows, and environmental and traffic management within the region. In this context, the El Paso Chamber echoes the El Paso MPO's request for an extension of the public comment period by an additional 30 days to provide adequate time for detailed analysis, updated data, and community engagement, allowing stakeholders to assess how such a transformation might affect the long-term dynamics of cross-border trade, local businesses, and regional mobility.

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We especially support the El Paso MPO's detailed feedback on the Draft EIS regarding the accurate use and interpretation of MPO data, particularly concerning traffic projections and air quality impacts. The MPO's observations suggest that elements of the Draft EIS, such as traffic counts and emissions figures, require revisiting to ensure they fully and correctly represent the unique characteristics and needs of the region. Accurate representation of these data points is crucial for informed decision-making and for developing a modernization plan that aligns with El Paso's economic goals, environmental standards, and community well-being.

The El Paso Chamber firmly believes that this project's success relies on a comprehensive understanding of its regional impacts. Extending the comment period would enable local and international businesses, environmental experts, and community members to provide robust input. Such engagement will be indispensable in formulating an outcome that not only strengthens our infrastructure but also fosters sustainable growth, facilitates efficient trade, and improves quality of life on both sides of the border.

In closing, we strongly encourage the GSA to consider the El Paso MPO's recommendations, particularly the 30-day extension of the public comment period, to ensure a final decision that thoughtfully considers the long-term impact on El Paso's community and economy. We appreciate the GSA's commitment to the BOTA project and look forward to continued collaboration in building a prosperous and resilient future for our region. Should you have any questions, please feel free to contact me at [ricardo@elpaso.org](mailto:ricardo@elpaso.org) or 915-727-2323.

Respectfully,



Ricardo Mora  
President and CEO  
El Paso Chamber

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Respectfully,



Ricardo Mora  
President and CEO  
El Paso Chamber



**COUNTY OF EL PASO  
DAVID C. STOUT  
COUNTY COMMISSIONER, PRECINCT TWO**

**July 22<sup>nd</sup>, 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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DAVID C. STOUT  
COUNTY COMMISSIONER, PRECINCT TWO**

**July 22<sup>nd</sup>, 2024**

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---

**BOTA Land Port of Entry Modernization Project.**

3 messages

**Cadet, Alex** <Alexander.Cadet@wilsonco.com>

Fri, Jun 28, 2024 at 4:42 PM

To: "bota.nepacomments@gsa.gov" &lt;bota.nepacomments@gsa.gov&gt;

Good afternoon Ms. Carmichael, hoping you are doing well...

My name is Alex Cadet, I'm the Government Liaison for Wilson & Company, Inc., Engineers & Architects, we provide design in engineering, transportation, architecture, planning, flood control, stormwater, water/wastewater, environmental, survey & mapping, and construction management services.

I did attend the last Community Stakeholders Information Meeting [Bridge of the Americas Land Port of Entry Modernization Project](#) and I was wonder if you could help me to find out the following information:

- Is there a website for the feasibility study? same for the EIS?

Or if you could point me in the right direction to get that information.

Best Regards,

**Alex Cadet**

Government Liason

**Wilson & Company, Inc., Engineers & Architects**

3801B Constitution Drive, Suite 300 | El Paso, TX 79922

915-298-8512 (direct)

[wilsonco.com](http://wilsonco.com)

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

Mon, Jul 1, 2024 at 9:51 AM

To: "Cadet, Alex" <Alexander.Cadet@wilsonco.com>

The EIS is not yet completed but the GSA website, [gsa.gov/bota](https://gsa.gov/bota) will have all the details of the project and will announce when the EIS is available for review and comment. The feasibility study has not been released to the public but it may be when the final ROD is made on the EIS. k

[Quoted text hidden]

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**Cadet, Alex** <Alexander.Cadet@wilsonco.com>  
To: BOTA NEPA Comments <bota.nepacomments@gsa.gov>

Mon, Jul 1, 2024 at 12:38 PM

Thank you so much for your reply..

Best Regards .

Alex Cadet

Government Liason | Wilson & Company, Inc., Engineers & Architects | 915-298-8512 (direct)

---

**From:** [karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov) <[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov)> **On Behalf Of** BOTA NEPA Comments  
**Sent:** Monday, July 1, 2024 8:52 AM  
**To:** Cadet, Alex <[Alexander.Cadet@wilsonco.com](mailto:Alexander.Cadet@wilsonco.com)>  
**Subject:** Re: BOTA Land Port of Entry Modernization Project.

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

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**BOTA LPOE Draft EIS**

1 message

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**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>

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## BOTA LPOE Draft EIS

1 message

---

**Francisco Briones** <fbriones009@gmail.com>  
To: BOTA.nepacomments@gsa.gov

Wed, Sep 25, 2024 at 5:34 PM

We don't need to renew old bridges, we need new ones. I agree in the building of a new international bridge, this will not only agilities traffic but also save time and money for a lot of people. Not to mention to avoid the collapses that happens time to time with these exaggerated number of car, peatonal and industrial transportation crossing all at the same time.



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

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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



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.

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Karla R. Carmichael, NEPA Program Manager, GSA



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

**County Commissioner David Stout GSA Public Comment re: Bridge of the Americas**

2 messages

**Diego Carlos** <INT.DCarlos@epcounty.com>

Fri, Feb 23, 2024 at 11:28 AM

To: "bota.nepacomments@gsa.gov" &lt;bota.nepacomments@gsa.gov&gt;

Cc: Paulina Tamayo &lt;P.Tamayo@epcounty.com&gt;, "Luis \"Sito\" Negron" &lt;L.Negron@epcounty.com&gt;, Commissioner 2 &lt;Commissioner2@epcounty.com&gt;

Dear Karla,

Below you can find the text from the attached public comment from El Paso County Precinct 2 Commissioner David Stout. If you have any questions or concerns please do not hesitate to reach out to our office at (915) 546-2111 or via email at [commissioner2@epcounty.com](mailto:commissioner2@epcounty.com).

Thank you,

**Diego R. Carlos**

Intern | El Paso County Commissioner Precinct 2

(O) [915.546.2111](tel:915.546.2111) | [epcounty.com](http://epcounty.com)

500 E. San Antonio, El Paso, TX 79901

*Excellence \* Professionalism \* Integrity \* Creativity*

Feb. 23, 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

Dear Karla:

Thank you for all the work you have done on this very complex project. Your agency has been accessible, and has listened to the community, and it is much appreciated.

The most clear message we've all heard from the community is that we must remove commercial traffic from the port. After years of neglecting the health and wellbeing of the Chamizal community, we cannot miss this opportunity to right the ship and help those most in need, and the creation and inclusion of a design without commercial traffic, "Action Alternative 4," is a step in the right direction. According to a study from San Diego State University, air pollution from idling trucks at ports of entry has shown to increase the incidence of asthma, heart disease and type 2 diabetes. Indeed, the asthma rate of 11.4% in the Chamizal and surrounding neighborhood is the highest in El Paso, and far exceeds the national average, according to the nonprofit Maps for Equity.

Removing the trucks also reduces pressure to expand the port footprint. I have a responsibility to protect the health and welfare of my constituents, as well as County facilities.

The Chamizal is a neighborhood with a vibrant history and culture. The neighborhood is home to the El Paso County Coliseum, the El Paso Zoo, and thousands of residents of all ages. The Coliseum is an integral part of El Paso's history, playing host to important historical and cultural events, serving as a venue for local and national sporting events and musical acts. The county recently invested in upgrades to the coliseum including a state-of-the-art HVAC system, improved seating, and expanded hallways and concessions to update this historic venue. El Paso County has invested in a master plan for the facility, and we have also worked with the El Paso Sports Commission and Rhinos ice hockey team on further renovations and improvements on the ice rink.

As we have discussed removing trucks from the port, the focus has been on the need to amend the treaty that created BOTA to ban trucks. That may be true, but it's also true, as a matter of practicality, that if we don't build it, they won't come. If the port does not have commercial inspection facilities, commercial traffic won't use it. That does not resolve the question of idling southbound trucks, but it does possibly resolve the question of how to renovate the port on the U.S. side. If "Action Alternative 4" is in violation of any international agreements, please let us know.


Once again, I truly appreciate your willingness to listen to the community and to provide the alternative you've been asked for. For these reasons, I support "Action Alternative 4," and ask GSA to make that the preferred alternative.

Sincerely,



David C. Stout  
County Commissioner  
El Paso County, Precinct 2

---

 **2.23.2024 GSA Public Comment - EP County Precinct 2 Commissioner David Stout.pdf**  
150K

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

To: Diego Carlos <INT.DCarlos@epcounty.com>

Cc: Paulina Tamayo <P.Tamayo@epcounty.com>, Commissioner 2 <Commissioner2@epcounty.com>

Thu, Jun 13, 2024 at 2:53 PM

County Commissioner Stout,

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](mailto:BOTA.nepacomments@gsa.gov).

[Quoted text hidden]

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**2 attachments**

 **Flyer\_BOTA EFS Community Meeting\_26June2024-spanish v2.pptx**  
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 **Flyer\_BOTA EFS Community Meeting\_26June2024 v1.pptx**  
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BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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**BOTA LPOE Draft EIS**

1 message

**Eduardo R. Calvo** <Ecalvo@elpasompo.org>

Wed, Nov 27, 2024 at 4:47 PM

To: "BOTA.nepacomments@gsa.gov" &lt;BOTA.nepacomments@gsa.gov&gt;

Cc: "Harrison T. Plourde" &lt;PlourdeHT@elpasompo.org&gt;, "Sergio M Estrada (sergio.estrada@kempsmith.com)" &lt;sergio.estrada@kempsmith.com&gt;, Marisol Enriquez &lt;menriquez@elpasompo.org&gt;

GSA colleagues,

Attached is a second letter submitted on behalf of the El Paso MPO Transportation Policy Board on the Draft EIS for the BOTA improvements project. Please incorporate this second letter to the official record of public comments. Thanks.

**E. UARDO CALVO, AICP****EXECUTIVE DIRECTOR**

| E. PASO METROPOLITAN PLANNING ORGANIZATION | O: (915) 212-0258 | C: (915) 493-4451 | . [CALVO@ELPASOMPO.ORG](mailto:CALVO@ELPASOMPO.ORG) |  
WWW.ELPASOMPO.ORG



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 **2024-11-27\_GSA-BOTA\_TPB\_Letter2\_v3\_Clean.pdf**  
249K



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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249K



## 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](mailto:hinton.tanisha@epa.gov) or (214) 665-6466.

Sincerely,

Kimeka Price  
Acting Branch Manager  
Environmental Justice, Community Engagement  
and Environmental Review Division



## REGION 6

DALLAS, TX 75270

November 12, 2024

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Sincerely,

Kimeka Price  
Acting Branch Manager  
Environmental Justice, Community Engagement  
and Environmental Review Division



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

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## BTOA LPOE Draft EIS

1 message

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**eric@amphibianrefuge.org** <eric@amphibianrefuge.org>  
To: BOTA.nepacomments@gsa.gov

Tue, Sep 24, 2024 at 10:11 AM

Ms. Carmichael:

My comments on the Bridge of the Americas Draft EIS are attached.

Thank you,

Eric Johnson  
505-697-1985

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 **24 09-24 GSA Bridge Americas LPOE.pdf**  
180K



## **Amphibian Refuge**

Website: [amphibianrefuge.org](http://amphibianrefuge.org)

11225 Morocco Road NE  
Albuquerque, NM 87111

September 24, 2024

Ms. Karla Carmichael  
NEPA Program Manager  
US General Services Administration  
819 Taylor Street, Room 12-B  
Fort Worth, TX 76102

### **RE: Comment on Bridge of Americas Land Port of Entry (El Paso, Texas) Draft Environmental Impact Statement (DEIS)**

Dear Ms. Carmichael:

Amphibian populations are declining worldwide, and amphibians are experiencing high extinction rates due to habitat loss, chytrid fungus, pollutants, pesticides, and climate change. Amphibians are the most threatened class of vertebrates.

The Rio Grande at the Bridge of the Americas Land Port of Entry was modified into a concrete channel that no longer supports wetlands or amphibian habitat. Amphibians no longer occur along this section of the Rio Grande. To provide amphibian habitat and increase amphibian populations, we recommend creating a wetland at an off-site location along the Rio Grande as part of the Bridge of the Americas Land Port of Entry Project.

Thank you for this opportunity to comment.

*Eric R. Johnson*

Eric R. Johnson  
Executive Director

#### References:

Catenazzi, A. 2015. State of the World's Amphibians. *Annual Review of Environment and Resources*, 40: 91-119.

Collins, J.P., and M.L. Crump. 2009. *Extinction in Our Times: Global Amphibian Decline*. New York, NY: Oxford University Press.

Green, D.M., L.A. Weir, G.S. Casper, and M.J. Lannoo. 2013. *North American Amphibians, Distribution and Diversity*. Berkeley, CA: University of California Press.

Kolbert, E. 2014. *The Sixth Extinction, an Unnatural History, Chapter 1*. New York, NY: Bloomsbury.

Luedtke et al. 2023. Ongoing Declines for the World's Amphibians in the Face of Emerging Threats. *Nature, Volume 622, 12 October 2023, 308-314*.

McCallum, M.L. 2007. Amphibian Decline or Extinction? Current Declines Dwarf Background Extinction Rate. *Journal of Herpetology, Volume 41, Number 3, pp. 483-491*.



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

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Executive Director

#### References:

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Collins, J.P., and M.L. Crump. 2009. *Extinction in Our Times: Global Amphibian Decline*. New York, NY: Oxford University Press.

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Luedtke et al. 2023. Ongoing Declines for the World's Amphibians in the Face of Emerging Threats. *Nature, Volume 622, 12 October 2023, 308-314*.

McCallum, M.L. 2007. Amphibian Decline or Extinction? Current Declines Dwarf Background Extinction Rate. *Journal of Herpetology, Volume 41, Number 3, pp. 483-491*.



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

---

## BOTA LPOE Draft EIS

1 message

---

**Francisco Briones** <fbriones009@gmail.com>  
To: BOTA.nepacomments@gsa.gov

Wed, Sep 25, 2024 at 5:34 PM

We don't need to renew old bridges, we need new ones. I agree in the building of a new international bridge, this will not only agilities traffic but also save time and money for a lot of people. Not to mention to avoid the collapses that happens time to time with these exaggerated number of car, peatonal and industrial transportation crossing all at the same time.



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BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

---

## #4 Removal of Commercial Trucks from BOTA

1 message

---

**Kristy Seanez** <seanez30@yahoo.com>

Wed, Feb 21, 2024 at 6:22 PM

Reply-To: Kristy Seanez &lt;seanez30@yahoo.com&gt;

To: Veronica.Escobar@mail.house.gov, "BOTA.NEPACOMMENTS@gsa.gov" &lt;BOTA.NEPACOMMENTS@gsa.gov&gt;

Hello,

As a community health nurse specializing in assisting first-time parents and their families, I witness firsthand the adverse impact of inadequate air quality on the children of El Paso. The National Institute of Health (NIH) has published numerous research articles underscoring El Paso's substandard air quality and its detrimental effects on the health and development of our children. The prevalence of allergies and asthma among El Paso children exceeds the national average, a direct consequence of our polluted air. Notably, children of Latino descent typically have lower asthma rates nationally, thus highlighting the correlation with our region's air quality. Unfortunately, treatment options for asthma and allergy flare-ups are limited, particularly for younger children, resulting in additional illnesses and unnecessary visits to the emergency room.

Therefore, I urge for a focus on modern enhancements in the renovation of BOTA, prioritizing the reduction of air pollution. BOTA's direct linkage to residential neighborhoods necessitates consideration for these residents during the renovation process. Alternative entry points exist that do not directly impact residential areas and could be designated for idling commercial trucks, offering a feasible solution.

Thank you for your time,

Kristy Seañez, MPH, RN, CLC  
El Paso, TX 79902  
303.913.6712



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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## #4 Removal of Commercial Trucks from BOTA

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Reply-To: Kristy Seanez &lt;seanez30@yahoo.com&gt;

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El Paso, TX 79902  
303.913.6712



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

---

**(no subject)**

1 message

---

**Rosa Chaparro** <rosalyn1350@gmail.com>  
To: BOTA.NEPAcomments@gsa.gov

Mon, Feb 19, 2024 at 8:28 PM

I oppose the plan because of the negative it will have in the environment. Take the plan to another port of entry, where it won't affect neighborhoods and people in general.



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

---

**(no subject)**

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BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

---

**"BOTA LPOE Draft EIS"**

2 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](mailto: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 &lt;bota.nepacomments@gsa.gov&gt;

---

**"BOTA LPOE Draft EIS"**

2 messages

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BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

---

**BOTA LPOE DRAFT EIS**

1 message

**HEMMITT, KENT B** <KENT.B.HEMMITT@cbp.dhs.gov>

Wed, Sep 25, 2024 at 8:49 AM

To: "BOTA.nepacomments@gsa.gov" &lt;BOTA.nepacomments@gsa.gov&gt;

"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 &lt;bota.nepacomments@gsa.gov&gt;

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Kent Hemmitt



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

---

## BOTA LPOE Draft EIS

1 message

---

**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>

---

## BOTA LPOE Draft EIS

1 message

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**GARCIA, ARMANDO B** <ARMANDO.B.GARCIA@cbp.dhs.gov>  
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*armando.b.garcia@cbp.dhs.gov*





---

## BOTA Cargo Facility Closure

1 message

---

**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](mailto: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 &lt;bota.nepacomments@gsa.gov&gt;

---

## BOTA Cargo Facility Closure

1 message

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Cc: "HERNANDEZ, JAIME J" <JAIME.J.HERNANDEZ@cbp.dhs.gov>

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Attention: Karla Carmichael, NEPA Program Manager

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BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

---

**BOTA DEIS Appendices Incomplete**

3 messages

**Paola Camacho(ELP)** <PCamacho@trla.org>

Tue, Sep 24, 2024 at 2:32 PM

To: Karla Carmichael - 7PMC &lt;karla.carmichael@gsa.gov&gt;

Cc: BOTA NEPA Comments &lt;BOTA.NEPAcomments@gsa.gov&gt;, "vero@houstoninaction.org" &lt;vero@houstoninaction.org&gt;, "Lane Eisenmann (ELP)" &lt;LEisenmann@trla.org&gt;

Good afternoon,

We appreciate GSA's release of the DEIS for the BOTA Modernization Project and the inclusion of relevant studies. I noticed that "Appendix B: Scoping, Agency Coordination, and Public Involvement" is missing its contents, including a copy of the public comments submitted previously. There is only a page that states "Upload delayed due to file size. Please check back soon." included with Appendix B.

Can you please provide the complete Appendix B with all public comments through the project's website so that the public can have a meaningful opportunity to comment on the DEIS?

Please let me 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](mailto:pcamacho@trla.org)

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---

**Paola Camacho(ELP)** <PCamacho@trla.org>

Tue, Sep 24, 2024 at 4:21 PM

To: Karla Carmichael - 7PMC &lt;karla.carmichael@gsa.gov&gt;

Cc: BOTA NEPA Comments &lt;BOTA.NEPAcomments@gsa.gov&gt;, "vero@houstoninaction.org" &lt;vero@houstoninaction.org&gt;, "Lane Eisenmann (ELP)" &lt;LEisenmann@trla.org&gt;

Appendix I (Traffic and Air Data) is also missing its contents in the Appendices attachments posted on the BOTA Project website. Can you also add the missing documents to that Appendix? Thank you.

Wishing you well,

**Paola Camacho (She/Her)**

Texas RioGrande Legal Aid, Inc. (TRLA)  
Staff Attorney-El Paso Office  
[1331 Texas Ave](#)  
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**Cc:** BOTA NEPA Comments <[BOTA.NEPAComments@gsa.gov](mailto:BOTA.NEPAComments@gsa.gov)>; [vero@houstoninaction.org](mailto:vero@houstoninaction.org)  
<[vero@houstoninaction.org](mailto:vero@houstoninaction.org)>; Lane Eisenmann (ELP) <[LEisenmann@trla.org](mailto:LEisenmann@trla.org)>  
**Subject:** BOTA DEIS Appendices Incomplete

[Quoted text hidden]

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**BOTA NEPA Comments** <[bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)> Mon, Oct 7, 2024 at 10:53 AM  
To: "Paola Camacho(ELP)" <[PCamacho@trla.org](mailto:PCamacho@trla.org)>  
Cc: Karla Carmichael - 7PMC <[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov)>, "[vero@houstoninaction.org](mailto:vero@houstoninaction.org)" <[vero@houstoninaction.org](mailto:vero@houstoninaction.org)>, "Lane Eisenmann (ELP)" <[LEisenmann@trla.org](mailto:LEisenmann@trla.org)>

Those are being uploaded as soon as the data can be broken down in size. We are trying.

[Quoted text hidden]



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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To: Karla Carmichael - 7PMC &lt;karla.carmichael@gsa.gov&gt;

Cc: BOTA NEPA Comments &lt;BOTA.NEPAcomments@gsa.gov&gt;, "vero@houstoninaction.org" &lt;vero@houstoninaction.org&gt;, "Lane Eisenmann (ELP)" &lt;LEisenmann@trla.org&gt;

Appendix I (Traffic and Air Data) is also missing its contents in the Appendices attachments posted on the BOTA Project website. Can you also add the missing documents to that Appendix? Thank you.

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](mailto: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.*

---

**From:** Paola Camacho(ELP) <[PCamacho@trla.org](mailto:PCamacho@trla.org)>  
**Sent:** Tuesday, September 24, 2024 1:32 PM  
**To:** Karla Carmichael - 7PMC <[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov)>  
**Cc:** BOTA NEPA Comments <[BOTA.NEPAComments@gsa.gov](mailto:BOTA.NEPAComments@gsa.gov)>; [vero@houstoninaction.org](mailto:vero@houstoninaction.org)  
<[vero@houstoninaction.org](mailto:vero@houstoninaction.org)>; Lane Eisenmann (ELP) <[LEisenmann@trla.org](mailto:LEisenmann@trla.org)>  
**Subject:** BOTA DEIS Appendices Incomplete

[Quoted text hidden]

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**BOTA NEPA Comments** <[bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)> Mon, Oct 7, 2024 at 10:53 AM  
To: "Paola Camacho(ELP)" <[PCamacho@trla.org](mailto:PCamacho@trla.org)>  
Cc: Karla Carmichael - 7PMC <[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov)>, "[vero@houstoninaction.org](mailto:vero@houstoninaction.org)" <[vero@houstoninaction.org](mailto:vero@houstoninaction.org)>, "Lane Eisenmann (ELP)" <[LEisenmann@trla.org](mailto:LEisenmann@trla.org)>

Those are being uploaded as soon as the data can be broken down in size. We are trying.

[Quoted text hidden]





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

## BOTA LPOE Draft EIS - Extension Request

3 messages

**Manuel Rodriguez** <Manny@elpaso.org> Fri, Nov 1, 2024 at 11:03 AM  
 To: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>  
 Cc: "charlie.hart@gsa.gov" <charlie.hart@gsa.gov>, "karla.carmichael@gsa.gov" <karla.carmichael@gsa.gov>, "daniel.partida@gsa.gov" <daniel.partida@gsa.gov>

Good morning!

It is our understanding that the GSA has granted the El Paso MPO's request for a 30-day extension for the public comment period to December 1<sup>st</sup>. We were also made aware that the GSA intends to make the formal announcement by Monday, November 4<sup>th</sup>.

The El Paso Chamber wanted to offer a letter of support for the El Paso MPO's request. Please see the attached letter so it can be entered into the record.

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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 **11.1.24 - BOTA EIS Extension.pdf**  
 727K

**Karla Carmichael - 7PMC** <karla.carmichael@gsa.gov> Mon, Nov 4, 2024 at 8:31 AM  
 To: Manuel Rodriguez <Manny@elpaso.org>  
 Cc: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>, "charlie.hart@gsa.gov" <charlie.hart@gsa.gov>, "daniel.partida@gsa.gov" <daniel.partida@gsa.gov>

Thank you Mr. Rodriguez, your letter has been received. And you are correct, GSA has extended the comment period on the Draft EIS from November 4, 2024 to December 1, 2024.

Please pass the information on to any other organizations, communities, or interested parties your office may encounter. We want all of those voices to be heard and appreciate your continued support as we embark on this unprecedented expenditure of funds to Modernize the BOTA Land Port of Entry.

Sincerely,



**Karla Carmichael**

**NEPA Program Manager (7PMC)**

**Safety, Environmental, Fire, and Elevator**

**GSA Region 7**

**Public Buildings Service**

**(817)822-1372 Cell**

[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov) | [www.gsa.gov](http://www.gsa.gov)

[Quoted text hidden]

---

**Manuel Rodriguez** <Manny@elpaso.org>

Mon, Nov 4, 2024 at 10:12 AM

To: Karla Carmichael - 7PMC <karla.carmichael@gsa.gov>

Cc: "BOTA.nepacomments@gsa.gov" <BOTA.nepacomments@gsa.gov>, "charlie.hart@gsa.gov" <charlie.hart@gsa.gov>, "daniel.partida@gsa.gov" <daniel.partida@gsa.gov>

Will do!

Thank you for your response.

Best,

**Manuel Rodriguez**  
**Government Affairs Manager, El Paso Chamber**



(915)-534-0500 | (915)-304-9638 | [elpaso.org](http://elpaso.org)

[manny@elpaso.org](mailto:manny@elpaso.org)

303 N Oregon Street, Suite 610, El Paso, TX 79901



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

## BOTA LPOE Draft EIS - Extension Request

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**Karla Carmichael**

**NEPA Program Manager (7PMC)**

**Safety, Environmental, Fire, and Elevator**

**GSA Region 7**

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[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov) | [www.gsa.gov](http://www.gsa.gov)

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Will do!

Thank you for your response.

Best,

**Manuel Rodriguez**  
**Government Affairs Manager, El Paso Chamber**



(915)-534-0500 | (915)-304-9638 | [elpaso.org](http://elpaso.org)

[manny@elpaso.org](mailto:manny@elpaso.org)

303 N Oregon Street, Suite 610, El Paso, TX 79901



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[Quoted text hidden]



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

---

**BOTA LPOE Draft EIS**

1 message

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

Mon, Sep 30, 2024 at 10:38 AM

To: "BOTA.nepacomments@gsa.gov" &lt;BOTA.nepacomments@gsa.gov&gt;

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](mailto:elisabet.delatorre@cbp.dhs.gov)



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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**BOTA LPOE Draft EIS**

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**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" &lt;BOTA.nepacomments@gsa.gov&gt;

Cc: "gus.sanchez@nteu143.org" &lt;gus.sanchez@nteu143.org&gt;, "joshua.monsanto@nteu143.org"

&lt;joshua.monsanto@nteu143.org&gt;, Alex Armendariz &lt;alejandro.armendariz@nteu143.org&gt;

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](mailto: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 &lt;cosmerappa@hotmail.com&gt;

Cc: "gus.sanchez@nteu143.org" &lt;gus.sanchez@nteu143.org&gt;, "joshua.monsanto@nteu143.org"

&lt;joshua.monsanto@nteu143.org&gt;, Alex Armendariz &lt;alejandro.armendariz@nteu143.org&gt;

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 &lt;daniel.partida@gsa.gov&gt;

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]

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

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3 messages

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[Quoted text hidden]

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

---

**Bridge of the Americas**

1 message

**Vona Van Cleef** <vgvancleef@gmail.com>

Sun, Dec 24, 2023 at 9:01 AM

To: BOTA.NEPAcomments@gsa.gov

Thank you for considering closing BOTA to truck traffic. As I understand it, the neighborhood this affects is one of the most impoverished in the nation as many of the residents are low-income Hispanics.

This amounts to environmental racism and/or discrimination. Neighborhood associations have been actively protesting pollution in this area, but to no avail as they don't have the economic clout to be heard.

Again, thank you for listening.

Vona Van Cleef  
Horizon City, TX

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

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Again, thank you for listening.

Vona Van Cleef  
Horizon City, TX



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

---

**Commercial traffic**

4 messages

**Luis Vega** <vegalou28@gmail.com>

Sun, Oct 6, 2024 at 9:48 AM

To: BOTA.NEPAComments@gsa.gov

Cc: "Rep. Veronica Escobar" &lt;Veronica.Escobar@mail.house.gov&gt;

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 &lt;vegalou28@gmail.com&gt;

Cc: "Rep. Veronica Escobar" &lt;Veronica.Escobar@mail.house.gov&gt;

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 &lt;bota.nepacomments@gsa.gov&gt;

Cc: "Rep. Veronica Escobar" &lt;Veronica.Escobar@mail.house.gov&gt;

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](mailto:karla.carmichael@gsa.gov) <[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov)> on behalf of BOTA NEPA Comments <[bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)>**Sent:** Monday, October 7, 2024 7:53:50 AM**To:** Luis Vega <[vegalou28@gmail.com](mailto:vegalou28@gmail.com)>**Cc:** Rep. Veronica Escobar <[Veronica.Escobar@mail.house.gov](mailto:Veronica.Escobar@mail.house.gov)>**Subject:** Re: Commercial traffic

[Quoted text hidden]

---

**Luis Vega** <vegalou28@gmail.com>

Mon, Oct 7, 2024 at 7:57 PM

To: BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

Told you Santa Teresa bridge. Meet with your counterpart parts in Laredo see how their Commercial only bridge was conceived!

On Oct 7, 2024, at 8:02 AM, Luis Vega <[vegalou28@gmail.com](mailto:vegalou28@gmail.com)> wrote:

[Quoted text hidden]



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

---

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4 messages

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[Quoted text hidden]



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

---

**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" &lt;BOTA.NEPAcomments@gsa.gov&gt;

Cc: ECO El Paso &lt;ecoelpasotexas@gmail.com&gt;

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](#)

--

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

Thu, Jun 13, 2024 at 2:44 PM

To: Eco El Paso &lt;info@ecoelpaso.org&gt;

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).

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Sincerely,

Karla R. Carmichael  
GSA REQA, Greater Southwest Region

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- 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](mailto:BOTA.nepacomments@gsa.gov).


[Quoted text hidden]

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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 &lt;bota.nepacomments@gsa.gov&gt;

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**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" &lt;BOTA.NEPAcomments@gsa.gov&gt;

Cc: ECO El Paso &lt;ecoelpasotexas@gmail.com&gt;

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](#)

--

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#EcoElPaso #GoSolar #MillionTreesElPaso #Sustainability

---

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

Thu, Jun 13, 2024 at 2:44 PM

To: Eco El Paso &lt;info@ecoelpaso.org&gt;

Cc: ECO El Paso <ecoelpasotexas@gmail.com>

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Sincerely,

Karla R. Carmichael  
GSA REQA, Greater Southwest Region

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**LOCATION:** Hilos De Plata Senior Center, 4451 Delta Drive


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1615K

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BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

**County Commissioner David Stout GSA Public Comment re: Bridge of the Americas**

2 messages

**Diego Carlos** <INT.DCarlos@epcounty.com>

Fri, Feb 23, 2024 at 11:28 AM

To: "bota.nepacomments@gsa.gov" &lt;bota.nepacomments@gsa.gov&gt;

Cc: Paulina Tamayo &lt;P.Tamayo@epcounty.com&gt;, "Luis \"Sito\" Negron" &lt;L.Negron@epcounty.com&gt;, Commissioner 2 &lt;Commissioner2@epcounty.com&gt;

Dear Karla,

Below you can find the text from the attached public comment from El Paso County Precinct 2 Commissioner David Stout. If you have any questions or concerns please do not hesitate to reach out to our office at (915) 546-2111 or via email at [commissioner2@epcounty.com](mailto:commissioner2@epcounty.com).

Thank you,

**Diego R. Carlos**

Intern | El Paso County Commissioner Precinct 2

(O) [915.546.2111](tel:915.546.2111) | [epcounty.com](http://epcounty.com)

500 E. San Antonio, El Paso, TX 79901

*Excellence \* Professionalism \* Integrity \* Creativity*

Feb. 23, 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

Dear Karla:

Thank you for all the work you have done on this very complex project. Your agency has been accessible, and has listened to the community, and it is much appreciated.

The most clear message we've all heard from the community is that we must remove commercial traffic from the port. After years of neglecting the health and wellbeing of the Chamizal community, we cannot miss this opportunity to right the ship and help those most in need, and the creation and inclusion of a design without commercial traffic, "Action Alternative 4," is a step in the right direction. According to a study from San Diego State University, air pollution from idling trucks at ports of entry has shown to increase the incidence of asthma, heart disease and type 2 diabetes. Indeed, the asthma rate of 11.4% in the Chamizal and surrounding neighborhood is the highest in El Paso, and far exceeds the national average, according to the nonprofit Maps for Equity.

Removing the trucks also reduces pressure to expand the port footprint. I have a responsibility to protect the health and welfare of my constituents, as well as County facilities.

The Chamizal is a neighborhood with a vibrant history and culture. The neighborhood is home to the El Paso County Coliseum, the El Paso Zoo, and thousands of residents of all ages. The Coliseum is an integral part of El Paso's history, playing host to important historical and cultural events, serving as a venue for local and national sporting events and musical acts. The county recently invested in upgrades to the coliseum including a state-of-the-art HVAC system, improved seating, and expanded hallways and concessions to update this historic venue. El Paso County has invested in a master plan for the facility, and we have also worked with the El Paso Sports Commission and Rhinos ice hockey team on further renovations and improvements on the ice rink.

As we have discussed removing trucks from the port, the focus has been on the need to amend the treaty that created BOTA to ban trucks. That may be true, but it's also true, as a matter of practicality, that if we don't build it, they won't come. If the port does not have commercial inspection facilities, commercial traffic won't use it. That does not resolve the question of idling southbound trucks, but it does possibly resolve the question of how to renovate the port on the U.S. side. If "Action Alternative 4" is in violation of any international agreements, please let us know.


Once again, I truly appreciate your willingness to listen to the community and to provide the alternative you've been asked for. For these reasons, I support "Action Alternative 4," and ask GSA to make that the preferred alternative.

Sincerely,



David C. Stout  
County Commissioner  
El Paso County, Precinct 2

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 **2.23.2024 GSA Public Comment - EP County Precinct 2 Commissioner David Stout.pdf**  
150K

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

To: Diego Carlos <INT.DCarlos@epcounty.com>

Cc: Paulina Tamayo <P.Tamayo@epcounty.com>, Commissioner 2 <Commissioner2@epcounty.com>

Thu, Jun 13, 2024 at 2:53 PM

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

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## DEIS BOTA Oct 17 Presentation

2 messages

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**Cemelli Aztlan** <cemelli@mujerobrera.org>

Mon, Oct 21, 2024 at 11:13 AM

To: Karla Carmichael - 7PMC <karla.carmichael@gsa.gov>, BOTA NEPA Comments <bota.nepacomments@gsa.gov>, Daniel Partida - 7PCA <daniel.partida@gsa.gov>

Good Morning, Could you please provide us with a copy of the presentation conducted last week, Thursday Oct 17? Please let us know. Much appreciated. As you know, this is a timely matter. Sincerely, Cemelli

---

**Karla Carmichael - 7PMC** <karla.carmichael@gsa.gov>

Mon, Oct 21, 2024 at 12:58 PM

To: Cemelli Aztlan <cemelli@mujerobrera.org>

Cc: BOTA NEPA Comments <bota.nepacomments@gsa.gov>, Daniel Partida - 7PCA <daniel.partida@gsa.gov>

It can be downloaded from [gsa.gov/bota](https://gsa.gov/bota)

or here: <https://www.gsa.gov/system/files/Community%20Meeting%20Presentation%20%28October%202024%29.pdf>



**Karla Carmichael**

**NEPA Program Manager (7PMC)**

**Safety, Environmental, Fire, and Elevator**

**GSA Region 7**

**Public Buildings Service**

**(817)822-1372 Cell**

[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov) | [www.gsa.gov](http://www.gsa.gov)

[Quoted text hidden]



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

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2 messages

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**Karla Carmichael**

**NEPA Program Manager (7PMC)**

**Safety, Environmental, Fire, and Elevator**

**GSA Region 7**

**Public Buildings Service**

**(817)822-1372 Cell**

[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov) | [www.gsa.gov](http://www.gsa.gov)

[Quoted text hidden]



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

## BOTA Public Meeting Date is Set

11 messages

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

Tue, Jun 11, 2024 at 5:16 PM

Bcc: dhruva.lahon@kimley-horn.com, Gilbert.anaya@ibwc.gov, district2@elpasotexas.gov, xochitl.aranda@ibwc.gov, sarellano@epcounty.com, narias@ariaslogistics.com, m.arroyo@pvida.net, marty.boyd@txdot.gov, ecalvo@elpasompo.org, Isela.canava@ibwc.gov, erichter@richterarchitects.com, john.claudio@ibwc.gov, dcoenen@walterpmoore.com, jose.corral@dps.texas.gov, tamara.cortez@ibwc.gov, adelgado@richterarchitects.com, alvaro.dominguez@dps.fda.hhs.gov, juan.flores@txdot.gov, sygarcia@elpasotexas.gov, QuamHC@state.gov, ghiottoPA@state.gov, guillermoelp@yahoo.com, GoffardSS@state.gov, lincolnparkcc@aol.com, l.gutierrez@pvida.net, ahajka@martinezmooreengineers.com, lhanany@episid.org, daniel.hopper@dps.texas.gov, ljones12@aisd.net, CountyChiefAdmin@epcounty.com, axnegret@episid.org, jlандeros@epcounty.com, mariel.larios@mail.house.gov, leonpsounds@yahoo.com, district8@elpasotexas.gov, "Loya, Emily" <emily.loya@mail.house.gov>, oscar.luna@dps.texas.gov, ramon.macias@ibwc.gov, Aaron\_Mahr@nps.gov, m.mcelroy@epcounty.com, melendeza@state.gov, francisco.mendoza@fda.hhs.gov, mendozaje@cityofelpaso.gov, erichm@epcounty.com, mcmorales@utep.edu, cmunoz@tiguainc.org, mekened@episid.org, leah.olivarri@olivarri.com, olmedocx@elpasotexas.gov, AnaMaria.Ontiveroz@fda.hhs.gov, enrique.ornelas@ibwc.gov, foropeza@hntb.com, Yansi.Parent@tabc.texas.gov, daniel.perez@epelectric.com, Frankie.pinon@ibwc.gov, mporras@epcf.org, shane.ramirez@dps.texas.gov, John.Reney@tabc.texas.gov, Cynthia Renteria <C.Renteria@epcounty.com>, drichter@richterarchitects.com, mrichter@richterarchitects.com, rincon.carlos@epa.gov, crivera@richterarchitects.com, rebecca.rizzuti@ibwc.gov, adriana.rodriguez@txdot.gov, mia@elpaso.org, nicholette@elpaso.org, joel.saldivar@ibwc.gov, Cesar.Salmon@fps.dhs.gov, CountyJudge@epcounty.com, gus.Sanchez@txdot.gov, w.schlesinger@pvida.net, donna.scott1@fda.hhs.gov, Commissioner2@epcounty.com, TinajeroRX@elpasotexas.gov, Eddie.Torres@tabc.texas.gov, Padinare.unnikrishna@ibwc.gov, candace.h.valenzuela@hud.gov, cvalles@elpasompo.org, eddie.valtier@txdot.gov, ysvega@episid.org, jose.vela@ibwc.gov, avelarde@episid.org, jazmine.venegas@epelectric.com, hildavillegas021@gmail.com, Jennifer.Wright3@txdot.gov, gilead@fpcg.com, "jose.campos@sba.gov" <jose.campos@sba.gov>, plourdeht@elpasompo.org

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

Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.



**Karla Carmichael**

NEPA Program Manager (7PMC)

**Safety, Environmental, Fire, and Elevator**

**GSA Region 7**

**Public Buildings Service**

**(817)822-1372 Cell**

[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov) | [www.gsa.gov](http://www.gsa.gov)

**Mail Delivery Subsystem** <mailer-daemon@googlemail.com>

Tue, Jun 11, 2024 at 5:17 PM

To: bota.nepacomments@gsa.gov



### Address not found

Your message wasn't delivered to **mendozaje@cityofelpaso.gov** because the domain [cityofelpaso.gov](http://cityofelpaso.gov) couldn't be found. Check for typos or unnecessary spaces and try again.

[LEARN MORE](#)

The response was:

DNS Error: DNS type 'mx' lookup of [cityofelpaso.gov](http://cityofelpaso.gov) responded with code NXDOMAIN Domain name not found: [cityofelpaso.gov](http://cityofelpaso.gov) For more information, go to <https://support.google.com/mail/?p=BadRcptDomain>

Final-Recipient: rfc822; [mendozaje@cityofelpaso.gov](mailto:mendozaje@cityofelpaso.gov)

Action: failed

Status: 5.1.2

Diagnostic-Code: smtp; DNS Error: DNS type 'mx' lookup of [cityofelpaso.gov](http://cityofelpaso.gov) responded with code NXDOMAIN

Domain name not found: [cityofelpaso.gov](http://cityofelpaso.gov) For more information, go to <https://support.google.com/mail/?p=BadRcptDomain>

Last-Attempt-Date: Tue, 11 Jun 2024 15:17:10 -0700 (PDT)

----- Forwarded message -----

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

To: undisclosed-recipients;

Cc:

Bcc: [mendozaje@cityofelpaso.gov](mailto:mendozaje@cityofelpaso.gov)

Date: Tue, 11 Jun 2024 17:16:58 -0500

Subject: BOTA Public Meeting Date is Set

----- Message truncated -----

**Mail Delivery Subsystem** <mailer-daemon@googlemail.com>

Tue, Jun 11, 2024 at 5:17 PM

To: bota.nepacomments@gsa.gov



### Address not found

Your message wasn't delivered to [jose.corral@dps.texas.gov](mailto:jose.corral@dps.texas.gov) because the address couldn't be found, or is unable to receive mail.

The response from the remote server was:

550 5.1.1 ... User unknown

Final-Recipient: rfc822; [jose.corral@dps.texas.gov](mailto:jose.corral@dps.texas.gov)  
Action: failed  
Status: 5.1.1  
Remote-MTA: dns; [mailc.dps.texas.gov](mailto:mailc.dps.texas.gov). (204.65.230.124, the server for the domain [dps.texas.gov](http://dps.texas.gov).)  
Diagnostic-Code: smtp; 550 5.1.1 <[jose.corral@dps.texas.gov](mailto:jose.corral@dps.texas.gov)>... User unknown  
Last-Attempt-Date: Tue, 11 Jun 2024 15:17:11 -0700 (PDT)

----- Forwarded message -----  
From: BOTA NEPA Comments <[bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)>  
To: undisclosed-recipients;;  
Cc:  
Bcc: [jose.corral@dps.texas.gov](mailto:jose.corral@dps.texas.gov)  
Date: Tue, 11 Jun 2024 17:16:58 -0500  
Subject: BOTA Public Meeting Date is Set  
----- Message truncated -----

**Mail Delivery Subsystem** <[mailer-daemon@googlemail.com](mailto:mailer-daemon@googlemail.com)>  
To: [bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)

Tue, Jun 11, 2024 at 5:17 PM



### Message blocked

Your message to [sygarcia@elpasotexas.gov](mailto:sygarcia@elpasotexas.gov) has been blocked. See technical details below for more information.

The response from the remote server was:

550 5.4.1 Recipient address rejected: Access denied. [[DS1PEPF00017E0A.namprd09.prod.outlook.com](https://mail.google.com/mail/b/AEoRXRStOhnhbX-zf3o4Hyncm9dtFj0pxfyq_wnWuFR1Oz6ogMf8/u/0/?ik=9f1c4eb930&view=pt&search=all&permthid...) 2024-06-11T22:17:11.506Z 08DC882CFDD5002D]

Final-Recipient: rfc822; [sygarcia@elpasotexas.gov](mailto:sygarcia@elpasotexas.gov)  
Action: failed  
Status: 5.4.1  
Remote-MTA: dns; [elpasotexas-gov.mail.protection.outlook.com](mailto:elpasotexas-gov.mail.protection.outlook.com). (52.101.8.50, the server for the domain [elpasotexas.gov](http://elpasotexas.gov).)  
Diagnostic-Code: smtp; 550 5.4.1 Recipient address rejected: Access denied. [[DS1PEPF00017E0A.namprd09.prod.outlook.com](https://mail.google.com/mail/b/AEoRXRStOhnhbX-zf3o4Hyncm9dtFj0pxfyq_wnWuFR1Oz6ogMf8/u/0/?ik=9f1c4eb930&view=pt&search=all&permthid...) 2024-06-11T22:17:11.506Z 08DC882CFDD5002D]  
Last-Attempt-Date: Tue, 11 Jun 2024 15:17:11 -0700 (PDT)

----- Forwarded message -----  
 From: BOTA NEPA Comments <bota.nepacomments@gsa.gov>  
 To: undisclosed-recipients;;  
 Cc:  
 Bcc: sygarcia@elpasotexas.gov  
 Date: Tue, 11 Jun 2024 17:16:58 -0500  
 Subject: BOTA Public Meeting Date is Set  
 ----- Message truncated -----

**Mail Delivery Subsystem** <mailer-daemon@googlemail.com>  
 To: bota.nepacomments@gsa.gov

Tue, Jun 11, 2024 at 5:17 PM



### Message blocked

Your message to **crivera@richterarchitects.com** has been blocked. See technical details below for more information.

The response from the remote server was:

550 5.4.1 Recipient address rejected: Access denied. [BL6PEPF00020E5F.namprd04.prod.outlook.com 2024-06-11T22:17:11.590Z 08DC8832D5301329]

Final-Recipient: rfc822; crivera@richterarchitects.com  
 Action: failed  
 Status: 5.4.1  
 Remote-MTA: dns; richterarchitects-com.mail.protection.outlook.com.  
 (52.101.9.21, the server for the domain richterarchitects.com.)  
 Diagnostic-Code: smtp; 550 5.4.1 Recipient address rejected: Access denied. [BL6PEPF00020E5F.namprd04.prod.outlook.com 2024-06-11T22:17:11.590Z 08DC8832D5301329]  
 Last-Attempt-Date: Tue, 11 Jun 2024 15:17:11 -0700 (PDT)

----- Forwarded message -----  
 From: BOTA NEPA Comments <bota.nepacomments@gsa.gov>  
 To: undisclosed-recipients;;  
 Cc:  
 Bcc: crivera@richterarchitects.com  
 Date: Tue, 11 Jun 2024 17:16:58 -0500  
 Subject: BOTA Public Meeting Date is Set  
 ----- Message truncated -----

**Mail Delivery Subsystem** <mailer-daemon@googlemail.com>  
 To: bota.nepacomments@gsa.gov

Tue, Jun 11, 2024 at 5:17 PM



### Message blocked

Your message to **eddie.valtier@txdot.gov** has been blocked. See technical details below for more information.

The response from the remote server was:



550 5.4.1 Recipient address rejected: Access denied. [BN1PEPF00004686.namprd03.prod.outlook.com 2024-06-11T22:17:11.659Z 08DC8853964ECB27]

Final-Recipient: rfc822; eddie.valtier@txdot.gov

Action: failed

Status: 5.4.1

Remote-MTA: dns; txdot-gov.mail.protection.outlook.com. (52.101.10.2, the server for the domain txdot.gov.)

Diagnostic-Code: smtp; 550 5.4.1 Recipient address rejected: Access denied. [BN1PEPF00004686.namprd03.prod.outlook.com 2024-06-11T22:17:11.659Z 08DC8853964ECB27]

Last-Attempt-Date: Tue, 11 Jun 2024 15:17:11 -0700 (PDT)

----- Forwarded message -----

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

To: undisclosed-recipients;;

Cc:

Bcc: eddie.valtier@txdot.gov

Date: Tue, 11 Jun 2024 17:16:58 -0500

Subject: BOTA Public Meeting Date is Set

----- Message truncated -----

Mail Delivery Subsystem <mailer-daemon@googlemail.com>

Tue, Jun 11, 2024 at 5:17 PM

To: bota.nepacomments@gsa.gov



### Message blocked

Your message to **juan.flores@txdot.gov** has been blocked. See technical details below for more information.

The response from the remote server was:

550 5.4.1 Recipient address rejected: Access denied. [BN2PEPF000044A7.namprd04.prod.outlook.com 2024-06-11T22:17:11.683Z 08DC884CB2BF936C]

Final-Recipient: rfc822; juan.flores@txdot.gov

Action: failed

Status: 5.4.1

Remote-MTA: dns; txdot-gov.mail.protection.outlook.com. (52.101.10.5, the server for the domain txdot.gov.)

Diagnostic-Code: smtp; 550 5.4.1 Recipient address rejected: Access denied. [BN2PEPF000044A7.namprd04.prod.outlook.com 2024-06-11T22:17:11.683Z 08DC884CB2BF936C]

Last-Attempt-Date: Tue, 11 Jun 2024 15:17:11 -0700 (PDT)

----- Forwarded message -----

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

To: undisclosed-recipients;;

Cc:

Bcc: juan.flores@txdot.gov

Date: Tue, 11 Jun 2024 17:16:58 -0500

Subject: BOTA Public Meeting Date is Set

----- Message truncated -----

Mail Delivery Subsystem <mailer-daemon@googlemail.com>

Tue, Jun 11, 2024 at 5:17 PM

To: bota.nepacomments@gsa.gov



### Address not found

Your message wasn't delivered to **gilead@fpcg.com** because the address couldn't be found, or is unable to receive mail.

The response from the remote server was:

550 Unroutable address

Final-Recipient: rfc822; [gilead@fpcg.com](mailto:gilead@fpcg.com)  
Action: failed  
Status: 4.4.2  
Remote-MTA: dns; [mail.fpcg.com](mailto:mail.fpcg.com). (196.40.97.120, the server for the domain [fpcg.com](http://fpcg.com).)  
Diagnostic-Code: smtp; 550 Unroutable address  
Last-Attempt-Date: Tue, 11 Jun 2024 15:17:18 -0700 (PDT)

----- Forwarded message -----  
From: BOTA NEPA Comments <[bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)>  
To: undisclosed-recipients;;  
Cc:  
Bcc: [gilead@fpcg.com](mailto:gilead@fpcg.com)  
Date: Tue, 11 Jun 2024 17:16:58 -0500  
Subject: BOTA Public Meeting Date is Set  
----- Message truncated -----

[postmaster@usdos.onmicrosoft.com](mailto:postmaster@usdos.onmicrosoft.com) <[postmaster@usdos.onmicrosoft.com](mailto:postmaster@usdos.onmicrosoft.com)>  
To: [bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)

Tue, Jun 11, 2024 at 5:17 PM



Your message to [QuamHC@state.gov](mailto:QuamHC@state.gov) couldn't be delivered.

## QuamHC wasn't found at [state.gov](http://state.gov).

**bota.nepacomments**

Office 365

QuamHC

**Action Required**

Recipient

Unknown To address

### How to Fix It

The address may be misspelled or may not exist. Try one or more of the following:

- Send the message again following these steps: In Outlook, open this non-delivery report (NDR) and choose **Send Again** from the Report ribbon. In Outlook on the web, select this NDR, then select the link "**To send this message again, click here.**" Then delete and retype the entire recipient address. If prompted with an Auto-Complete List suggestion don't select it. After typing the complete address, click **Send**.
- Contact the recipient (by phone, for example) to check that the address exists and is correct.

- The recipient may have set up email forwarding to an incorrect address. Ask them to check that any forwarding they've set up is working correctly.
- Clear the recipient Auto-Complete List in Outlook or Outlook on the web by following the steps in this article: [Fix email delivery issues for error code 5.1.10 in Office 365](#), and then send the message again. Retype the entire recipient address before selecting **Send**.

If the problem continues, forward this message to your email admin. If you're an email admin, refer to the **More Info for Email Admins** section below.

Was this helpful? [Send feedback to Microsoft](#).

---

## More Info for Email Admins

Status code: 550 5.1.10

This error occurs because the sender sent a message to an email address hosted by Office 365 but the address is incorrect or doesn't exist at the destination domain. The error is reported by the recipient domain's email server, but most often it must be fixed by the person who sent the message. If the steps in the **How to Fix It** section above don't fix the problem, and you're the email admin for the recipient, try one or more of the following:

**The email address exists and is correct** - Confirm that the recipient address exists, is correct, and is accepting messages.

**Synchronize your directories** - If you have a hybrid environment and are using directory synchronization make sure the recipient's email address is synced correctly in both Office 365 and in your on-premises directory.

**Errant forwarding rule** - Check for forwarding rules that aren't behaving as expected. Forwarding can be set up by an admin via mail flow rules or mailbox forwarding address settings, or by the recipient via the Inbox Rules feature.

**Recipient has a valid license** - Make sure the recipient has an Office 365 license assigned to them. The recipient's email admin can use the Office 365 admin center to assign a license (Users > Active Users > select the recipient > Assigned License > Edit).

**Mail flow settings and MX records are not correct** - Misconfigured mail flow or MX record settings can cause this error. Check your Office 365 mail flow settings to make sure your domain and any mail flow connectors are set up correctly. Also, work with your domain registrar to make sure the MX records for your domain are configured correctly.

For more information and additional tips to fix this issue, see [Fix email delivery issues for error code 5.1.10 in Office 365](#).

### Original Message Details

Created Date: 6/11/2024 10:16:58 PM  
Sender Address: [bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)  
Recipient Address: [QuamHC@state.gov](mailto:QuamHC@state.gov)  
Subject: BOTA Public Meeting Date is Set

### Error Details

Error: 550 5.1.10 RESOLVER.ADR.RecipientNotFound; Recipient [QuamHC@state.gov](mailto:QuamHC@state.gov) not found by SMTP address lookup  
Message rejected by: [DM8PR09MB6839.namprd09.prod.outlook.com](https://mail.protection.outlook.com/mailbox/DM8PR09MB6839.namprd09.prod.outlook.com)

### Notification Details

Sent by: [DM8PR09MB6839.namprd09.prod.outlook.com](mailto:DM8PR09MB6839.namprd09.prod.outlook.com)

### Message Hops

HOP	TIME (UTC)	FROM	TO	WITH	RELAY TIME
1	6/11/2024 10:17:11 PM		<a href="mailto:mail-pf1-f172.google.com">mail-pf1-f172.google.com</a>	SMTP	13 sec
2	6/11/2024 10:17:12 PM	<a href="mailto:mail-pf1-f172.google.com">mail-pf1-f172.google.com</a>	<a href="mailto:stimson.state.gov">stimson.state.gov</a>	ESMTP/TLS/ECDHE-RSA-AES256-GCM-SHA384	1 sec
3	6/11/2024 10:17:23 PM	<a href="mailto:stimson.state.gov">stimson.state.gov</a>	<a href="mailto:BL0GCC02FT047.mail.protection.outlook.com">BL0GCC02FT047.mail.protection.outlook.com</a>	Microsoft SMTP Server (version=TLS1_2, cipher=TLS_ECDHE_RSA_WITH_AES_256_GCM_SHA384)	11 sec
4	6/11/2024 10:17:24 PM	<a href="mailto:BL0GCC02FT047.eop-gcc02.prod.protection.outlook.com">BL0GCC02FT047.eop-gcc02.prod.protection.outlook.com</a>	<a href="mailto:DM6PR09CA0022.outlook.office365.com">DM6PR09CA0022.outlook.office365.com</a>	Microsoft SMTP Server (version=TLS1_2, cipher=TLS_ECDHE_RSA_WITH_AES_256_GCM_SHA384)	1 sec
5	6/11/2024 10:17:24 PM	<a href="mailto:DM6PR09CA0022.namprd09.prod.outlook.com">DM6PR09CA0022.namprd09.prod.outlook.com</a>	<a href="mailto:DM8PR09MB6839.namprd09.prod.outlook.com">DM8PR09MB6839.namprd09.prod.outlook.com</a>	Microsoft SMTP Server (version=TLS1_2, cipher=TLS_ECDHE_RSA_WITH_AES_256_GCM_SHA384)	*

### Original Message Headers

Received: from [DM6PR09CA0022.namprd09.prod.outlook.com](mailto:DM6PR09CA0022.namprd09.prod.outlook.com) (2603:10b6:5:160::35) by [DM8PR09MB6839.namprd09.prod.outlook.com](mailto:DM8PR09MB6839.namprd09.prod.outlook.com) (2603:10b6:5:2e1::20) with Microsoft SMTP Server (version=TLS1\_2, cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_256\_GCM\_SHA384) id 15.20.7633.38; Tue, 11 Jun 2024 22:17:24 +0000

Received: from [BL0GCC02FT047.eop-gcc02.prod.protection.outlook.com](mailto:BL0GCC02FT047.eop-gcc02.prod.protection.outlook.com) (2a01:111:f403:3a::202) by [DM6PR09CA0022.outlook.office365.com](mailto:DM6PR09CA0022.outlook.office365.com) (2603:10b6:5:160::35) with Microsoft SMTP Server (version=TLS1\_2, cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_256\_GCM\_SHA384) id 15.20.7677.19 via Frontend Transport; Tue, 11 Jun 2024 22:17:24 +0000

Authentication-Results: spf=pass (sender IP is 209.85.210.172) smtp.mailfrom=[gsa.gov](mailto:gsa.gov); dkim=pass (signature was verified) header.d=[gsa.gov](mailto:gsa.gov); dmarc=pass action=none header.from=[gsa.gov](mailto:gsa.gov);

Received-SPF: Pass ([protection.outlook.com](mailto:protection.outlook.com): domain of [gsa.gov](mailto:gsa.gov) designates 209.85.210.172 as permitted sender) receiver=[protection.outlook.com](mailto:protection.outlook.com); client-ip=209.85.210.172; helo=[mail-pf1-f172.google.com](mailto:mail-pf1-f172.google.com); pr=C

Received: from [stimson.state.gov](mailto:stimson.state.gov) (169.252.36.97) by [BL0GCC02FT047.mail.protection.outlook.com](mailto:BL0GCC02FT047.mail.protection.outlook.com) (10.97.10.127) with Microsoft SMTP Server (version=TLS1\_2, cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_256\_GCM\_SHA384) id 15.20.7677.20 via Frontend Transport; Tue, 11 Jun 2024 22:17:23 +0000

Received-SPF: Pass ([stimson.state.gov](mailto:stimson.state.gov): domain of [bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov) designates 209.85.210.172 as permitted sender) identity=mailfrom; client-ip=209.85.210.172; receiver=[stimson.state.gov](mailto:stimson.state.gov); envelope-from="[bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)"; x-sender="[bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)"; x-conformance=spf\_only; x-record-type="v=spf1"; x-record-text="v=spf1 ip4:35.190.247.0/24 ip4:64.233.160.0/19 ip4:66.102.0.0/20 ip4:66.249.80.0/20 ip4:72.14.192.0/18 ip4:74.125.0.0/16 ip4:108.177.8.0/21 ip4:173.194.0.0/16 ip4:209.85.128.0/17 ip4:216.58.192.0/19 ip4:216.239.32.0/19 ~all"

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Date: Tue, 11 Jun 2024 17:16:58 -0500  
Subject: BOTA Public Meeting Date is Set  
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](mailto:BOTA.nepacomments@gsa.gov).



**Karla Carmichael**  
NEPA Program Manager (7PMC)

**Safety, Environmental, Fire, and Elevator**  
GSA Region 7  
Public Buildings Service  
(817)822-1372 Cell  
[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov) | [www.gsa.gov](http://www.gsa.gov)

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**doipostmaster@doi.gov** <[doipostmaster@doi.gov](mailto:doipostmaster@doi.gov)>  
To: [bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)

Tue, Jun 11, 2024 at 5:18 PM

**Delivery has failed to these recipients or groups:**

[Aaron\\_Mahr@nps.gov](mailto:Aaron_Mahr@nps.gov)

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**Diagnostic information for administrators:**

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To: undisclosed-recipients;

Cc:

Bcc: <Aaron\_Mahr@nps.gov>

Date: Tue, 11 Jun 2024 17:16:58 -0500

Subject: [EXTERNAL] BOTA Public Meeting Date is Set

**This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.**

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](mailto:BOTA.nepacomments@gsa.gov).



**Karla Carmichael**

**NEPA Program Manager (7PMC)**

**Safety, Environmental, Fire, and Elevator**

**GSA Region 7**

**Public Buildings Service**

**(817)822-1372 Cell**

[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov) | [www.gsa.gov](http://www.gsa.gov)

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**postmaster@epcountytexas.gov** <[postmaster@epcountytexas.gov](mailto:postmaster@epcountytexas.gov)>

Wed, Jun 12, 2024 at 5:18 PM

To: [bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)

### Delivery has failed to these recipients or groups:

[C.Renteria@epcounty.com](mailto:C.Renteria@epcounty.com)

Your message couldn't be delivered. Despite repeated attempts to contact the recipient's email system it didn't respond.

Contact the recipient by some other means (by phone, for example) and ask them to tell their email admin that it appears that their email system isn't accepting connection requests from your email system. Give them the error details shown below. It's likely that the recipient's email admin is the only one who can fix this problem.

For more information and tips to fix this issue see this article: <https://go.microsoft.com/fwlink/?LinkId=389361>.

### Diagnostic information for administrators:

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Receiving server: [MN2PR09MB5578.namprd09.prod.outlook.com](https://mail.bota.nepacomments@gsa.gov)

[C.Renteria@epcounty.com](mailto:C.Renteria@epcounty.com)

6/12/2024 10:18:10 PM - Server at [MN2PR09MB5578.namprd09.prod.outlook.com](https://mail.bota.nepacomments@gsa.gov) returned '550 5.4.300 Message expired -> 451 4.4.395 Target host responded with error. -> 452 4.3.1 Insufficient system resources (SystemMemory)'

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Final-Recipient: rfc822:C.Renteria@epcounty.com

Action: failed

Status: 5.4.300

Diagnostic-Code: smtp;550 5.4.300 Message expired -> 451 4.4.395 Target host responded with error. -> 452 4.3.1 Insufficient system resources

(SystemMemory)

----- Forwarded message -----

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

To: undisclosed-recipients;;

Cc:

Bcc: C.Renteria@epcounty.com

Date: Tue, 11 Jun 2024 17:16:58 -0500

Subject: BOTA Public Meeting Date is Set

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](mailto:BOTA.nepacomments@gsa.gov).



**Karla Carmichael**

**NEPA Program Manager (7PMC)**

**Safety, Environmental, Fire, and Elevator**

**GSA Region 7**

**Public Buildings Service**

**(817)822-1372 Cell**

[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov) | [www.gsa.gov](http://www.gsa.gov)





BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

## BOTA Public Meeting Date is Set

11 messages

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

Tue, Jun 11, 2024 at 5:16 PM

Bcc: dhruva.lahon@kimley-horn.com, Gilbert.anaya@ibwc.gov, district2@elpasotexas.gov, xochitl.aranda@ibwc.gov, sarellano@epcounty.com, narias@ariaslogistics.com, m.arroyo@pvida.net, marty.boyd@txdot.gov, ecalvo@elpasompo.org, Isela.canava@ibwc.gov, erichter@richterarchitects.com, john.claudio@ibwc.gov, dcoenen@walterpmoore.com, jose.corral@dps.texas.gov, tamara.cortez@ibwc.gov, adelgado@richterarchitects.com, alvaro.dominguez@dps.fda.hhs.gov, juan.flores@txdot.gov, sygarcia@elpasotexas.gov, QuamHC@state.gov, ghiottoPA@state.gov, guillermoelp@yahoo.com, GoffardSS@state.gov, lincolnparkcc@aol.com, l.gutierrez@pvida.net, ahajka@martinezmooreengineers.com, lhanany@episid.org, daniel.hopper@dps.texas.gov, ljones12@aisd.net, CountyChiefAdmin@epcounty.com, axnegret@episid.org, jladeros@epcounty.com, mariel.larios@mail.house.gov, leonpsounds@yahoo.com, district8@elpasotexas.gov, "Loya, Emily" <emily.loya@mail.house.gov>, oscar.luna@dps.texas.gov, ramon.macias@ibwc.gov, Aaron\_Mahr@nps.gov, m.mcelroy@epcounty.com, melendeza@state.gov, francisco.mendoza@fda.hhs.gov, mendozaje@cityofelpaso.gov, erichm@epcounty.com, mcmorales@utep.edu, cmunoz@tiguainc.org, mekenned@episid.org, leah.olivarri@olivarri.com, olmedocx@elpasotexas.gov, AnaMaria.Ontiveroz@fda.hhs.gov, enrique.ornelas@ibwc.gov, foropeza@hntb.com, Yansi.Parent@tabc.texas.gov, daniel.perez@epelectric.com, Frankie.pinon@ibwc.gov, mporras@epcf.org, shane.ramirez@dps.texas.gov, John.Reney@tabc.texas.gov, Cynthia Renteria <C.Renteria@epcounty.com>, drichter@richterarchitects.com, mrichter@richterarchitects.com, rincon.carlos@epa.gov, crivera@richterarchitects.com, rebecca.rizzuti@ibwc.gov, adriana.rodriguez@txdot.gov, mia@elpaso.org, nicholette@elpaso.org, joel.saldivar@ibwc.gov, Cesar.Salmon@fps.dhs.gov, CountyJudge@epcounty.com, gus.Sanchez@txdot.gov, w.schlesinger@pvida.net, donna.scott1@fda.hhs.gov, Commissioner2@epcounty.com, TinajeroRX@elpasotexas.gov, Eddie.Torres@tabc.texas.gov, Padinare.unnikrishna@ibwc.gov, candace.h.valenzuela@hud.gov, cvalles@elpasompo.org, eddie.valtier@txdot.gov, ysvega@episid.org, jose.vela@ibwc.gov, avelarde@episid.org, jazmine.venegas@epelectric.com, hildavillegas021@gmail.com, Jennifer.Wright3@txdot.gov, gilead@fpcg.com, "jose.campos@sba.gov" <jose.campos@sba.gov>, plourdeht@elpasompo.org

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

### 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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**DATE:** Wednesday, June 26, 2024

**TIME:** 5:30pm-7:30pm MTN

**LOCATION:** Hilos De Plata Senior Center, 4451 Delta Drive

Karla Carmichael, GSA Regional Environmental Quality Advisor, BOTA.nepacomments@gsa.gov.



**Karla Carmichael**

NEPA Program Manager (7PMC)

**Safety, Environmental, Fire, and Elevator**

**GSA Region 7**

**Public Buildings Service**

**(817)822-1372 Cell**

[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov) | [www.gsa.gov](http://www.gsa.gov)

**Mail Delivery Subsystem** <mailer-daemon@googlemail.com>

Tue, Jun 11, 2024 at 5:17 PM

To: bota.nepacomments@gsa.gov



### Address not found

Your message wasn't delivered to **mendozaje@cityofelpaso.gov** because the domain [cityofelpaso.gov](http://cityofelpaso.gov) couldn't be found. Check for typos or unnecessary spaces and try again.

[LEARN MORE](#)

The response was:

DNS Error: DNS type 'mx' lookup of [cityofelpaso.gov](http://cityofelpaso.gov) responded with code NXDOMAIN Domain name not found: [cityofelpaso.gov](http://cityofelpaso.gov) For more information, go to <https://support.google.com/mail/?p=BadRcptDomain>

Final-Recipient: rfc822; [mendozaje@cityofelpaso.gov](mailto:mendozaje@cityofelpaso.gov)

Action: failed

Status: 5.1.2

Diagnostic-Code: smtp; DNS Error: DNS type 'mx' lookup of [cityofelpaso.gov](http://cityofelpaso.gov) responded with code NXDOMAIN

Domain name not found: [cityofelpaso.gov](http://cityofelpaso.gov) For more information, go to <https://support.google.com/mail/?p=BadRcptDomain>

Last-Attempt-Date: Tue, 11 Jun 2024 15:17:10 -0700 (PDT)

----- Forwarded message -----

From: BOTA NEPA Comments <[bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)>

To: undisclosed-recipients;

Cc:

Bcc: [mendozaje@cityofelpaso.gov](mailto:mendozaje@cityofelpaso.gov)

Date: Tue, 11 Jun 2024 17:16:58 -0500

Subject: BOTA Public Meeting Date is Set

----- Message truncated -----

**Mail Delivery Subsystem** <mailer-daemon@googlemail.com>

Tue, Jun 11, 2024 at 5:17 PM

To: bota.nepacomments@gsa.gov



### Address not found

Your message wasn't delivered to [jose.corral@dps.texas.gov](mailto:jose.corral@dps.texas.gov) because the address couldn't be found, or is unable to receive mail.

The response from the remote server was:

550 5.1.1 ... User unknown

Final-Recipient: rfc822; [jose.corral@dps.texas.gov](mailto:jose.corral@dps.texas.gov)  
Action: failed  
Status: 5.1.1  
Remote-MTA: dns; [mailc.dps.texas.gov](mailto:mailc.dps.texas.gov). (204.65.230.124, the server for the domain [dps.texas.gov](http://dps.texas.gov).)  
Diagnostic-Code: smtp; 550 5.1.1 <[jose.corral@dps.texas.gov](mailto:jose.corral@dps.texas.gov)>... User unknown  
Last-Attempt-Date: Tue, 11 Jun 2024 15:17:11 -0700 (PDT)

----- Forwarded message -----  
From: BOTA NEPA Comments <[bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)>  
To: undisclosed-recipients;;  
Cc:  
Bcc: [jose.corral@dps.texas.gov](mailto:jose.corral@dps.texas.gov)  
Date: Tue, 11 Jun 2024 17:16:58 -0500  
Subject: BOTA Public Meeting Date is Set  
----- Message truncated -----

**Mail Delivery Subsystem** <[mailer-daemon@googlemail.com](mailto:mailer-daemon@googlemail.com)>  
To: [bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)

Tue, Jun 11, 2024 at 5:17 PM



### Message blocked

Your message to [sygarcia@elpasotexas.gov](mailto:sygarcia@elpasotexas.gov) has been blocked. See technical details below for more information.

The response from the remote server was:

550 5.4.1 Recipient address rejected: Access denied. [[DS1PEPF00017E0A.namprd09.prod.outlook.com](https://mail.google.com/mail/b/AEoRXRStOhnhbX-zf3o4Hyncm9dtFj0pxfyq_wnWuFR1Oz6ogMf8/u/0/?ik=9f1c4eb930&view=pt&search=all&permthid...) 2024-06-11T22:17:11.506Z 08DC882CFDD5002D]

Final-Recipient: rfc822; [sygarcia@elpasotexas.gov](mailto:sygarcia@elpasotexas.gov)  
Action: failed  
Status: 5.4.1  
Remote-MTA: dns; [elpasotexas-gov.mail.protection.outlook.com](https://mail.google.com/mail/b/AEoRXRStOhnhbX-zf3o4Hyncm9dtFj0pxfyq_wnWuFR1Oz6ogMf8/u/0/?ik=9f1c4eb930&view=pt&search=all&permthid...). (52.101.8.50, the server for the domain [elpasotexas.gov](http://elpasotexas.gov).)  
Diagnostic-Code: smtp; 550 5.4.1 Recipient address rejected: Access denied. [[DS1PEPF00017E0A.namprd09.prod.outlook.com](https://mail.google.com/mail/b/AEoRXRStOhnhbX-zf3o4Hyncm9dtFj0pxfyq_wnWuFR1Oz6ogMf8/u/0/?ik=9f1c4eb930&view=pt&search=all&permthid...) 2024-06-11T22:17:11.506Z 08DC882CFDD5002D]  
Last-Attempt-Date: Tue, 11 Jun 2024 15:17:11 -0700 (PDT)

----- Forwarded message -----  
 From: BOTA NEPA Comments <bota.nepacomments@gsa.gov>  
 To: undisclosed-recipients;;  
 Cc:  
 Bcc: sygarcia@elpasotexas.gov  
 Date: Tue, 11 Jun 2024 17:16:58 -0500  
 Subject: BOTA Public Meeting Date is Set  
 ----- Message truncated -----

**Mail Delivery Subsystem** <mailer-daemon@googlemail.com>  
 To: bota.nepacomments@gsa.gov

Tue, Jun 11, 2024 at 5:17 PM



### Message blocked

Your message to **crivera@richterarchitects.com** has been blocked. See technical details below for more information.

The response from the remote server was:

550 5.4.1 Recipient address rejected: Access denied. [BL6PEPF00020E5F.namprd04.prod.outlook.com 2024-06-11T22:17:11.590Z 08DC8832D5301329]

Final-Recipient: rfc822; crivera@richterarchitects.com  
 Action: failed  
 Status: 5.4.1  
 Remote-MTA: dns; richterarchitects-com.mail.protection.outlook.com.  
 (52.101.9.21, the server for the domain richterarchitects.com.)  
 Diagnostic-Code: smtp; 550 5.4.1 Recipient address rejected: Access denied. [BL6PEPF00020E5F.namprd04.prod.outlook.com 2024-06-11T22:17:11.590Z 08DC8832D5301329]  
 Last-Attempt-Date: Tue, 11 Jun 2024 15:17:11 -0700 (PDT)

----- Forwarded message -----  
 From: BOTA NEPA Comments <bota.nepacomments@gsa.gov>  
 To: undisclosed-recipients;;  
 Cc:  
 Bcc: crivera@richterarchitects.com  
 Date: Tue, 11 Jun 2024 17:16:58 -0500  
 Subject: BOTA Public Meeting Date is Set  
 ----- Message truncated -----

**Mail Delivery Subsystem** <mailer-daemon@googlemail.com>  
 To: bota.nepacomments@gsa.gov

Tue, Jun 11, 2024 at 5:17 PM



### Message blocked

Your message to **eddie.valtier@txdot.gov** has been blocked. See technical details below for more information.

The response from the remote server was:

550 5.4.1 Recipient address rejected: Access denied. [BN1PEPF00004686.namprd03.prod.outlook.com 2024-06-11T22:17:11.659Z 08DC8853964ECB27]

Final-Recipient: rfc822; eddie.valtier@txdot.gov

Action: failed

Status: 5.4.1

Remote-MTA: dns; txdot-gov.mail.protection.outlook.com. (52.101.10.2, the server for the domain txdot.gov.)

Diagnostic-Code: smtp; 550 5.4.1 Recipient address rejected: Access denied. [BN1PEPF00004686.namprd03.prod.outlook.com 2024-06-11T22:17:11.659Z 08DC8853964ECB27]

Last-Attempt-Date: Tue, 11 Jun 2024 15:17:11 -0700 (PDT)

----- Forwarded message -----

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

To: undisclosed-recipients::

Cc:

Bcc: eddie.valtier@txdot.gov

Date: Tue, 11 Jun 2024 17:16:58 -0500

Subject: BOTA Public Meeting Date is Set

----- Message truncated -----

Mail Delivery Subsystem <mailer-daemon@googlemail.com>

Tue, Jun 11, 2024 at 5:17 PM

To: bota.nepacomments@gsa.gov



### Message blocked

Your message to **juan.flores@txdot.gov** has been blocked. See technical details below for more information.

The response from the remote server was:

550 5.4.1 Recipient address rejected: Access denied. [BN2PEPF000044A7.namprd04.prod.outlook.com 2024-06-11T22:17:11.683Z 08DC884CB2BF936C]

Final-Recipient: rfc822; juan.flores@txdot.gov

Action: failed

Status: 5.4.1

Remote-MTA: dns; txdot-gov.mail.protection.outlook.com. (52.101.10.5, the server for the domain txdot.gov.)

Diagnostic-Code: smtp; 550 5.4.1 Recipient address rejected: Access denied. [BN2PEPF000044A7.namprd04.prod.outlook.com 2024-06-11T22:17:11.683Z 08DC884CB2BF936C]

Last-Attempt-Date: Tue, 11 Jun 2024 15:17:11 -0700 (PDT)

----- Forwarded message -----

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

To: undisclosed-recipients::

Cc:

Bcc: juan.flores@txdot.gov

Date: Tue, 11 Jun 2024 17:16:58 -0500

Subject: BOTA Public Meeting Date is Set

----- Message truncated -----

Mail Delivery Subsystem <mailer-daemon@googlemail.com>

Tue, Jun 11, 2024 at 5:17 PM

To: bota.nepacomments@gsa.gov



### Address not found

Your message wasn't delivered to **gilead@fpcg.com** because the address couldn't be found, or is unable to receive mail.

The response from the remote server was:

550 Unroutable address

Final-Recipient: rfc822; [gilead@fpcg.com](mailto:gilead@fpcg.com)  
Action: failed  
Status: 4.4.2  
Remote-MTA: dns; [mail.fpcg.com](mailto:mail.fpcg.com). (196.40.97.120, the server for the domain [fpcg.com](http://fpcg.com).)  
Diagnostic-Code: smtp; 550 Unroutable address  
Last-Attempt-Date: Tue, 11 Jun 2024 15:17:18 -0700 (PDT)

----- Forwarded message -----  
From: BOTA NEPA Comments <[bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)>  
To: undisclosed-recipients;;  
Cc:  
Bcc: [gilead@fpcg.com](mailto:gilead@fpcg.com)  
Date: Tue, 11 Jun 2024 17:16:58 -0500  
Subject: BOTA Public Meeting Date is Set  
----- Message truncated -----

[postmaster@usdos.onmicrosoft.com](mailto:postmaster@usdos.onmicrosoft.com) <[postmaster@usdos.onmicrosoft.com](mailto:postmaster@usdos.onmicrosoft.com)>  
To: [bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)

Tue, Jun 11, 2024 at 5:17 PM



Your message to [QuamHC@state.gov](mailto:QuamHC@state.gov) couldn't be delivered.

## QuamHC wasn't found at [state.gov](http://state.gov).

**bota.nepacomments**

Office 365

QuamHC

**Action Required**

Recipient

Unknown To address

### How to Fix It

The address may be misspelled or may not exist. Try one or more of the following:

- Send the message again following these steps: In Outlook, open this non-delivery report (NDR) and choose **Send Again** from the Report ribbon. In Outlook on the web, select this NDR, then select the link "**To send this message again, click here.**" Then delete and retype the entire recipient address. If prompted with an Auto-Complete List suggestion don't select it. After typing the complete address, click **Send**.
- Contact the recipient (by phone, for example) to check that the address exists and is correct.

- The recipient may have set up email forwarding to an incorrect address. Ask them to check that any forwarding they've set up is working correctly.
- Clear the recipient Auto-Complete List in Outlook or Outlook on the web by following the steps in this article: [Fix email delivery issues for error code 5.1.10 in Office 365](#), and then send the message again. Retype the entire recipient address before selecting **Send**.

If the problem continues, forward this message to your email admin. If you're an email admin, refer to the **More Info for Email Admins** section below.

Was this helpful? [Send feedback to Microsoft](#).

---

## More Info for Email Admins

Status code: 550 5.1.10

This error occurs because the sender sent a message to an email address hosted by Office 365 but the address is incorrect or doesn't exist at the destination domain. The error is reported by the recipient domain's email server, but most often it must be fixed by the person who sent the message. If the steps in the **How to Fix It** section above don't fix the problem, and you're the email admin for the recipient, try one or more of the following:

**The email address exists and is correct** - Confirm that the recipient address exists, is correct, and is accepting messages.

**Synchronize your directories** - If you have a hybrid environment and are using directory synchronization make sure the recipient's email address is synced correctly in both Office 365 and in your on-premises directory.

**Errant forwarding rule** - Check for forwarding rules that aren't behaving as expected. Forwarding can be set up by an admin via mail flow rules or mailbox forwarding address settings, or by the recipient via the Inbox Rules feature.

**Recipient has a valid license** - Make sure the recipient has an Office 365 license assigned to them. The recipient's email admin can use the Office 365 admin center to assign a license (Users > Active Users > select the recipient > Assigned License > Edit).

**Mail flow settings and MX records are not correct** - Misconfigured mail flow or MX record settings can cause this error. Check your Office 365 mail flow settings to make sure your domain and any mail flow connectors are set up correctly. Also, work with your domain registrar to make sure the MX records for your domain are configured correctly.

For more information and additional tips to fix this issue, see [Fix email delivery issues for error code 5.1.10 in Office 365](#).

### Original Message Details

**Created Date:** 6/11/2024 10:16:58 PM  
**Sender Address:** [bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)  
**Recipient Address:** [QuamHC@state.gov](mailto:QuamHC@state.gov)  
**Subject:** BOTA Public Meeting Date is Set

### Error Details

**Error:** 550 5.1.10 RESOLVER.ADR.RecipientNotFound; Recipient [QuamHC@state.gov](mailto:QuamHC@state.gov) not found by SMTP address lookup  
**Message rejected by:** [DM8PR09MB6839.namprd09.prod.outlook.com](https://mail8pr09mb6839.namprd09.prod.outlook.com)

Notification Details

Sent by: DM8PR09MB6839.namprd09.prod.outlook.com

Message Hops

Table with 6 columns: HOP, TIME (UTC), FROM, TO, WITH, RELAY TIME. It lists 5 hops of the message path from google.com to outlook.com.

Original Message Headers

Received: from DM6PR09CA0022.namprd09.prod.outlook.com (2603:10b6:5:160::35) by DM8PR09MB6839.namprd09.prod.outlook.com (2603:10b6:5:2e1::20) with Microsoft SMTP Server (version=TLS1\_2, cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_256\_GCM\_SHA384) id 15.20.7633.38; Tue, 11 Jun 2024 22:17:24 +0000



=?us-ascii?q?w+EE4IEAYV9HIZSghICDzyBJgdtCQgWVAgJcGmQg8kfjWfViQCC4s1AyYDB?=

=?us-ascii?q?wcICCTJEAhAyZNAFVExcLGGMHAgIHAGJAGICAgICAwCFAIBAgEDAgICE?=-

=?us-ascii?q?QICEAQZAgMDdW8CAGIDAwgNEwICAgKPCwCDAyIDAgkJAHICCGYGBGMB2BQYVJ?=-

=?us-ascii?q?AYKCOQhAgMdBQDDZMDFwMGER0PAPUwAWQGCgwFAwCQGAQIAwCDEhdLagIJA?=-

=?us-ascii?q?wIFBzJzJzQMNBAIKBwgDEQMFAwUDNWmtBBMDAwsOBwMDBgIQAxICAgMFAwMCA?=-

=?us-ascii?q?wg+AwgIOgMFAwLBSFEHAWMDAwQDAG0DAwMHCAICAwUDJhICBgYHBAUIBAIDJ?=-

=?us-ascii?q?gMJAIYCAwMFBGMDAwMDAgCDBQYDBQIDBQMEBRTcAgIDAwSDAw03AgQKBQNB?=-

=?us-ascii?q?Q8DAwIEGwMDAqMDDBQIhAwMEBAMdHAMDaxQCQBIFBwYEBQUAmAIGAwMDAgYIB?=-

=?us-ascii?q?SMCBgMDBAMdWAIIDBQCqHBQUMRrh0DBAUhAwMhBxIDDDMGxwHKTOMBQ0DBwIGI?=-

=?us-ascii?q?hEYCRMVQGMsBg0DGm7BQYDCAQDLAQ1KgMCKAMGEQQZDgMDGQUIDwMKwU0B?=-

=?us-ascii?q?QU1BQQFC0DFAJMAJQEAwMFEAw/EwoRBBEFcgULAYkGJMFAwNgQDCwUCNAcGO?=-

=?us-ascii?q?ggFJAUCAWIDAxAPBgUMLAgDJw1WfWEDCAFgBQMDIQUKBSVZAgIRAwS8BQMDA?=-

=?us-ascii?q?wnbCAUDAGoDUQm0AwIhAwUDHCgEUMAFBUUDCQgDBAJNCgU+CA0LCggVcWmGC?=-

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To: undisclosed-recipients;  
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Bcc: QuamHC@state.gov  
Date: Tue, 11 Jun 2024 17:16:58 -0500  
Subject: BOTA Public Meeting Date is Set  
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](mailto:BOTA.nepacomments@gsa.gov).



**Karla Carmichael**  
NEPA Program Manager (7PMC)

**Safety, Environmental, Fire, and Elevator**  
GSA Region 7  
Public Buildings Service  
(817)822-1372 Cell  
[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov) | [www.gsa.gov](http://www.gsa.gov)

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To: [bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)

Tue, Jun 11, 2024 at 5:18 PM

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[Aaron\\_Mahr@nps.gov](mailto:Aaron_Mahr@nps.gov)

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ARC-Authentication-Results: i=2; mx.microsoft.com 1; spf=softfail (sender ip is 104.47.64.49) smtp.rcpttodomain=nps.gov smtp.mailfrom=gsa.gov; dmarc=fail (p=reject sp=reject pct=100) action=oreject header.from=gsa.gov; dkim=fail (body hash did not verify) header.d=gsa.gov; arc=pass (0 oda=1 ltdi=1) spf=[1,1,smtp.mailfrom=gsa.gov] dkim=[1,1,header.d=gsa.gov] dmarc=[1,1,header.from=gsa.gov]

Received: from [DM6PR09CA0013.namprd09.prod.outlook.com](mailto:DM6PR09CA0013.namprd09.prod.outlook.com) (2603:10b6:5:160::26) by [PH8PR09MB9053.namprd09.prod.outlook.com](mailto:PH8PR09MB9053.namprd09.prod.outlook.com) (2603:10b6:5:10:17d::18) with Microsoft SMTP Server (version=TLS1\_2, cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_256\_GCM\_SHA384) id 15.20.7633.37; Tue, 11 Jun 2024 22:17:37 +0000

Received: from [SA2PEPF00002251.namprd09.prod.outlook.com](mailto:SA2PEPF00002251.namprd09.prod.outlook.com) (2603:10b6:5:160:cafe::3) by [DM6PR09CA0013.outlook.office365.com](mailto:DM6PR09CA0013.outlook.office365.com) (2603:10b6:5:160::26) with Microsoft SMTP Server (version=TLS1\_2, cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_256\_GCM\_SHA384) id 15.20.7656.25 via Frontend Transport; Tue, 11 Jun 2024 22:17:37 +0000

Authentication-Results: spf=softfail (sender IP is 104.47.64.49) smtp.mailfrom=gsa.gov; dkim=fail (body hash did not verify) header.d=gsa.gov; dmarc=fail action=oreject header.from=gsa.gov; compauth=none reason=454

Received-SPF: SoftFail ([protection.outlook.com](mailto:protection.outlook.com): domain of [gsa.gov](mailto:gsa.gov) discourages use of 104.47.64.49 as permitted sender)

Received: from [smtp201.doi.gov](mailto:smtp201.doi.gov) (137.227.134.41) by [SA2PEPF00002251.mail.protection.outlook.com](mailto:SA2PEPF00002251.mail.protection.outlook.com) (10.167.242.133) with Microsoft SMTP Server (version=TLS1\_2, cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_256\_GCM\_SHA384) id 15.20.7677.15 via Frontend Transport; Tue, 11 Jun 2024 22:17:37 +0000

Received: from [GCCO2-BL0-obe.outbound.protection.outlook.com](mailto:GCCO2-BL0-obe.outbound.protection.outlook.com) (104.47.64.49) by [smtp201.doi.gov](mailto:smtp201.doi.gov) (137.227.134.41) with Microsoft SMTP Server (version=TLS1\_2, cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_256\_GCM\_SHA384) id 15.2.1544.11; Tue, 11 Jun 2024 22:17:14 +0000

ARC-Seal: i=1; a=rsa-sha256; s=arcselector9901; d=microsoft.com; cv=none; b=d2oCa0YpopGXAPXgb9xva+39HKXxjZ0qWYXkijvCn2GyvoewekUDv/W2BUESs9h4XsbfNfxZ2ZGmYmYI32BFZ5B2i70qhbMG/ b2sqvMTP4HqUHVh1hBGL1B+/KX2ZV22Ke/xbTq5P0XCidwUCen/iHJ1Y5E4bdw1CU0awnzBnzoXS8Uad1dCH/OaIYMx+ GJaBlj1aGR0FcAiMSJrG1JmIXH4TtXp1yF6mq3BOINyro1+QNZT5/4sv8ayErL3ijXUGk3yYYWgzx38rZCjJXe98Nmp8ku86CoT7YVS2n7HMdu8M tIBIBoIuPctd4TbtF9c0Gg0WkX30Apz+0g==

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s=arcselector9901;  
h=From:Date:Subject:Message-ID:Content-Type:MIME-Version:X-MS-Exchange-AntiSpam-MessageData-ChunkCount:X-MS-Exchange-AntiSpam-MessageData-0:X-MS-Exchange-AntiSpam-MessageData-1;  
bh=FnpYYTC/syRkgeFSFaHDwfQd4AEXyFS/Ks1zHCUZ+Q=;  
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Received: from CY5PR09CA0013.namprd09.prod.outlook.com (2603:10b6:930:1::34) by SJ0PR09MB9302.namprd09.prod.outlook.com (2603:10b6:a03:463::7) with Microsoft SMTP Server (version=TLS1\_2, cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_256\_GCM\_SHA384) id 15.20.7633.36; Tue, 11 Jun 2024 22:17:11 +0000

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Authentication-Results-Original: spf=pass (sender IP is 2607:f8b0:4864:20::434) smtp.mailfrom=gsa.gov; dkim=pass (signature was verified) header.d=gsa.gov; dmarc=pass action=none header.from=gsa.gov; compauth=pass reason=100

Received-SPF: Pass (protection.outlook.com: domain of gsa.gov designates 2607:f8b0:4864:20::434 as permitted sender) receiver=protection.outlook.com; client-ip=2607:f8b0:4864:20::434; helo=mail-pf1-x434.google.com; pr=C

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Received: by mail-pf1-x434.google.com with SMTP id d2e1a72fcca58-70436ac872aso1598035b3a.1 for <Aaron\_Mahr@nps.gov>; Tue, 11 Jun 2024 15:17:11 -0700 (PDT)

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MIME-Version: 1.0

Sender: <karla.carmichael@gsa.gov>

X-Google-Sender-Delegation: karla.carmichael@gsa.gov

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

Date: Tue, 11 Jun 2024 17:16:58 -0500

X-Google-Sender-Auth: G\_K56\_zZYF0bhoJJZV1YXnDDqG0

Message-ID: <CAGwvNqO4umPw1TWHeL2+ecsfv19epnJUDC8fbqgUydY=TV3mpg@mail.gmail.com>

Subject: [EXTERNAL] BOTA Public Meeting Date is Set

To: undisclosed-recipients;

Content-Type: multipart/alternative; boundary="00000000000080c83b061aa4a053"

BCC: <Aaron\_Mahr@nps.gov>

Return-Path: bota.nepacomments@gsa.gov

X-EOPAttributedMessage: 1

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X-MS-PublicTrafficType: Email

X-MS-Office365-Filtering-Correlation-Id-Prvs: 8b5e0afb-3b12-4b40-0a7e-08dc8a643d8b

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Action: failed

Status: 5.1.10

Diagnostic-Code: smtp;550 5.1.10 RESOLVER.ADR.RecipientNotFound; Recipient not found by SMTP address lookup

----- Forwarded message -----

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

To: undisclosed-recipients;

Cc:

Bcc: <Aaron\_Mahr@nps.gov>

Date: Tue, 11 Jun 2024 17:16:58 -0500

Subject: [EXTERNAL] BOTA Public Meeting Date is Set

**This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.**

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](mailto:BOTA.nepacomments@gsa.gov).



**Karla Carmichael**

**NEPA Program Manager (7PMC)**

**Safety, Environmental, Fire, and Elevator**

**GSA Region 7**

**Public Buildings Service**

**(817)822-1372 Cell**

[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov) | [www.gsa.gov](http://www.gsa.gov)

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**postmaster@epcountytexas.gov** <[postmaster@epcountytexas.gov](mailto:postmaster@epcountytexas.gov)>

Wed, Jun 12, 2024 at 5:18 PM

To: [bota.nepacomments@gsa.gov](mailto:bota.nepacomments@gsa.gov)

### Delivery has failed to these recipients or groups:

[C.Renteria@epcounty.com](mailto:C.Renteria@epcounty.com)

Your message couldn't be delivered. Despite repeated attempts to contact the recipient's email system it didn't respond.

Contact the recipient by some other means (by phone, for example) and ask them to tell their email admin that it appears that their email system isn't accepting connection requests from your email system. Give them the error details shown below. It's likely that the recipient's email admin is the only one who can fix this problem.

For more information and tips to fix this issue see this article: <https://go.microsoft.com/fwlink/?LinkId=389361>.

### Diagnostic information for administrators:

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MIME-Version: 1.0

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Action: failed

Status: 5.4.300

Diagnostic-Code: smtp;550 5.4.300 Message expired -> 451 4.4.395 Target host responded with error. -> 452 4.3.1 Insufficient system resources

(SystemMemory)

----- Forwarded message -----

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

To: undisclosed-recipients;;

Cc:

Bcc: C.Renteria@epcounty.com

Date: Tue, 11 Jun 2024 17:16:58 -0500

Subject: BOTA Public Meeting Date is Set

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](mailto:BOTA.nepacomments@gsa.gov).



**Karla Carmichael**

**NEPA Program Manager (7PMC)**

**Safety, Environmental, Fire, and Elevator**

**GSA Region 7**

**Public Buildings Service**

**(817)822-1372 Cell**

[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov) | [www.gsa.gov](http://www.gsa.gov)



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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**Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER23/0457 - NOI to Prepare an EIS for the Modernization of the Bridge of the Americas Land Port of Entry (LPOE) in El Paso, Texas**

2 messages

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**Kopec, Brett A** <bkopec@usgs.gov>  
To: "BOTA.NEPAcomments@gsa.gov" <BOTA.NEPAcomments@gsa.gov>  
Cc: "Janowicz, Jon A" <jjanowicz@usgs.gov>

Sat, Nov 18, 2023 at 1:33 PM

Thanks.

Brett Kopec  
USGS  
Budget Analyst

---

**From:** Gordon, Alison D <agordon@usgs.gov>  
**Sent:** Friday, November 17, 2023 5:44 PM  
**To:** Kopec, Brett A <bkopec@usgs.gov>  
**Cc:** Janowicz, Jon A <jjanowicz@usgs.gov>  
**Subject:** Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER23/0457 - NOI to Prepare an EIS for the Modernization of the Bridge of the Americas Land Port of Entry (LPOE) in El Paso, Texas

The USGS has no comment at this time. Thank you.

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**From:** oepchq@ios.doi.gov <oepchq@ios.doi.gov>  
**Sent:** Monday, November 13, 2023 8:12 AM  
**To:** Brueggeman, Louis C <louis\_brueggeman@ios.doi.gov>; Alam, Shawn K <Shawn\_Alam@ios.doi.gov>; Braegelmann, Carol <carol\_braegelmann@ios.doi.gov>; Kelly, Cheryl L <cheryl\_kelly@ios.doi.gov>; Cobbs, Molly R <molly\_cobbs@ios.doi.gov>; Klinkenberg, Abigail L <aklinkenberg@usbr.gov>; Bravo, Jade G <jbravo@usbr.gov>; Cunningham, Catherine (Cathy) <ccunningham@usbr.gov>; ERs, FWS HQ <FWS\_HQ\_ERs@fws.gov>; Runkel, Roxanne <Roxanne\_Runkel@nps.gov>; Stedeford, Melissa <Melissa\_Stedeford@nps.gov>; Rideout, Sterling J <srideout@osmre.gov>; Allen, Christine E <ceallen@osmre.gov>; Gordon, Alison D <agordon@usgs.gov>; Janowicz, Jon A <jjanowicz@usgs.gov>; oepchq@ios.doi.gov <oepchq@ios.doi.gov>; Collins, Rebecca L <rebecca\_collins@ios.doi.gov>; Collins, Rebecca L <rebecca\_collins@ios.doi.gov>  
**Subject:** ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER23/0457 - NOI to Prepare an EIS for the Modernization of the Bridge of the Americas Land Port of Entry (LPOE) in El Paso, Texas

This e-mail alerts you to a Environmental Review (ER) request from the Office of Environmental Policy and Compliance (OEPc). This ER can be accessed [here](#).

To access electronic ERs visit the Environmental Assignments website: <https://ecl.doi.gov/ERs.cfm>. For assistance, please contact the Environmental Review Team at 202-208-5464.

Comments due to Agency by: 01/16/24

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

Tue, Dec 17, 2024 at 11:04 AM

12/17/24, 11:04 AM

GSA.gov Mail - Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER23/0457 - NOI to Prepare an EIS for t...

To: Ron Moore <gsaronmoore@gmail.com>

[Quoted text hidden]



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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**Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER23/0457 - NOI to Prepare an EIS for the Modernization of the Bridge of the Americas Land Port of Entry (LPOE) in El Paso, Texas**

2 messages

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**Kopec, Brett A** <bkopec@usgs.gov>  
To: "BOTA.NEPAcomments@gsa.gov" <BOTA.NEPAcomments@gsa.gov>  
Cc: "Janowicz, Jon A" <jjanowicz@usgs.gov>

Sat, Nov 18, 2023 at 1:33 PM

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Brett Kopec  
USGS  
Budget Analyst

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**To:** Kopec, Brett A <bkopec@usgs.gov>  
**Cc:** Janowicz, Jon A <jjanowicz@usgs.gov>  
**Subject:** Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER23/0457 - NOI to Prepare an EIS for the Modernization of the Bridge of the Americas Land Port of Entry (LPOE) in El Paso, Texas

The USGS has no comment at this time. Thank you.

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**Sent:** Monday, November 13, 2023 8:12 AM  
**To:** Brueggeman, Louis C <louis\_brueggeman@ios.doi.gov>; Alam, Shawn K <Shawn\_Alam@ios.doi.gov>; Braegelmann, Carol <carol\_braegelmann@ios.doi.gov>; Kelly, Cheryl L <cheryl\_kelly@ios.doi.gov>; Cobbs, Molly R <molly\_cobbs@ios.doi.gov>; Klinkenberg, Abigail L <aklinkenberg@usbr.gov>; Bravo, Jade G <jbravo@usbr.gov>; Cunningham, Catherine (Cathy) <ccunningham@usbr.gov>; ERs, FWS HQ <FWS\_HQ\_ERs@fws.gov>; Runkel, Roxanne <Roxanne\_Runkel@nps.gov>; Stedeford, Melissa <Melissa\_Stedeford@nps.gov>; Rideout, Sterling J <srideout@osmre.gov>; Allen, Christine E <ceallen@osmre.gov>; Gordon, Alison D <agordon@usgs.gov>; Janowicz, Jon A <jjanowicz@usgs.gov>; oepchq@ios.doi.gov <oepchq@ios.doi.gov>; Collins, Rebecca L <rebecca\_collins@ios.doi.gov>; Collins, Rebecca L <rebecca\_collins@ios.doi.gov>  
**Subject:** ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER23/0457 - NOI to Prepare an EIS for the Modernization of the Bridge of the Americas Land Port of Entry (LPOE) in El Paso, Texas

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To: Ron Moore <gsaronmoore@gmail.com>

[Quoted text hidden]





BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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**Bridge of the Americas Land Port of Entry**

2 messages

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**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 POTL 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

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**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.

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GSA REQA, Greater Southwest Region

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**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](mailto:BOTA.nepacomments@gsa.gov).

[Quoted text hidden]

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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 &lt;bota.nepacomments@gsa.gov&gt;

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**Bridge of the Americas Land Port of Entry**

2 messages

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Betty Keegan  
8124 Edgemere Blvd.  
El Paso, TX 79925

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**Land Port of Entry El Paso, Texas**

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[Quoted text hidden]

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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 &lt;bota.nepacomments@gsa.gov&gt;

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## Pollution of vehicles at BOTA

1 message

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**Charles Nickell** <cyclерider40@gmail.com>  
To: BOTA.NEPAcomments@gsa.gov

Tue, Feb 13, 2024 at 11:58 PM

Instead of attacking commerce vehicles alone. Maybe start enforcing the cars that smoke exhaust so bad that they legally do not pass inspection emissions. Anyone can see how bad shape cars are on the road along with commercial vehicles who is not originally from the area and have come for work. Maybe ELPD needs to start fines for cars coming into the states because all locals do is rage cars with Mexico plates and use them inside the States to avoid inspections, having insurance or pay taxes. Does not take rocket scientist to see that but does take someone to step up and stop the corruption of the city.



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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

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## PUBLIC COMMENT

1 message

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**Skipp White** <youareinfinity@gmail.com>  
To: bota.nepacomments@gsa.gov

Wed, Jan 17, 2024 at 11:46 PM

Hi, my name is Skipp White. I was at the public hearing on the topic of the LPOE and I want my comment secured that I want NOTHING to be done. I choose that no change is made.

Thanks.



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

---

## **PUBLIC COMMENT**

1 message

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Thanks.





BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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## Remove Commercial Traffic

2 messages

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**Gaglio, Mike** <mike@highdesertnativeplants.com>  
To: bota.nepacomments@gsa.gov

Fri, Feb 23, 2024 at 3:52 PM

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>  
To: "Gaglio, Mike" <mike@highdesertnativeplants.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

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- There will be a brief update of the EIS status and the remaining alternatives under consideration.
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**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](mailto:BOTA.nepacomments@gsa.gov).

[Quoted text hidden]

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1615K



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

**Re: BOTA**

1 message

**Ricardo Mora** <ricardo@elpaso.org>

Wed, Oct 23, 2024 at 9:00 AM

To: Alfonso Buchanan <alfonso.buchanan@tnch.com.mx>, "bota.nepacomments@gsa.gov" <bota.nepacomments@gsa.gov>

Sr. Buchanan, Confirmo de recibido.

Gracias,  
Ricardo

**Ricardo Mora**  
President & CEO, El Paso Chamber

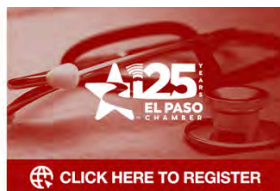


(915) 534-0500 | elpaso.org | ricardo@elpaso.org

303 N Oregon Street, Suite 610, El Paso, TX 79901



**October 24<sup>th</sup>, 2024**  
El Paso Convention  
Center  
C St, El Paso, TX 79901



IMPORTANT: The contents of this email and any attachments are confidential. They are intended for the named recipient(s) only. If you have received this email by mistake, please notify the sender immediately and do not disclose the contents to anyone or make copies thereof.

**From:** Alfonso Buchanan <alfonso.buchanan@tnch.com.mx>  
**Sent:** Tuesday, October 22, 2024 6:37 PM  
**To:** bota.nepacomments@gsa.gov <bota.nepacomments@gsa.gov>  
**Cc:** Ricardo Mora <ricardo@elpaso.org>  
**Subject:** BOTA

**Alfonso Buchanan**

DIRECTOR GENERAL



☎ (656) 613 1542 656 626 7781

✉ alfonso.buchanan@tnch.com.mx

📍 Copenhagen 4210 Fracc. Uranga unzueta C. P. 32317



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

**Re: BOTA**

1 message

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Sr. Buchanan, Confirmo de recibido.

Gracias,  
Ricardo

**Ricardo Mora**  
President & CEO, El Paso Chamber



(915) 534-0500 | elpaso.org | ricardo@elpaso.org

303 N Oregon Street, Suite 610, El Paso, TX 79901



**October 24<sup>th</sup>, 2024**  
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**Cc:** Ricardo Mora <ricardo@elpaso.org>  
**Subject:** BOTA

**Alfonso Buchanan**

DIRECTOR GENERAL



☎ (656) 613 1542 656 626 7781

✉ alfonso.buchanan@tnch.com.mx

📍 Copenhagen 4210 Fracc. Uranga unzueta C. P. 32317





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

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**RE: Digital Divide, Request for Alternate Format for BOTA comments**

1 message

---

**Cemelli Aztlan** <cemelli@mujerobrera.org>

Tue, Sep 24, 2024 at 6:00 PM

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

Dear Ms. Karla Carmichael,

Please provide an alternate format for comments regarding the BOTA NEPA DEIS. The digital divide is extremely high (51.8% lacking computer or broadband) in the neighborhoods (census tracts 28 & 29) that are most directly affected by the BOTA.

Thank you,

Cemelli de Aztlan



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

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BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

---

**Richard Genera comment**

2 messages

**R G** <generalgenera01@gmail.com>

Fri, Feb 23, 2024 at 12:51 PM

To: "bota.nepacomments@gsa.gov" &lt;bota.nepacomments@gsa.gov&gt;

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 &lt;generalgenera01@gmail.com&gt;

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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](mailto:BOTA.nepacomments@gsa.gov).

[Quoted text hidden]

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BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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**Bridge of the Americas Land Port of Entry**

2 messages

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**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).

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BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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**Bridge of the Americas Land Port of Entry**

2 messages

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**Maggie Barnes** <maggie.barnes@gmail.com>  
To: BOTA.NEPAComments@gsa.gov

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Signed,  
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[Quoted text hidden]

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### 2 attachments



**Flyer\_BOTA EFS Community Meeting\_26June2024-spanish v2.pptx**  
2060K



**Flyer\_BOTA EFS Community Meeting\_26June2024 v1.pptx**  
1615K



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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## Removal of Commercial Traffic on thr BOTA

1 message

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**L uniko** <eluniko1963@gmail.com>  
To: BOTA.nepacomments@gsa.gov

Mon, Sep 23, 2024 at 10:33 AM

Dear Federal Government officials. Use the example of when in 1985 Government officials opened the second port of entry in San Diego County at Otay Mesa. It was at that same location that a port of entry was built for commercial traffic. Since then it alleviated the commercial traffic that used to enter San Ysidro port of entry. Also a state route was built for entrance to that port of entry. As of this date California state route 905 is the entrance and exit for commercial traffic going in and out of Mexico. That state route has been modernized with new lanes of highway to handle all the traffic without congestion. Also a second state route albeit a toll road was recently completed a couple of years ago to take traffic headed northbound. If you use this example chances are much of the traffic issue at BOTA will and should be eliminated. Thank you for your time.



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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# The Senate of Texas

**CÉSAR J. BLANCO**

TEXAS SENATOR  
DISTRICT 29

December 2, 2024

Dear Ms. Carmichael,

Thank you for the opportunity to provide input on the Bridge of the Americas (BOTA) Modernization Project. Public engagement during this process is crucial to ensuring that all perspectives are considered before the General Services Administration (GSA) issues its final Environmental Impact Statement (EIS) and Record of Decision.

As the State Senator representing eight counties in Far West Texas, which includes six international ports of entry, I recognize the critical need to modernize our infrastructure to enhance operational efficiency and promote environmental sustainability. The funding allocated for this project is a vital investment in our region, with the potential to transform El Paso into a model for cross-border trade and commerce.

Throughout the planning process for this project, the voices of the Chamizal community have highlighted the urgent need to balance infrastructure modernization with strong protections for public health and environmental justice. While the eventual removal of commercial traffic from BOTA has potential positive effects, it must be carried out thoughtfully, with a clear and equitable plan that ensures both the environmental and economic well-being of all affected communities. With that said, I remain concerned about the substantial gaps in data within the Environmental Impact Statement that hinder support for choosing Alternative 4 as the preferred option.

## ***Environmental Concerns***

I share the environmental concerns of the families in Chamizal. However, the Environmental Impact Statement (EIS) does not adequately address how Alternative 4, which eliminates commercial cargo operations at the Bridge of the Americas (BOTA), will affect air quality at nearby ports such as Tornillo and Ysleta. While removing truck traffic from BOTA may benefit the immediate area, it risks shifting environmental burdens to surrounding communities. A thorough analysis of regional air quality impacts, including greenhouse gas emissions and increased idling at alternative ports, is essential to ensure that these changes do not worsen pollution elsewhere.

Furthermore, the draft EIS fails to clarify how the increase in personal vehicle lanes at BOTA—from 13 northbound lanes to 35 and from 3 southbound lanes to 4—will have long-term environmental consequences for the Chamizal community. Proper staffing of these new personal vehicle lanes is critical to mitigating the environmental repercussions of idling traffic and

preventing further degradation of air quality in the area. Historically, Customs and Border Protection (CBP) has struggled to fully staff ports of entry, often leading to long wait times and increased emissions from idling vehicles.

To address these issues, funding from the City of El Paso has become essential for maintaining operational efficiency at Ysleta-Zaragoza and BOTA, particularly to reimburse CBP for personnel overtime during peak hours. Without a concrete plan to tackle these chronic staffing shortages, the expanded lanes risk exacerbating existing environmental and logistical challenges instead of resolving them.

### ***Traffic and Infrastructure Considerations***

The Environmental Impact Statement (EIS) does not provide sufficient data on how the increase in passenger and pedestrian traffic under Alternative 4 would impact local roadways and infrastructure. Without additional road capacity or improvements to traffic flow, congestion around BOTA could worsen. Furthermore, the potential effects on public transportation and pedestrian commuters—both of which are vital to El Paso’s border activity—have not been thoroughly examined.

### ***Socio-Economic Implications***

The economic analysis in the Environmental Impact Statement (EIS) lacks clarity regarding the effects of relocating commercial traffic on El Paso's business community, especially those businesses dependent on cargo operations at the Bridge of the Americas (BOTA). Furthermore, the report does not sufficiently address how staffing shortages at U.S. Customs and Border Protection (CBP) facilities might impact the operational efficiency of alternate ports that are expected to handle the redirected traffic. This gap in analysis raises important questions about whether the region will ultimately experience improved environmental conditions and economic growth or negative repercussions.

### ***Mitigation Strategies***

Finally, while the EIS proposes mitigation measures for environmental and operational impacts, these measures lack specific benchmarks for success. For example, there are no concrete plans to address potential increases in pollution and congestion at alternate ports. Similarly, noise and vibration mitigation strategies remain vague, offering limited assurance to the affected communities.

The decisions made regarding the BOTA Modernization Project will have a lasting impact on El Paso’s environmental health, quality of life, and economic vitality. These decisions must be grounded in comprehensive and transparent data. While I support the project's potential to position our region as a leader in cross-border trade, we cannot proceed as a community without first obtaining clear answers to the many unresolved questions about the critical gaps in the data.

Karla Carmichael  
Page 3  
December 2, 2024

I urge the General Services Administration (GSA) to revise and expand its analysis in the final EIS to address these deficiencies. This project represents an opportunity to secure transformative benefits for our community, but it must be executed with thorough planning and informed decision-making.

Thank you for your attention to these important matters. I look forward to continuing our partnership to advance the equitable modernization of the Bridge of the Americas. Should you have any questions for me, please do not hesitate to contact my district office at (915) 577-0029.

Sincerely,

A handwritten signature in black ink, appearing to read "César J. Blanco". The signature is fluid and cursive, with the first name "César" being the most prominent part.

César J. Blanco  
Texas State Senator  
District 29



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Texas State Senator  
District 29

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

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**BOTA LPOE Draft EIS**

1 message

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**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 -

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

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**BOTA LPOE Draft EIS**

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Sincerely,

Alejandro De La Llave -

Gerardo Fierro  
Executive Director

# NEW MEXICO

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## BORDER AUTHORITY

November 20, 2024

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

**Subject: BOTA POE Draft EIS Public Comment and Input**

Dear Ms. Carmichael,

The New Mexico Border Authority (NMBA) is an executive branch state agency that provides leadership in the development of border infrastructure and serves as the Governor's primary point of contact for all matters related to the state's ports of entry. The agency facilitates new infrastructure development, trade opportunities, job opportunities, job training capabilities and many other activities that contribute to building and expanding a strong economy along the New Mexico-Mexico border.

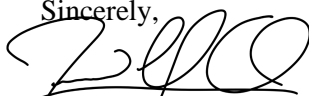
As Executive Director of the New Mexico Border Authority, I am writing to express concerns about the Environmental Impact Statement (EIS) draft document and the potential impacts proposed decisions may have on the State of New Mexico. Several New Mexico communities fall within the El Paso Metropolitan Planning Organization's (EPMPO) urbanized area and the EPMPO is responsible for monitoring and managing air quality across the entire region. A primary concern is the fact that the current draft EIS study only addresses impacts of changes at the Bridge of the Americas in a limited study area, rather than analyzing impacts to the entire EPMPO region, including New Mexico.

Decisions based on this study could have significant implications for air quality conformity determinations across the entire EPMPO region, including in our state. As stated on the EPMPO website, "Transportation conformity is required by the Clean Air Act section 176(c) (42 U.S.C. 7506(c)) to ensure that federal funding and approval are given to highway and transit projects that are consistent with ('conform to') the air quality goals established by a state air quality implementation plan (SIP). Conformity, to the purpose of the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards."

Additionally, this decision could negatively impact air quality in New Mexico due to an anticipated increase in truck traffic through the Santa Teresa, NM Port of Entry, affecting the quality of life for residents in the surrounding area. Moreover, if the EPMPO falls into non-attainment, it could jeopardize the State of New Mexico's future access to federal funding for transportation projects, further impacting the region's development.

Thank you for your attention and consideration of these points. Please do not hesitate to contact me with any questions or for more information.

Sincerely,



Gerardo Fierro  
Executive Director

Gerardo Fierro  
Executive Director

# NEW MEXICO

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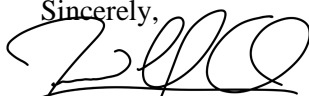
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Sincerely,



Gerardo Fierro  
Executive Director

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

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**(no subject)**

1 message

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**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>

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

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## Bridge of the Americas

1 message

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**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>

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BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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## Bridge of the Americas Land Port of Entry

1 message

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**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 &lt;bota.nepacomments@gsa.gov&gt;

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## Bridge of the Americas Land Port of Entry

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Sincerely,  
Veronica A. Carrillo



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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## Comment on Air Quality and Bridge of the Americas

3 messages

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**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



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Jean Ponder Soto, Ph.D.  
[236 Paso Noble Dr.](#)  
[El Paso, TX 79912](#)

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**image003.png**  
1K

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**Marie-Paule Willem** <pollefmm19@gmail.com>  
To: Jean Soto <jeanpondersoto@gmail.com>  
Cc: BOTA.NEPAcomments@gsa.gov

Fri, Feb 23, 2024 at 12:48 PM

Great!

[Quoted text hidden]

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**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>  
To: Jean Soto <jeanpondersoto@gmail.com>

Thu, Jun 13, 2024 at 2:50 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](mailto:BOTA.nepacomments@gsa.gov).

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1615K



**Flyer\_BOTA EFS Community Meeting\_26June2024-spanish v2.pptx**  
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BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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## Comment on Air Quality and Bridge of the Americas

3 messages

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To: BOTA.NEPAcomments@gsa.gov

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Subject: Bridge of the Americas Land Port of Entry

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[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](#)

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**image003.png**  
1K

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**Marie-Paule Willem** <pollefmm19@gmail.com>  
To: Jean Soto <jeanpondersoto@gmail.com>  
Cc: BOTA.NEPAcomments@gsa.gov

Fri, Feb 23, 2024 at 12:48 PM

Great!

[Quoted text hidden]

---

**BOTA NEPA Comments** <bota.nepacomments@gsa.gov>  
To: Jean Soto <jeanpondersoto@gmail.com>

Thu, Jun 13, 2024 at 2:50 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](mailto:BOTA.nepacomments@gsa.gov).

[Quoted text hidden]

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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

**CHAIRWOMAN OF THE BOARD**

Elizabeth O'Hara  
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**PRESIDENT & CEO**

Andrea Hutchins  
El Paso Chamber

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DATAMARK, Inc.

Joseph Riccillo  
Sundt Construction

Melodya Salaires  
WellMed Medical Management

Stuart Shiloff  
River Oaks Properties

Brad Taylor  
Mountain Star Sports

Marcus Taylor  
FriendLee Modern Insurance

Kelly Tomblin  
El Paso Electric



303 N Oregon Street | Suite 610  
El Paso, TX 79901

**Subject: Public Comment Re: Bridge of the Americas Modernization and Expansion Project**

After receiving recommendations from the El Paso Mobility Coalition's Executive Committee, the Chamber's Board of Directors has taken action to support the following:

- The GSA's approach to community engagement should be comprehensive and equitable. Before a final decision is made regarding the future of commercial traffic at BOTA, we must have a strategic plan in place and the data needed to determine where commercial traffic can be rerouted. We need a plan that aligns with the unique needs of our land ports as a regional system.
- If it is determined to keep commercial traffic at BOTA, then GSA should consider an alternative route for commercial traffic by utilizing the infrastructure of Loop 375 Border Highway to help relieve commercial traffic and congestion in the existing neighborhood.
- GSA must further collaborate with the Texas Department of Transportation so that existing state infrastructure and future plans are coordinated for maximum benefit to the region.
- Coordination of transportation planning efforts between El Paso, Southern New Mexico and Ciudad Juarez must be a priority. Ciudad Juarez is currently experiencing about double the new industrial investment as compared with El Paso and their city is also experiencing transportation strains.

We have a once-in-a-generation opportunity to create a state-of-the-art land port that El Paso deserves. We remain committed to working with all port of entry stakeholders to ensure our land ports operate efficiently.

Respectfully,

A handwritten signature in black ink, appearing to be 'Andrea Hutchins', written over a white background.

Andrea Hutchins  
El Paso Chamber CEO

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BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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**BOTA LPOE Draft EIS**

2 messages

**Aldrete, Rafael** <R-Aldrete@tti.tamu.edu>

Fri, Nov 1, 2024 at 12:46 PM

To: "BOTA.nepacomments@gsa.gov" &lt;BOTA.nepacomments@gsa.gov&gt;

Cc: "Samant, Swapnil" &lt;s-samant@tti.tamu.edu&gt;, "Shelton, Jeff" &lt;J-Shelton@tti.tamu.edu&gt;

To Whom It May Concern,

This may be a late comment, but was any consideration given to preserving Commercial Motor Vehicle (CMV) traffic at BOTA, with the requirement that these vehicles be exclusively fully electric trucks and FAST-certified? This approach could potentially strike a balance between environmental and commercial needs. With advancements in technology, electric trucks are likely to become more prevalent and affordable within the next five years.

By some accounts, in the United States, the electric truck market is expected to grow substantially, with an estimated compound annual growth rate (CAGR) of 54.3% from 2024 to 2030 (Ref. 1). In Mexico, the overall electric vehicle market is also on an upward trajectory, with a projected annual growth rate of 8.97% from 2024 to 2029, supported by increased investment in infrastructure and a rising demand for sustainable transport (Ref. 2).

Please note that this comment reflects my individual views and not the collective or official stance of the Texas A&M Transportation Institute. We have not conducted specific research to assess the viability of this alternative, and I am simply inquiring if this option has been considered.

Thank you for considering this suggestion.

Sincerely

--

**Rafael M. Aldrete, Ph.D.**  
Center Director

Center for International Intelligent Transportation

Texas A&M University System Regents Fellow  
Transportation Operations Group**TEXAS A&M TRANSPORTATION INSTITUTE**

4050 Rio Bravo Street., Suite 212

El Paso, TX 79902-1061

**T:** 915-532-3759 **F:** 915-532-3762

<http://tti.tamu.edu>

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

Mon, Nov 4, 2024 at 12:28 PM

To: "Aldrete, Rafael" <R-Aldrete@tti.tamu.edu>

Cc: "Samant, Swapnil" <s-samant@tti.tamu.edu>, "Shelton, Jeff" <J-Shelton@tti.tamu.edu>

Received, thank you.

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

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BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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**BOTA LPOE Draft EIS**

1 message

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**Richard Dayoub** <Richard.Dayoub@outlook.com>

Sun, Oct 27, 2024 at 2:36 PM

To: "BOTA.nepacomments@gsa.gov" &lt;BOTA.nepacomments@gsa.gov&gt;

US General Services Administration – TO WHOM IT MAY CONCERN

By way of background, I have lived in El Paso for the past 54 years and have been a businessman for nearly all of that time. I owned a large regional travel company for more than 30 years and was the CEO of the El Paso Chamber for 14 years, and today, operate a successful business consulting company. In these various roles, I have worked on both sides of the border and have been witness to the many fluctuations in our regional economy. The proposed plan for the upgrade to the Bridge of the Americas is well-intentioned. However, the ultimate goal of improving the air quality in the Chamizal area cannot be accomplished without a number of other necessary steps being taken.

1. By adding 24 lanes for passenger vehicles, the air quality in the area will only get worse. The people living in the Chamizal neighborhood want to see the commercial traffic go away and have been led to believe that this plan will help to accomplish this.
2. Without dramatic and extensive improvements to the other ports of entry serving the region, those other neighborhoods located near the ports of entry will see a significant increase in the pollution levels created by the increased truck traffic, and by extension, the entire regional will see our air quality diminish even further.
3. The Mexican government is investing heavily in improved technologies to serve the ports of entry all along the US/Mexico border but the benefits of those improvements will be mitigated by the lack of proper infrastructure at the alternate POEs.
4. The routes and access points for the diverted truck traffic in Ciudad Juarez are inadequate to serve the needs of the manufacturers whose products will have to rely on the Mexican road infrastructure never meant to manage the heavier loads. Safety on these more remote areas of Cd. Juarez are also of great concern.
5. The maquila industry has been and continues to be one of the most important contributors to the economies of the United States and Mexico, providing hundreds of thousands of jobs on both sides of the border.
6. No one questions the dire need for improvements at all of our POEs, but this rush to overhaul the BOTA without fully studying the impact to the area and accurately analyzing the traffic data will only serve to negatively impact the economies of El Paso and Ciudad Juarez, and ultimately the economies of both nations.
7. I strongly encourage the Department of Homeland Security, and its subsidiary department of Customs and Border Protection to slow down and fully engage the Mexican Government, the private sector manufacturers, and all of the affected neighborhood communities to find a more realistic solution to meet the changing economic environment along the border, as Mexico and the US continue to increase their economic dependence on one another.

Thank you for your consideration.

Respectfully,

Richard Dayoub

**Richard E. Dayoub**

**Thunderbird Management Consulting, LLC**

5823 North Mesa Street

#714

El Paso, Texas 79912

**(915)203-6573**

[www.thunderbirdmanagementconsulting.com](http://www.thunderbirdmanagementconsulting.com)

[www.richarddayoub.com](http://www.richarddayoub.com)



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

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[www.richarddayoub.com](http://www.richarddayoub.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 Puento de las Americas  
 Condado de El Paso, El Paso, Texas | el 13 de Diciembre de 2023

NAME/ NOMBRE	MARIA A. MUÑOZ (ANGIE)
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, 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:** OPTION # 4 for the following  
 All Commercial trucks should be Re Routed! Moved from BOA  
 The long lines, Idling, Diesel fumes, black smoke, noise, honking  
 air quality has endangered the communities via health, mental,  
 Physically, emotionally. Breathing in & taste the fumes has and is  
 affected our health.  
 IN our homes walls have black residue, if air conditioner on brings

in the fumes, smell, even fast the diesel.  
Not able to sit outside an enjoy.





**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	Jose J. Muñoz
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. 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](mailto: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](mailto:BOTA.NEPACOMMENTS@gsa.gov)** antes del 16 de Enero de 2024 o enviar por correo a la siguiente direccion.*

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 Environmental, Fire and Safety & Health Branch  
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*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:**

Opin # 4      No trucks

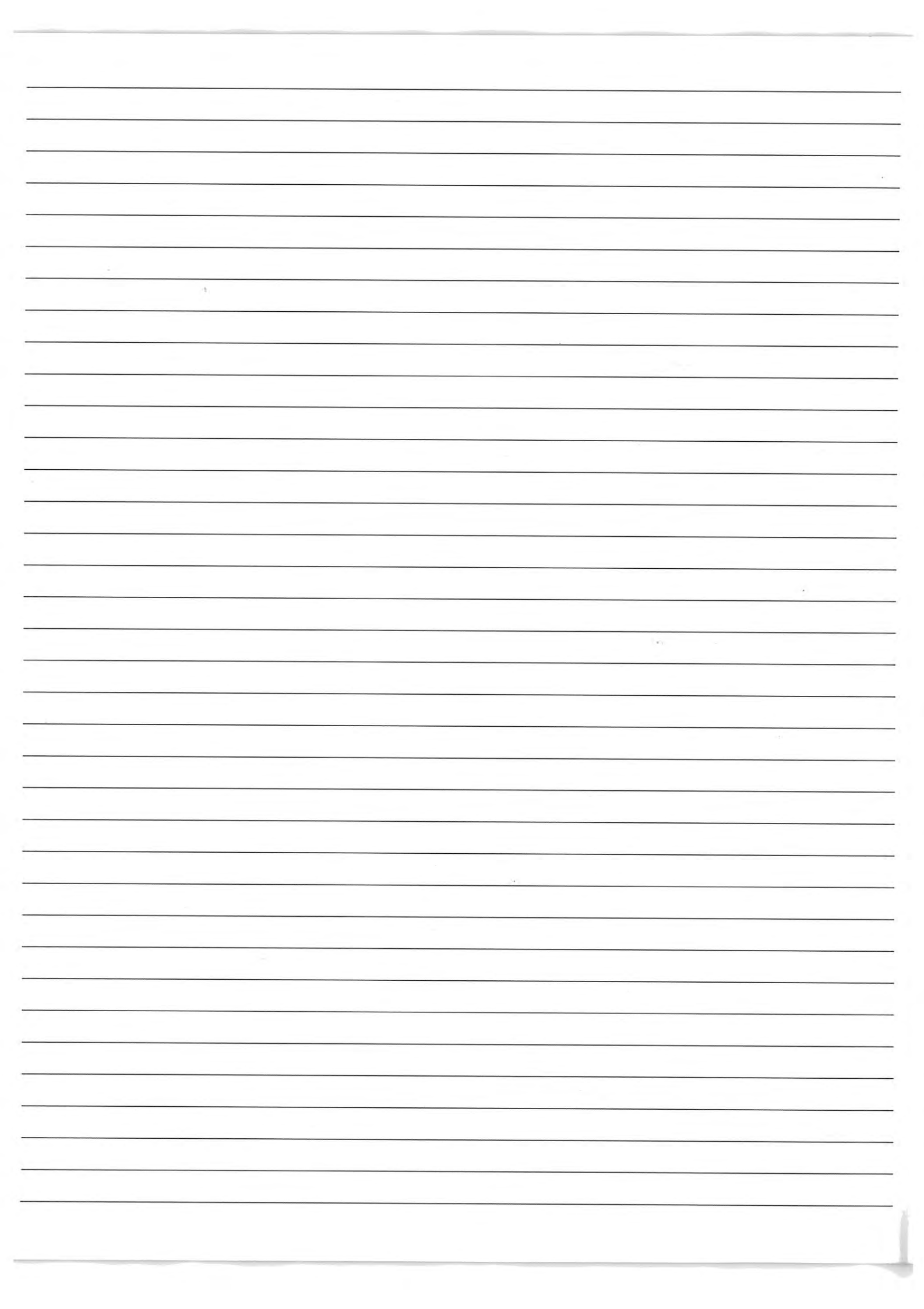
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**COMMENT FORM – PUBLIC INFORMATIONAL MEETING**  
 Proposed Improvements at the Bridge of The Americas Land Port of Entry (LPOE)  
 El Paso County, El Paso, Texas December 13, 2023

**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	MARIA A. MUÑOZ (ANGIE)
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  
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**COMMENTS/COMENTARIOS:** OPTION # 4 for the following  
 All Commercial trucks should be Re Routed! Moved from BOA  
 The long lines, Idling, Diesel fumes, black smoke, noise, honking  
 air quality has endangered the communities via health, mental,  
 Physically, emotionally. Breathing in & taste the fumes has and is  
 affected our health.  
 IN our homes walls have black residue, if air conditioner on brings

in the fumes, smell, even fast the diesel.  
Not able to sit outside an enjoy.



**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	Jose J. Muñoz
ORGANIZATION/ ORGANIZACIÓN	
ADDRESS/DIRECCIÓN	3722 E San Antonio
TELEPHONE/TELÉFONO	915 467-7753
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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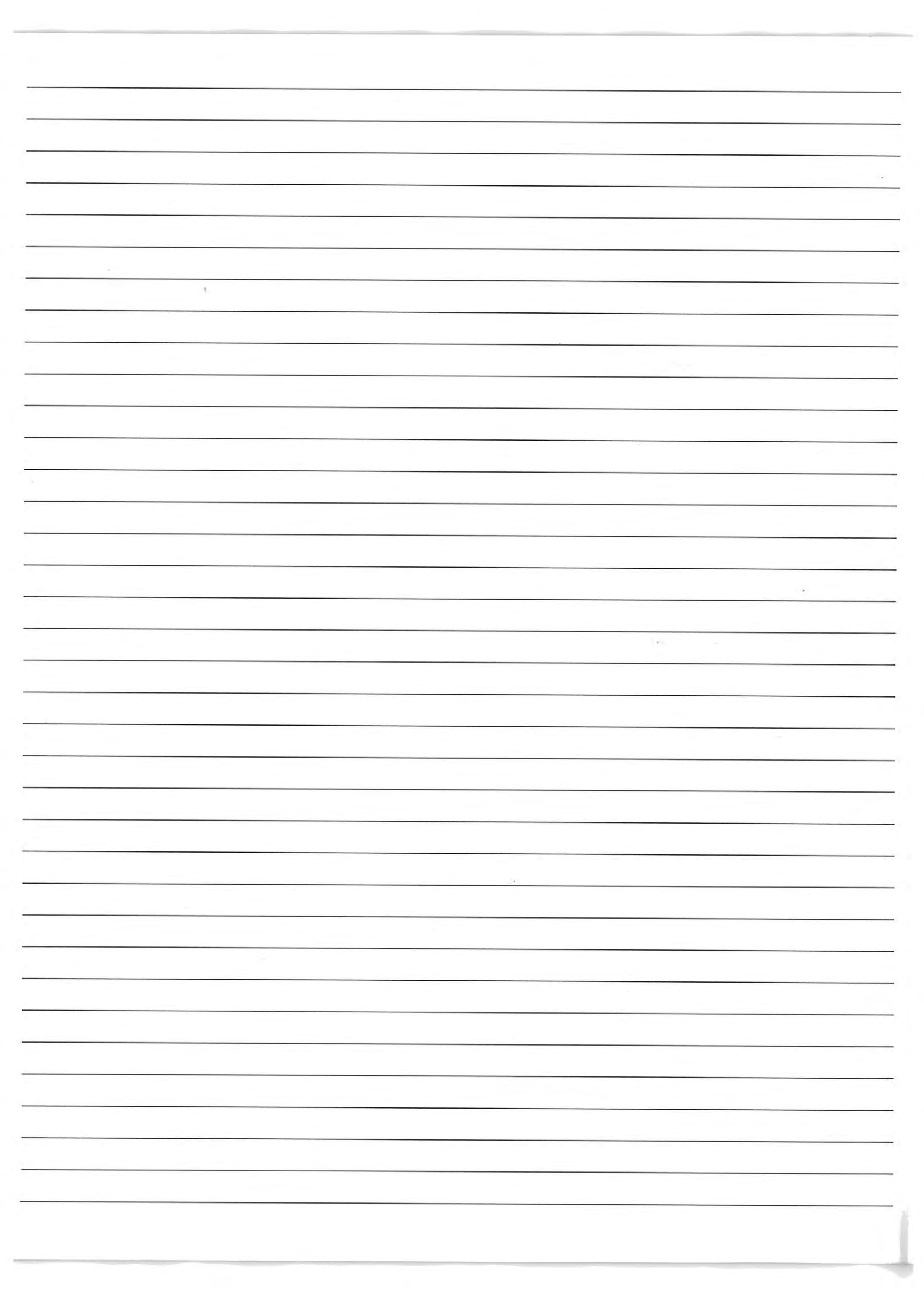
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125 E 11th St | Austin, Texas 78701  
512.463.8588  
txdot.gov

November 4, 2024

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

Dear Ms. Carmichael:

I am writing to comment on the U.S. General Service Administration's draft Environmental Impact Statement (EIS) for the Proposed Modernization of the Bridge of Americas (BOTA) Land Port of Entry (LPOE) in El Paso, Texas. The proposal to remove commercial traffic from BOTA will impact Texas in several ways. It will cause a dramatic change to commercial vehicle operations that are vital to business and industry on both side of the border. Additionally, traffic would be redirected to Ysleta LPOE and/or Santa Teresa LPOE, directly resulting in increased traffic on Loop 375 and/or State Highway (SH) 178 (Artcraft Road) respectively, requiring additional steps to mitigate these impacts.

TxDOT owns and maintains the property and building used by the Texas Department of Public Safety (TxDPS) Border Safety Inspection Facility (BSIF) at the Ysleta LPOE. An increase in commercial traffic at the LPOE could result in the need to expand this facility which TxDOT is not currently planning to do. In addition, residents and businesses have expressed concern for safety and the impact on livelihood by the current traffic caused by the LPOE. Redirecting commercial traffic from BOTA may exacerbate their concerns.

The Santa Teresa LPOE, feeds into SH 178 (Artcraft Road), which is scheduled to begin a five-year [construction project](#) starting January 2025. Construction from the project and redirected commercial traffic from BOTA could result in further traffic delays.

TxDOT appreciates the opportunity to comment. If you have any questions, please call me at (512) 305-9515, or you or your staff may contact Melanie Alvord, Federal Affairs Section Director, at (512) 944-5135 or at [Melanie.Alvord@txdot.gov](mailto:Melanie.Alvord@txdot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Marc D. Williams".

Marc D. Williams, P.E.  
Executive Director

cc: Lance W. Simmons, P.E., Chief Engineer, TxDOT  
Tomas Trevino, P.E., El Paso District Engineer, TxDOT  
Melanie Alvord, Federal Affairs Section Director, TxDOT



125 E 11th St | Austin, Texas 78701  
512.463.8588  
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## BOTA Project Comments

1 message

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**vjcontreras1** <vjcontreras1@gmail.com>  
To: "BOTA.nepacomments" <bota.nepacomments@gsa.gov>

Tue, Dec 3, 2024 at 6:55 PM

Good evening,

As a long time US resident of El Paso, TX which unknowingly goes from day to day with very little knowledge of the upcoming 3 year potential Bridge of the Americas renovation project, I feel it is my concern to give some voice to any potential unintended results.

Therefore, please consider the following bullet points as you pursue proper guidance for this project :

1.) While it is my understanding that the bridge will essentially be shutdown for a period of 3 years in order to accomodate for the time needed to complete the renovation project, it cannot go unignored that commercial vehicle traffic may pose an increased significant congestion level impact elsewhere at another bridge location, such as the Zaragoza bridge.

There is a local big food bank that operates daily with residential vehicle lines starting in the early hours of the day stretching quite long. Should commercial vehicles be further added to this area for example, it would only add to the already somewhat difficulty to exit the area after coming and going for hours at a time from the food bank.

2.) The main issue from the origin surrounding neighborhoods near the Bridge of the Americas stems to be the high levels of exhaust coming from commercial vehicles and lingering for extended periods causing unhealthy respiratory oxygen levels in the area.

The solution could be simple to prevent a massive interruption to commercial exchange of goods and services coming from Mexico into the US.

Why not simply install big fans or water disperement fans like mist fans that disperse molecule capturing aerosols that blow fresh scents into the air and seal any further pollution coming from idle commercial vehicles ? Like those febreze spray cans as an example.

Or add regulation to have idle or running commercial vehicles equipped with carbon monoxide reducing filters. Honestly it is my understanding that gasoline fuel used in commercial vehicles coming from Mexico is a lesser clean burning quality than that of US commercial vehicles being fueled here. Which would explain the continued toxicity of smog over the years.

It will rain slightly here in the coming days and I'm sure anyone will agree that after a clean fresh rainfall the air quality simply improves dramatically in the surrounding area, even if it is momentarily.

The rio grande that flows between the two countries is a resource that is not being captured effectivly in this scenario. Albeit that the incoming water flow is murky, if a seperate tube channel on the side maybe, was used specifically with clean water to spray the area like a water mist and clean the smog.

3.) The third and possibly most crucial element which is the most difficult, is the human element.

While we all remain free thinking souls that either conform to rules and regulations setup to maintain the order and peace of society, it goes without saying that you cannot change a persons way of thinking overnight.

That is understandable and while the current resolutions may offer a band aid type solution, I feel ultimately this should be a collaborative effort from both countries, simply to achieve the unified continued flow of commerce and exchange of goods and services.

If there were some incentive to provide ease of transition or a boost in quality of transfer without considerable climate impact or interruption to quality of life that would benefit all participants involved.

It's understandable that no overnight solution may arise through the brain fog to come, though I feel that eventually we may arrive at a satisfactorial compromise at a cross roads somewhere down the road.

I really appreciate you taking the time to read my comment tonight, as off the wall as it may sound, I appologize as it's kind of a last minute ditch effort at best.

I'm sure you have already read similar comments and been sent similar letters from local government. We need to start working together and travel the world less divided because only then does the gap towards achieving some form of solid middle ground become possible.

Again thank you so much for taking time from your busy schedule to read my comment in hopes that after the smoke clears, we can all breathe a little easier going into the challenging future to come.

- Thank you.



---

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- Thank you.



BOTA NEPA Comments &lt;bota.nepacomments@gsa.gov&gt;

---

**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 &lt;bota.nepacomments@gsa.gov&gt;

---

**BOTA LPOE Draft EIS**

1 message

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Kind regards,

Jessica Nichols  
El Paso Resident

Sent from my Galaxy

**AFFIDAVIT OF PUBLICATION**


Ronald Vance Moore  
3809 Camino Drive  
Plano TX 75074


STATE OF WISCONSIN, COUNTY OF BROWN

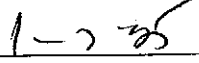
The El Paso Times, a newspaper published in the city of El Paso, El Paso County, State of Texas, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

06/23/2024

and that the fees charged are legal.  
Sworn to and subscribed before on 06/23/2024

  
\_\_\_\_\_  
Legal Clerk

  
\_\_\_\_\_  
Notary, State of WI, County of Brown

  
\_\_\_\_\_  
My commission expires

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**THIS IS NOT AN INVOICE!**

*Please do not use this form for payment remittance.*

**KATHLEEN ALLEN**  
Notary Public  
State of Wisconsin

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 General Services Administration (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 Land Port of Entry. 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 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 of Wednesday, June 26, 2024. The meeting will be from 5:30pm-7:30pm MTN and will be located at the Hilar De Plata Senior Center, 4451 Delta Drive. Questions/comments can be directed to Karla Carmichael, GSA Regional Environmental Quality Advisor, [BOTA.nepacomments@gsa.gov](mailto:BOTA.nepacomments@gsa.gov). For information on attending the meeting virtually, or if other assistance is required, please contact Ms. Carmichael at the same email address.

June 23 2024  
LACO0114516





# PROPOSED MODERNIZATION BRIDGE OF THE AMERICAS (BOTA) LAND PORT OF ENTRY (LPOE) EL PASO, TEXAS



**PUBLIC SCOPING  
MEETING**

**WEDNESDAY  
June 26, 2024  
5:30 -7:30 PM (MTN)**

**Presented by:  
Karla R. Carmichael**

**U.S. General Services  
Administration**

**Public Building Service  
Region 7**



**PROPOSED MODERNIZATION  
BRIDGE OF THE AMERICAS (BOTA) LAND PORT OF ENTRY (LPOE)  
EL PASO, TEXAS**



## **MEETING FORMAT**

- ▶ Introductions of Cooperating Agencies
- ▶ Overview of the project including current alternatives developed to implement the project.
- ▶ Overall anticipated project timing (start of construction, finish, etc.)
- ▶ Overview of the Environmental Impact Statement (EIS) process.
- ▶ Come-and-go breakout stations staffed for additional questions.

# COOPERATING AGENCIES



## ▶ CBP-CUSTOMS AND BORDER PROTECTION

- ▶ Rob Villarreal, Project Manager [robert.f.villarreal@cbp.dhs.gov](mailto:robert.f.villarreal@cbp.dhs.gov)
- ▶ Lynn Doiron, Environmental PM [lynn.doiron@cbp.dhs.gov](mailto:lynn.doiron@cbp.dhs.gov)



## ▶ USIBWC-INTERNATIONAL BOUNDARY AND WATER COMMISSION

- ▶ Tamara Cortez – Engineering Services Division
- ▶ Gilbert Anaya – Environmental Management Division
- ▶ Mark Howe – Environmental Management Division



## ▶ CONSTRUCTION MANAGER ADVISOR (CMa)

- ▶ Turner & Townsend Heery
  - ▶ Allison Baker
  - ▶ Bill Slaybaugh





PROPOSED MODERNIZATION  
BRIDGE OF THE AMERICAS (BOTA) LAND PORT OF ENTRY (LPOE)  
EL PASO, TEXAS

## PUBLIC COMMENTS AND INPUT

- ▶ Comment sheets provided. Leave them here tonight or mail them.
- ▶ Comments and input can also be submitted via email:

Email: *BOTA.NEPAcomments@gsa.gov*

Mail: 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

For assistance with translating, reading, writing or any questions please reach out to one of the GSA staff.

## PROJECT OVERVIEW

---

The purpose and need for the proposed action is multi-dimensional; to provide new/updated Port infrastructure and facilities to correct deficiencies and bring facilities up to standards and current codes - specifically GSA P100 (*Facilities Standards for the Public Buildings Service*) and the CBP Land Port of Entry Design Standard.

In order to bring the BOTA LPOE in line with CBP's design standards and operational requirements, action is necessary to satisfy the following overriding needs:

- 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 traveling public.



I10

SAN XAVIER  
COMMUNITY

WASHINGTON  
PARK

CHAMIZAL  
NATIONAL  
MEMORIAL  
PARK

EL PASO  
ZOO

E. PAISANO DR.

BRIDGE OF  
THE AMERICAS  
LAND PORT  
OF ENTRY

US 54

PAISANO  
GREEN  
COMMUNITY

EL PASO COUNTY  
COLISEUM AND  
EVENTS CENTER

375

DELTA  
DR

BRIDGE OF  
THE  
AMERICAS

EL PASO  
RHINOS

## **ACTION ALTERNATIVES DEVELOPED TO IMPLEMENT THE PROJECT**

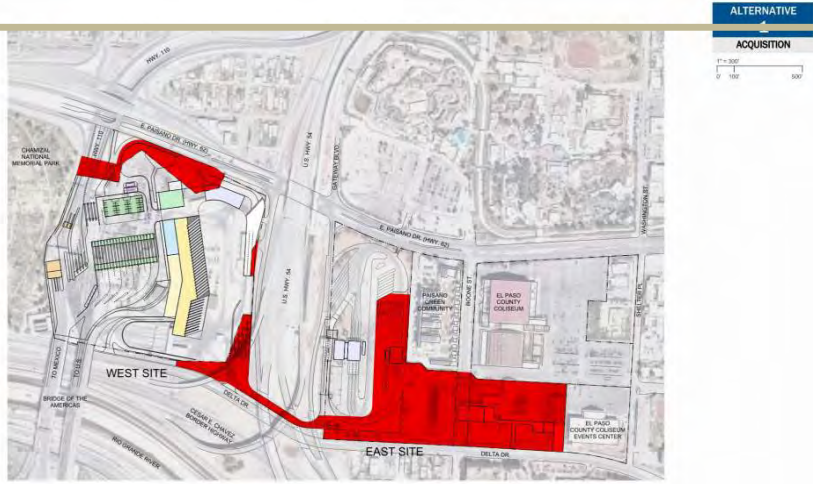
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**As part of project planning, the GSA has developed five (5) viable action alternatives as potential means of implementing the project.**

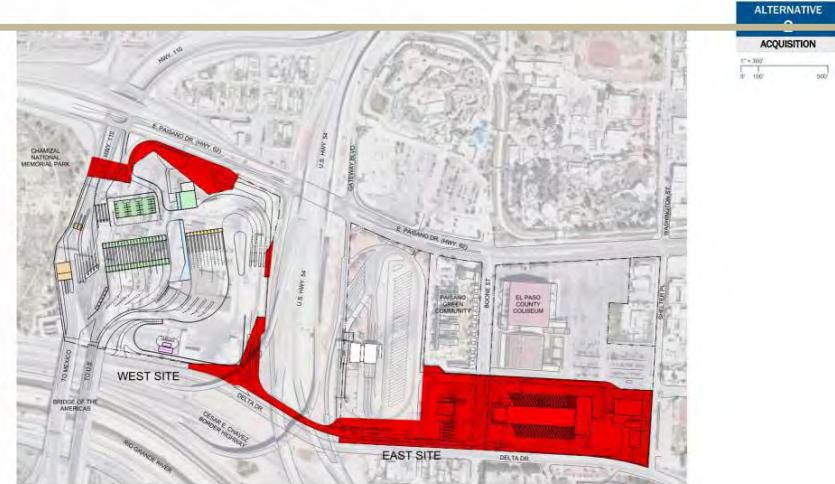
All five viable alternatives include the phased removal of all existing buildings/structures and infrastructure within the existing LPOE boundaries and construction of new buildings/structures and supporting infrastructure.

All five also include minimal land acquisition in areas immediately adjacent to the port, with some requiring varying degrees of additional land acquisition to the east.

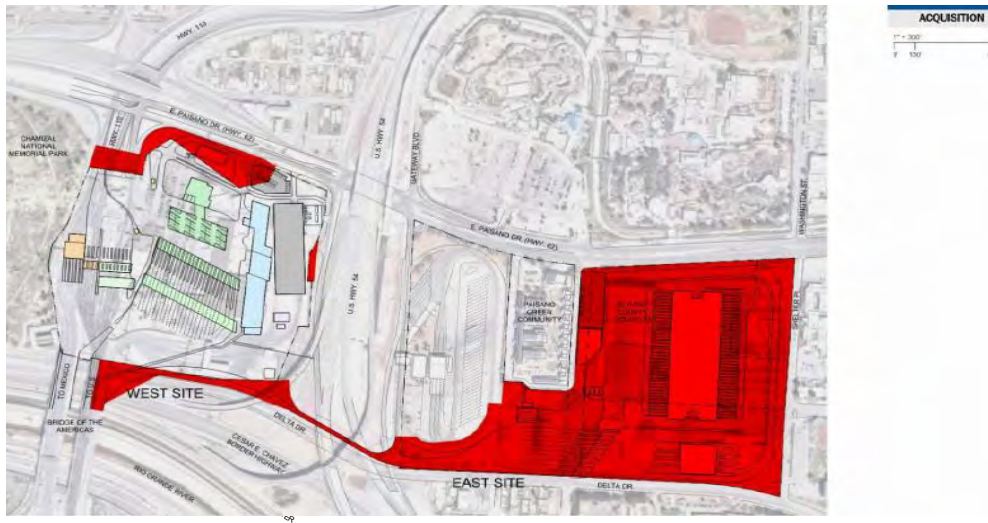
# VIABLE ACTION ALTERNATIVES GSA STARTED WITH:



Viable Action Alternative #1



Viable Action Alternative #2



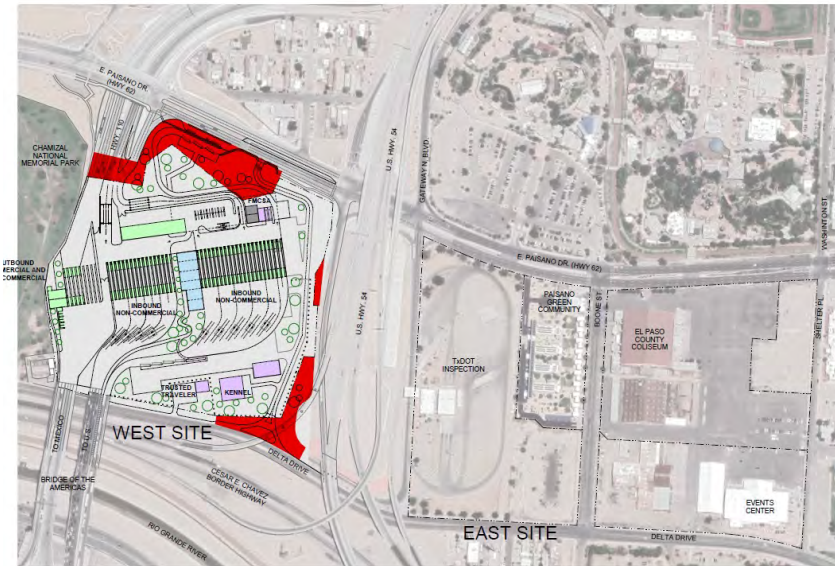
Viable Action Alternative #3



Viable Action Alternative #1A



# CONTINUATION OF VIABLE ACTION ALTERNATIVES GSA STARTED WITH:



VIABLE  
ALTERNATIVE 4  
LAND ACQUISITION

PROPOSED LAND  
ACQUISITION

**Viable Action Alternative #4**

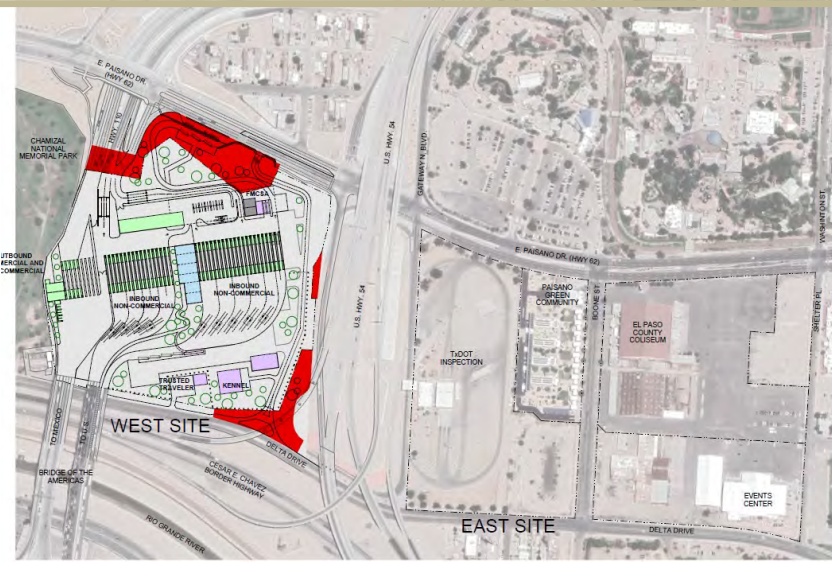
# ALTERNATIVES CARRIED FORWARD FOR DETAILED ANALYSIS

VIABLE  
ALTERNATIVE 4

LAND ACQUISITION



Action Alternative #1A



PROPOSED LAND  
ACQUISITION



Action Alternative #4

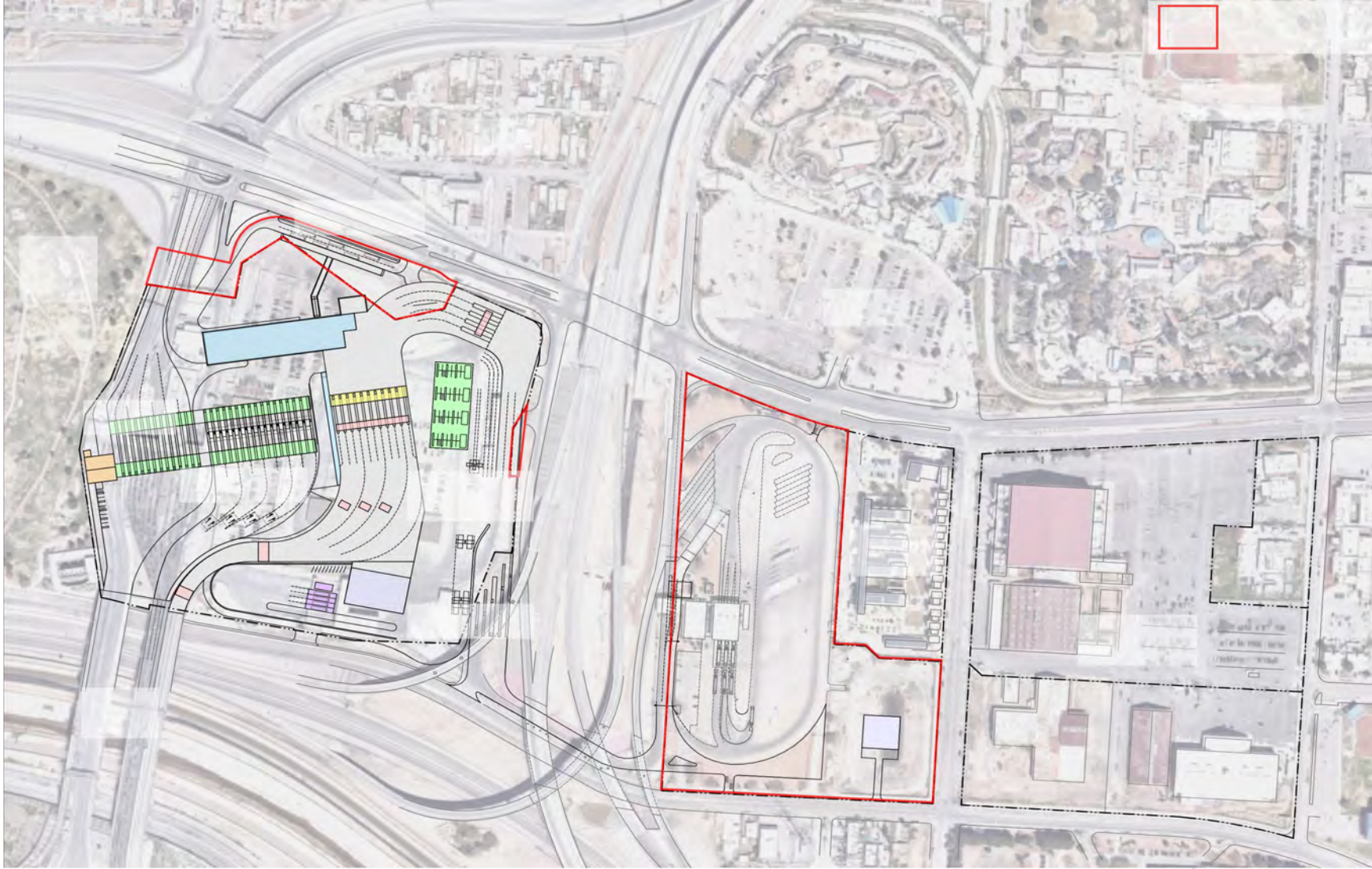


No Action Alternative

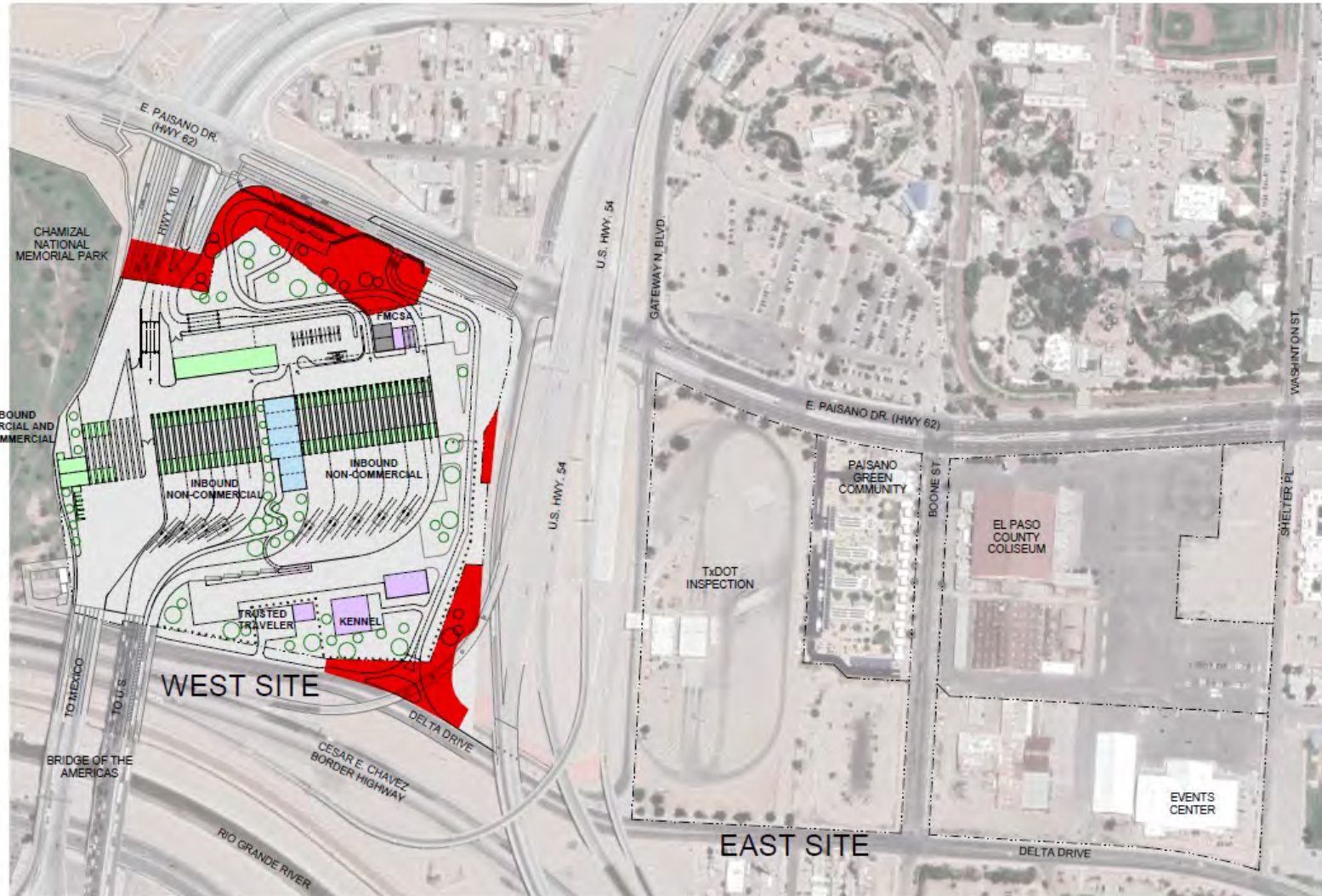
# ACTION ALTERNATIVE 1A: FLEXIBLE WITH HIGH – LOW BOOTHS



# ACTION ALTERNATIVE 1A: FUTURE NO COMMERCIAL



# ACTION ALTERNATIVE 4 – NO COMMERCIAL TRAFFIC

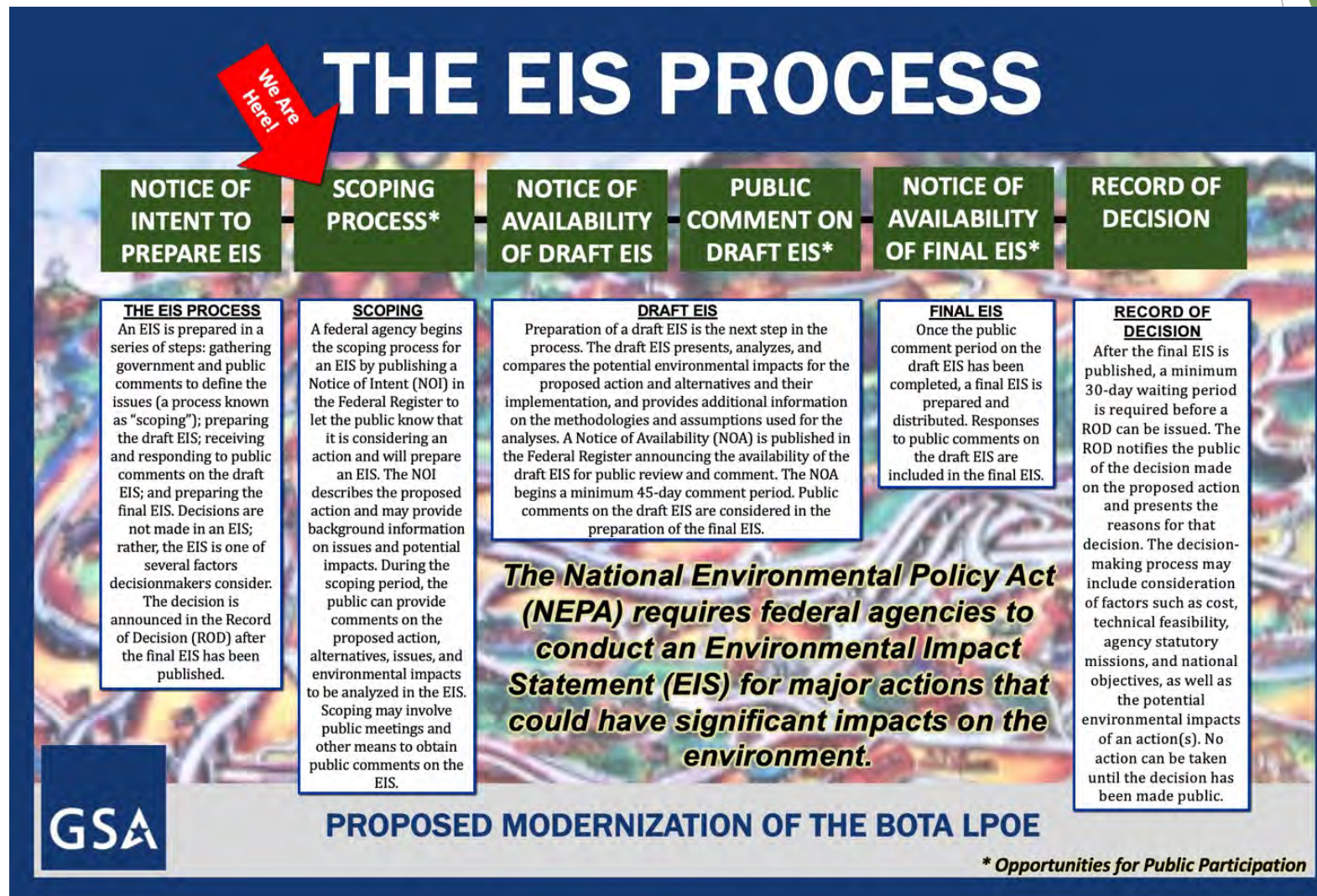


**VIABLE  
ALTERNATIVE 4**  
LAND ACQUISITION

**PROPOSED LAND  
ACQUISITION**



# THE ENVIRONMENTAL IMPACT STATEMENT PROCESS



The EIS is prepared, and the process conducted in accordance with prevailing GSA National Environmental Policy Act (NEPA) guidance and implementation regulations.

## WHAT IS INCLUDED IN THE EIS?

The EIS will identify, describe, and analyze the potential effects of the action alternatives developed to implement the proposed action and the no action alternative. This will include direct, indirect, and cumulative effects. At present, GSA has identified the following resources/issues for analysis of both beneficial and adverse potential impacts:

- Hazardous Materials, Waste, and/or Site Contamination
- 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 Resources

The EIS will document measures that could potentially avoid, minimize, or mitigate any identified adverse impacts. GSA welcomes public input on these potential impacts and other resources that could be considered.

## PROJECTED PROJECT TIMING

---

Key anticipated milestones which are subjected to change:

- Second Public Scoping Meeting June 26, 2024 Comment period to follow
- NOI Publication of the Draft EIS to EPA End of August 2024
- NOA of Draft EIS Published in the Federal Register Mid September 2024
- Public Comment Period 45 days (depends on actual publication date) End Oct 24/ Early Nov 24
- Notice of Availability of Final EIS published in the Federal Register End of November 24
- Record of Decision signed by December 31, 2024 30 days after the NOA is published
  
- Site Acquisition – late-2024
- Design Build Two Stage Procurement
  - Stage 1- mid to late 2024
  - Stage 2 early to mid 2025
- Design Completion – early to mid 2028



## COME-AND-GO BREAKOUT STATIONS

Media contact: Jorge Pineda, Public Affairs Officer, [jorge.pineda@gsa.gov](mailto:jorge.pineda@gsa.gov)

Your participation and input is vital in ensuring the development of a modernized Port that serves the needs of the Government, the Traveling Public, and the Community.

Again, comment sheets have been provided.

Comments and input can also be submitted via mail or email:

Email: [BOTA.NEPAcomments@gsa.gov](mailto:BOTA.NEPAcomments@gsa.gov)




Mail: 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



# NEPA Public Meeting 3

## GSA to host public meeting on the Bridge of the Americas port modernization

Jorge Pineda  
 682-269-9322  
 [jorge.pineda@gsa.gov](mailto:jorge.pineda@gsa.gov) or  
 [r7media.inquiries@gsa.gov](mailto:r7media.inquiries@gsa.gov)

**October 09, 2024**

**EL PASO, Texas** — The U.S. General Services Administration will host a public meeting for the modernization project at the [Bridge of the Americas Land Port of Entry](#) in El Paso, Texas. This meeting will provide updates and the opportunity to submit written comments on the recently published [draft Environmental Impact Statement](#) (EIS), which analyzes the potential social, economic and environmental impacts of the proposed project.

**What:** Public meeting on the draft EIS for the proposed project

**When:** Thursday, Oct. 17, 2024 from 6:30 p.m. to 8:00 p.m. CT / 5:30 p.m. to 7:00 p.m. MT

**Where:**

Hilos De Plata Senior Center  
4451 Delta Drive  
El Paso, Texas 79905

The meeting will consist of a presentation, followed by an opportunity to submit **written comments** on the draft EIS.

Spanish translators will be available. If special assistance is needed to attend and participate in the public meeting, contact Karla Carmichael at [karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov).

GSA will accept comments on the draft EIS through November 4. Comments can be sent via email to [BOTA.nepacomments@gsa.gov](mailto:BOTA.nepacomments@gsa.gov) or postal mail to:

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

Project information is available at [gsa.gov/bota](https://gsa.gov/bota).

**RSVP: Media interested in attending must contact [jorge.pineda@gsa.gov](mailto:jorge.pineda@gsa.gov) by Oct. 16.**



**SIGN IN SHEET – 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 REGISTRACIÓN – 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	Address/Dirección	Phone/Fono	Email/Correo Electrónico
Rolando Pablos			rpablos@ue.com
Moual Sofala			Moual@ffetessofala.com.mt
Alfonso Buchanan			alfonso.buchanan@tech.com.mx
Eduardo Calvo			ecalvo@elpasompu.org
Shirley Neagle			Sneagle0712@gmail.com
Emily Loya			emily.loya@mail.house.gov
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David Star		915 546-2111	Commissioner2@epcounty.com
Armando Reyes			areyes@cila.gov.mx
Jason Ayala			Jayal@CILA.Gov.mx
Cemeli de Aztlan		915 799 2890	dezatlan@gmail.com
RAND HUNTER			rhunter@presinfo.com
Valeria Aguirre Holguin		(915) 525 0361	HolguinVA@elpasotexas.gov



**SIGN IN SHEET – 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 REGISTRACIÓN – 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                      Address/Dirección                      Phone/Fono                      Email/Correo Electrónico

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Amanda Jimenez		915-525-0384	
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Brett Preston		915 630 7073	bpreston@presintl.com
Shen Baker		915-234-8262	sbaker@presintl.com





**SIGN IN SHEET – 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 REGISTRACIÓN – 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	Address/Dirección	Phone/Fono	Email/Correo Electrónico
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JOAN ACERETO	Baudelio Penyo	8270 915 316 6201	jacereto@gmail.com
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Fred Borrego	6805 ALAMEDA	915.526.1725	Alcoep@sbcglobal.net
JON BARELO		915-298-1000	jberelo@backpackers.org
Desirae Manzanares		915-269-3061	dmanzanares@epfcc.org
Adriana Pulecio		915 337 2400	Pulecioam@epcc.texas.gov
Robert Penam	5545 Albrook	915 613 8764	r.pensame@pantry.com
Zachary Evans			Zachary.C.Evans@cbp.dhs.gov
Bob Villavieja		214-893-5690	robert.f.villavieja@cbp.dhs.gov
QUIRINO VILLA	405 Kyle	915-926-6709	quillaz@gmail.com



GSA NEPA DEIS 45-day comment period ends November 4, 2024

We encourage you to send your comments to:

[BOTA.nepacomments@gsa.gov](mailto: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:

Cemelli de Aztlan

ADDRESS/DIRECCIÓN:

2102 Texas Ave. B4 El Paso, TX 79901

PHONE/TELEFONO\*:

cdeaztlan@gmail.com

EMAIL/CORREO:

915 799 2890

AGE/EDAD\*: 43

RACE/RAZA\* Mex Am / Chicana

\*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](mailto: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:

protect The Chamizal  
Public Health &  
Environment.

Signature:

Date: 10/17/24





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.nepacomments@gsa.gov](mailto:BOTA.nepacomments@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 Generales (GSA) recientemente publicó un borrador de la declaración de impacto ambiental respecto a la modernización del Puente Libre en El Paso, TX, **recomendado 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.nepacomments@gsa.gov](mailto:BOTA.nepacomments@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 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





CULTURE

# Chamizal park in Juárez declared ecological restoration zone

 by La Verdad Juárez  
October 9, 2024



Parque El Chamizal in Ciudad Juárez (Courtesy La Verdad)

By Staff / [La Verdad Juárez](#)

CIUDAD JUAREZ – More than 320 acres of Parque Chamizal have been designated as an ecological restoration zone – an area that will be restored and maintained to recover the ecosystem that has been damaged over time.

That designation was established in late September by former Mexican President Andrés Manuel López Obrador just a few days before the end of his six-year term.

The declaration sets in motion actions to “regenerate, recover and reestablish” the park’s conditions by increasing vegetation cover with native plants, improving soil quality, and creating and maintaining habitats such as artificial wetlands.

Various ecological and climate action groups in **Juárez** over the years have demanded the preservation of the Chamizal Park, the largest park in the border city whose conditions had been deteriorating. At least a **third of the federal land has been conveyed** for use to various organizations – many without the proper process – over the last six municipal administrations.

Residents and community groups since 2021 have protested the conveyance of land and sought to rescue the park through legal actions and requests López Obrador.

The declaration states that property owners or possessors of real estate within the ecological restoration zone are obligated to conserve the area and allow the execution of the restoration actions.



Parque El Chamizal in Ciudad Juárez (Courtesy La Verdad)

When restoration actions present a conflict of current land use, the Secretariat of Environment and Natural Resources will determine the compatibility of the land use with the restoration actions and, where appropriate, “channel the matter to the competent authority to act within the applicable legal framework,” the declaration states.

The ecological restoration zone declaration also 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.

“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.

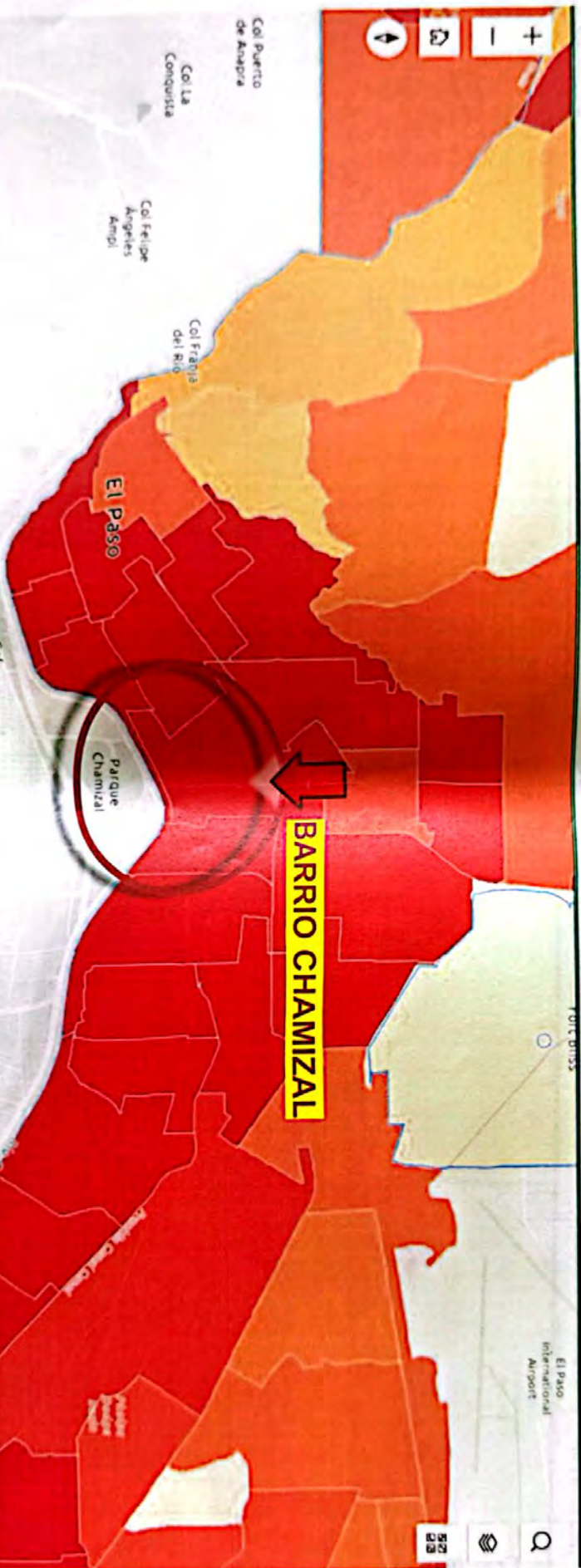
Now, the Ministry of Environment and Natural Resources is tasked with formulating and issuing the ecological restoration plan within 180 days from the declaration. The program must be fully implemented within 10 years. The park is part of the Chamizal Convention Act of 1964 that divided a large swath of park land between Mexico and the United States – splitting the park between **Juárez** and El Paso in what is now the **Chamizal National Memorial Park**.

# Heart Disease

## ENFERMEDAD DE CORAZÓN

PLACES **Health Outcomes** Prevention Health Risk Behaviors Disability Health Status SDOH

- Arthritis
- Asthma
- High Blood Pressure
- Cancer
- High Cholesterol
- Kidney Disease
- COPD
- Heart Disease**
- Diabetes
- Depression
- OT >



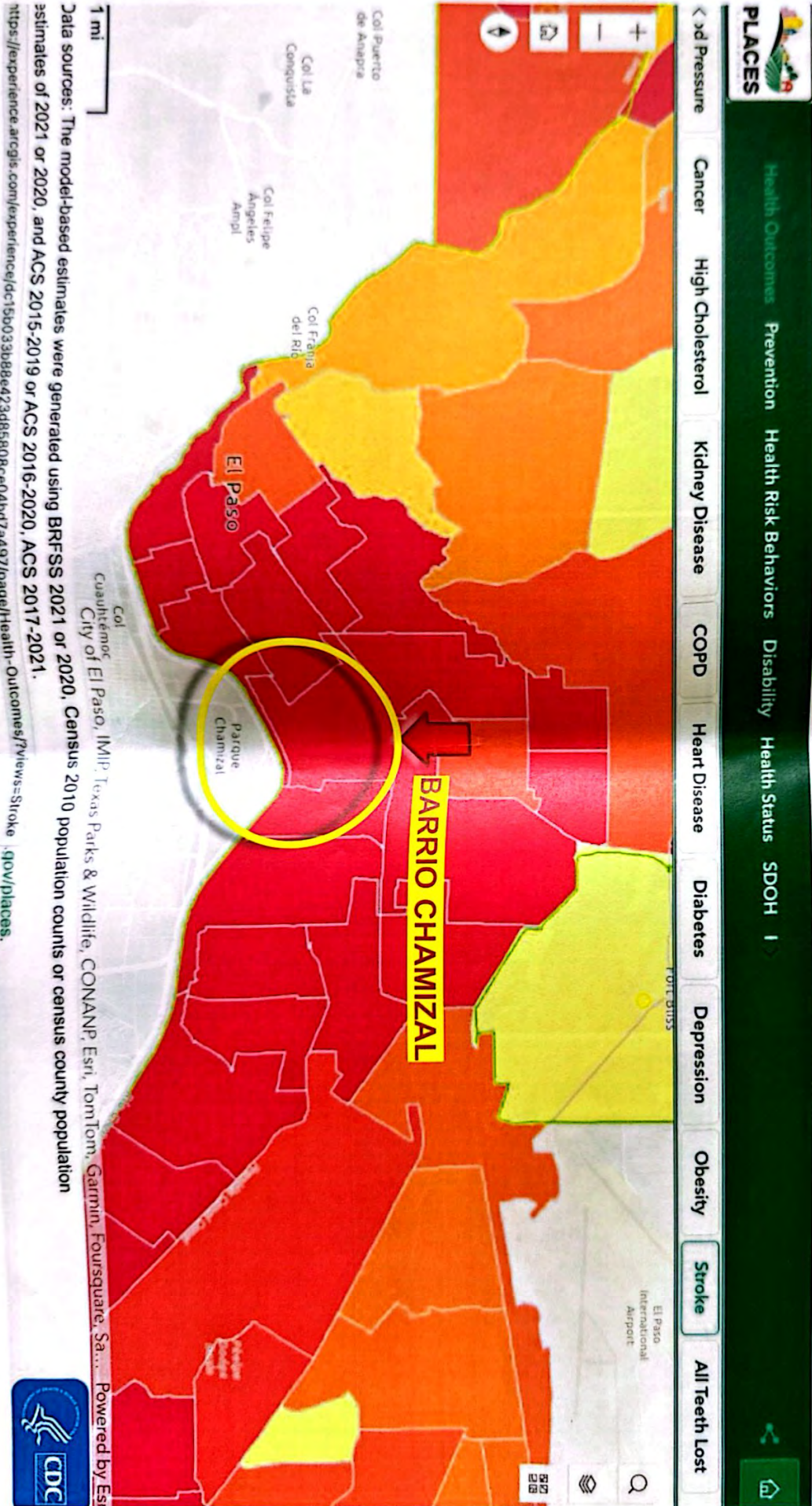
Data sources: The model-based estimates were generated using BRFSS 2021 or 2020, Census 2010 population counts or census county population estimates of 2021 or 2020, and ACS 2015-2019 or ACS 2016-2020, ACS 2017-2021.

<https://experience.arcgis.com/experience/dc15b033b88e4234d5808ce04bd7a497/page/Health-Outcomes/Views/Heart-Disease/ACS>



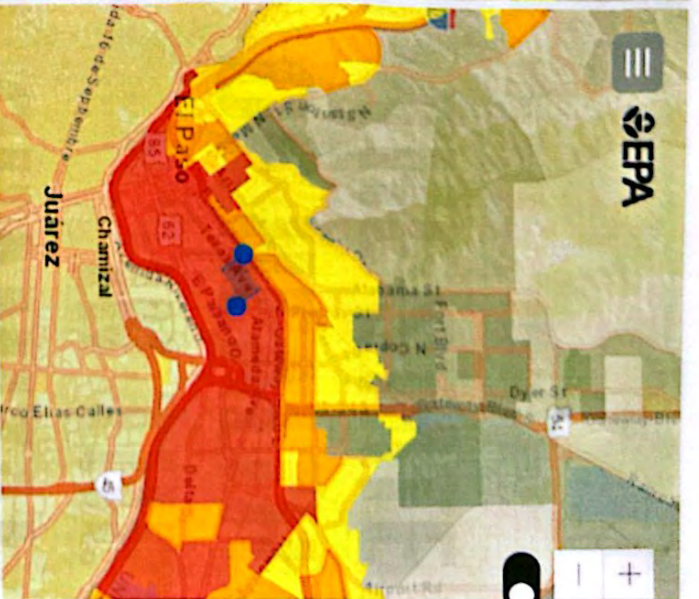
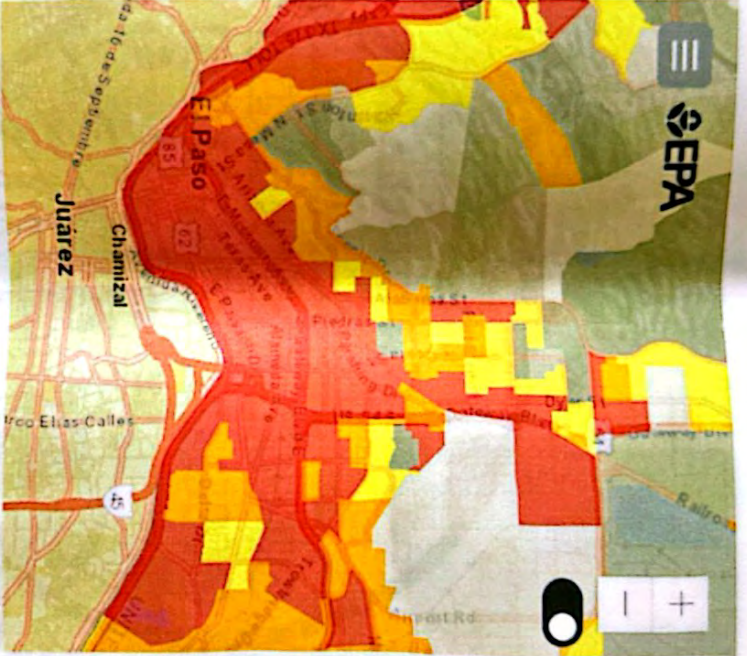
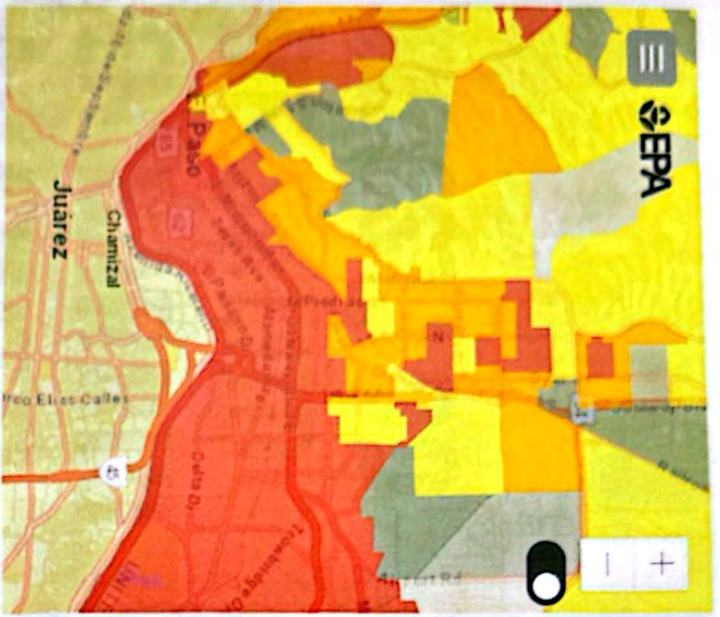
**Stroke**

**ATAQUE CEREBRAL o DERRAME CEREBRAL**



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.

<https://experience.arcgis.com/experience/dcf15b033b88e423d85808ce04bd7a497/page/Health-Outcomes/Views=Stroke>



# EL ESTADO DE SALUD EN BARRIO CHAMIZAL

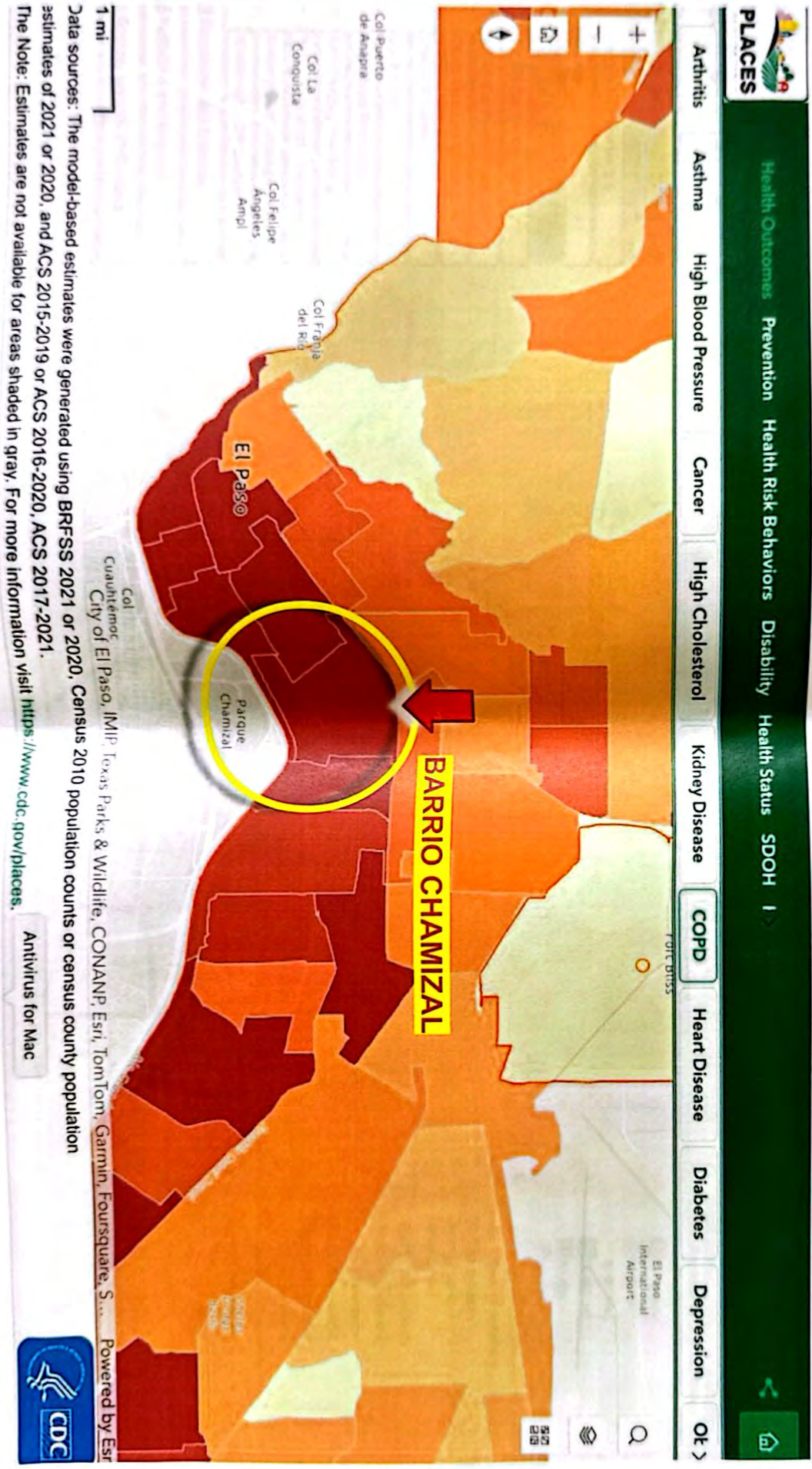


# THE STATE OF HEALTH IN THE CHAMIZAL



# Chronic Obstructive Pulmonary Disease

## ENFERMEDAD PULMONAR OBSTRUCTIVA CRÓNICA



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.

The Note: Estimates are not available for areas shaded in gray. For more information visit <https://www.cdc.gov/places>.



# Diesel Particulate Matter

## PARTÍCULAS DIESEL

### EPA EJScreen EPA's Environmental Justice Screening and Mapping Tool (Version 2.2)

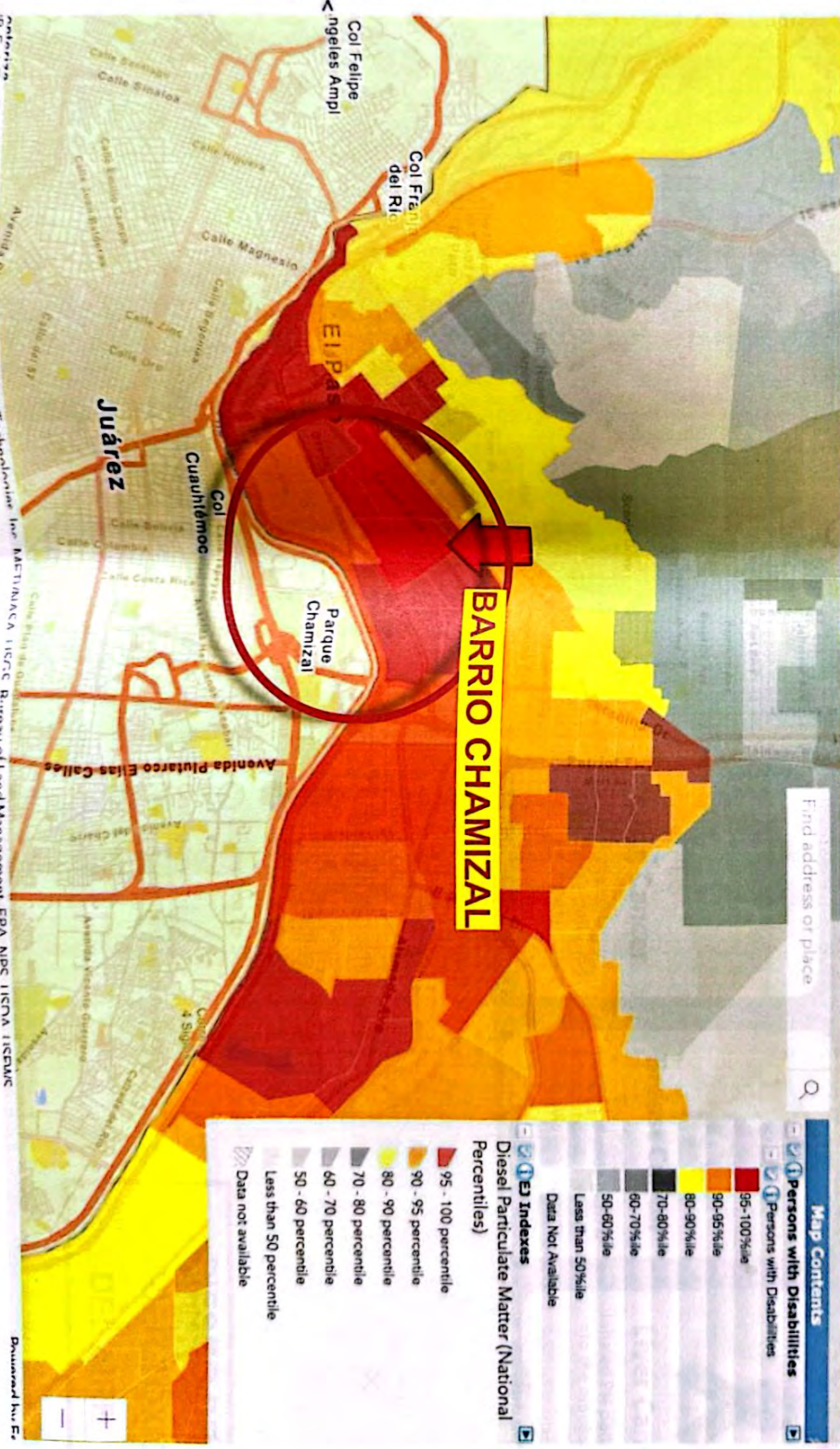
Disclaimer: Territory data (except Puerto Rico) is not available as comparable to the US. It is only comparable to the territory itself by using the Compare to State functionality. Likewise, some of the indicators may not be available for territories.



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





# CONTAMINACIÓN DEL AIRE Y CÁNCER

CÁNCER DE PULMÓN    CÁNCER DE MAMA/PECHO    CÁNCER DE HÍGADO

<p><b>Lung Cancer</b> Lung irritation from long term air pollution exposure</p>	<p><b>Breast Cancer</b> The levels of nitrogen dioxide (NO2) &amp; nitrogen oxides (NOx) in traffic pollution exposure</p>	<p><b>Liver Cancer</b> Inhaled PM pollutants into the bloodstream</p>
---	--	---

Show EJSscreen Maps

Compare to US  
 Compare to State

Category: Environmental Justice Indexes

Parameter: Air Toxics Cancer Risk

**RIESGO DE CÁNCER TÓXICO DEL AIRE**

# Asthma ASMA



Health Outcomes: Prevention Health Risk Behaviors Disability Health Status SDOH |

- Arthritis
- Asthma
- High Blood Pressure
- Cancer
- High Cholesterol
- Kidney Disease
- COPD
- Heart Disease
- Diabetes
- Depression
- OT >



City of El Paso, IMIP, Texas Parks & Wildlife, CONANP, Esri, TomTom, Garmin, Foursquare, S... Powered by Esri

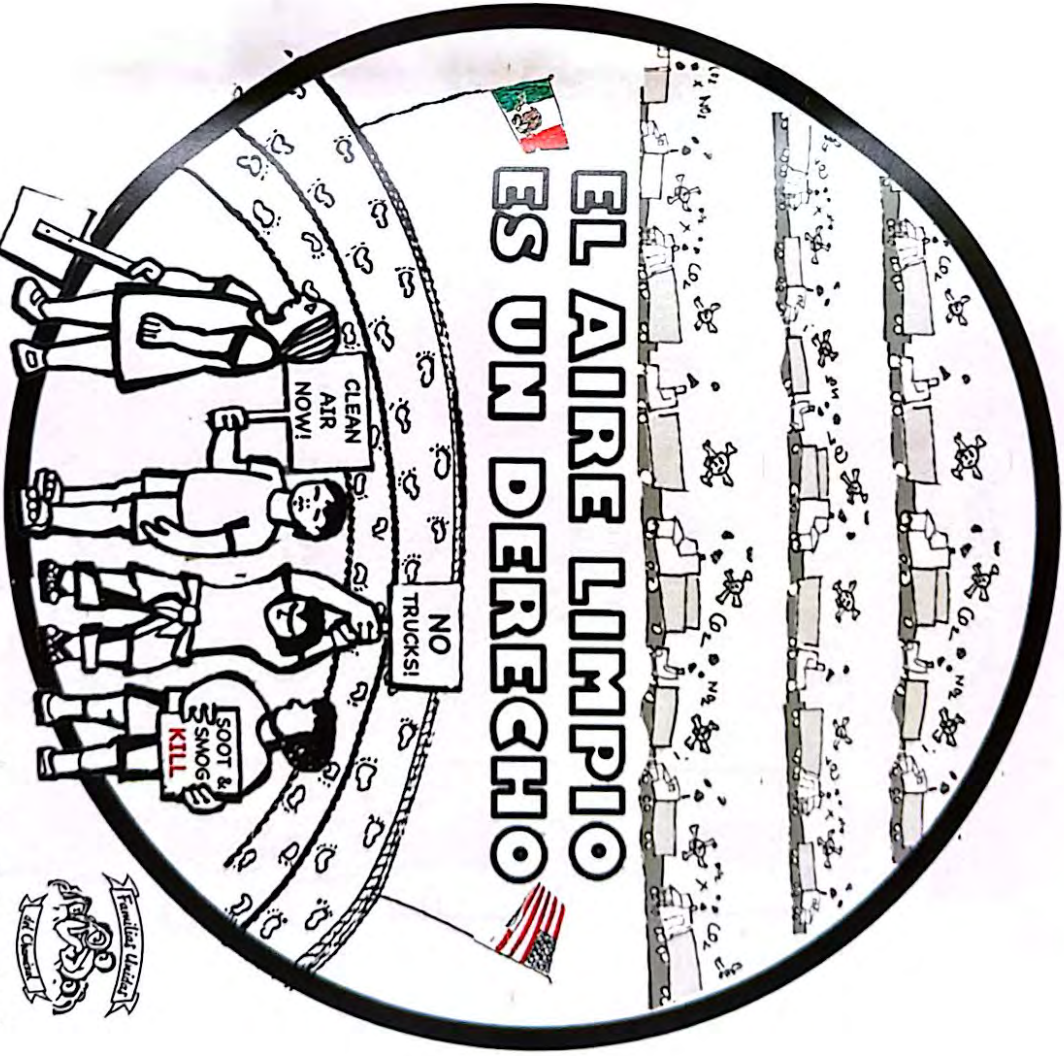
Data sources: The model-based estimates were generated using BRFSS 2021 or 2020, Census 2010 population counts or census county population estimates of 2021 or 2020, and ACS 2015-2019 or ACS 2016-2020, ACS 2017-2021.  
The Note: Estimates are not available for areas shaded in gray. For more information visit <https://...-places>.





**FUERA  
EL RACISMO  
AMBIENTAL**

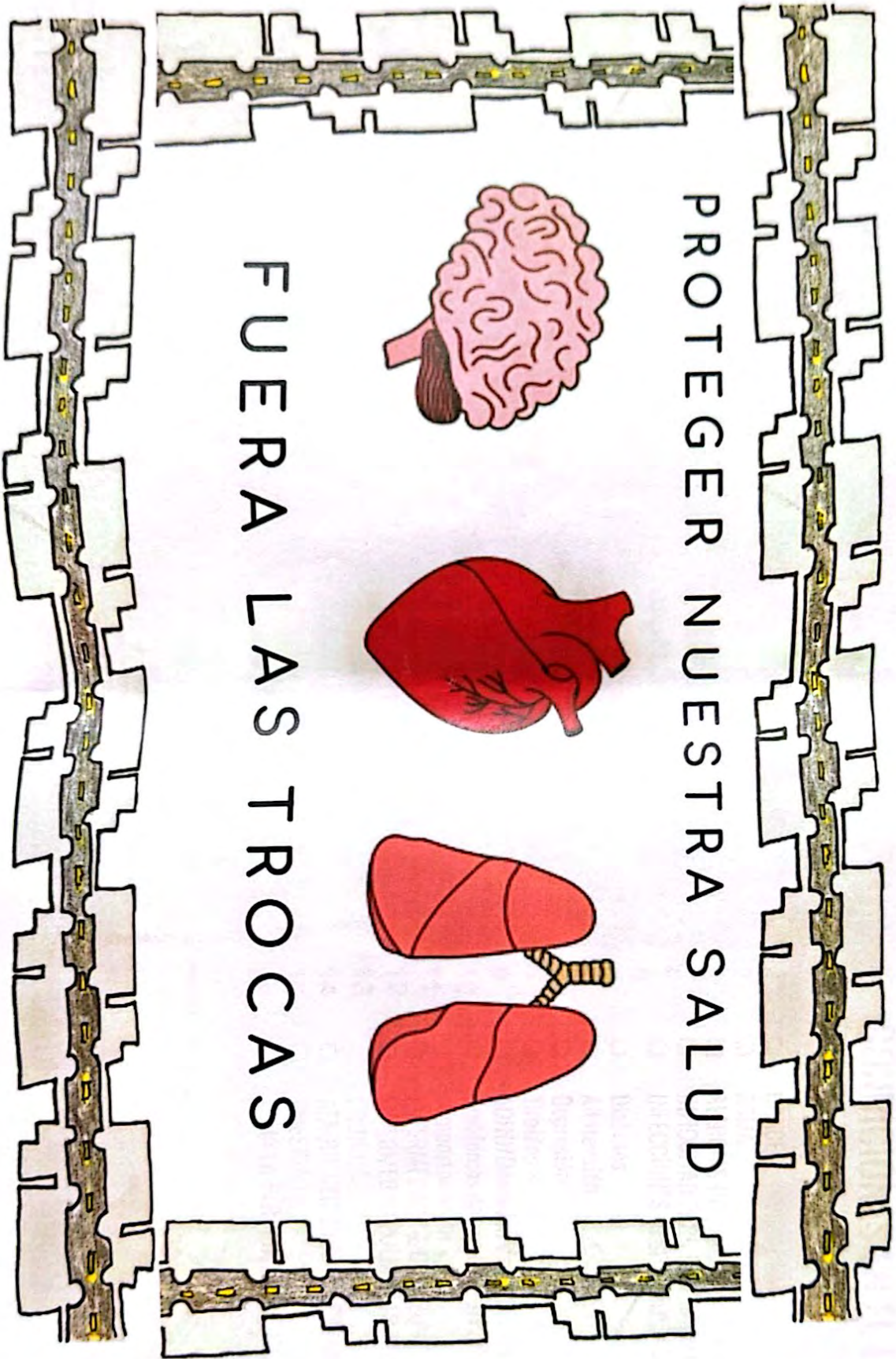
@FamiliasUnidasDelChamizal



**EL AIRE LIMPIO  
ES UN DERECHO**

@FamiliasUnidasDelChamizal





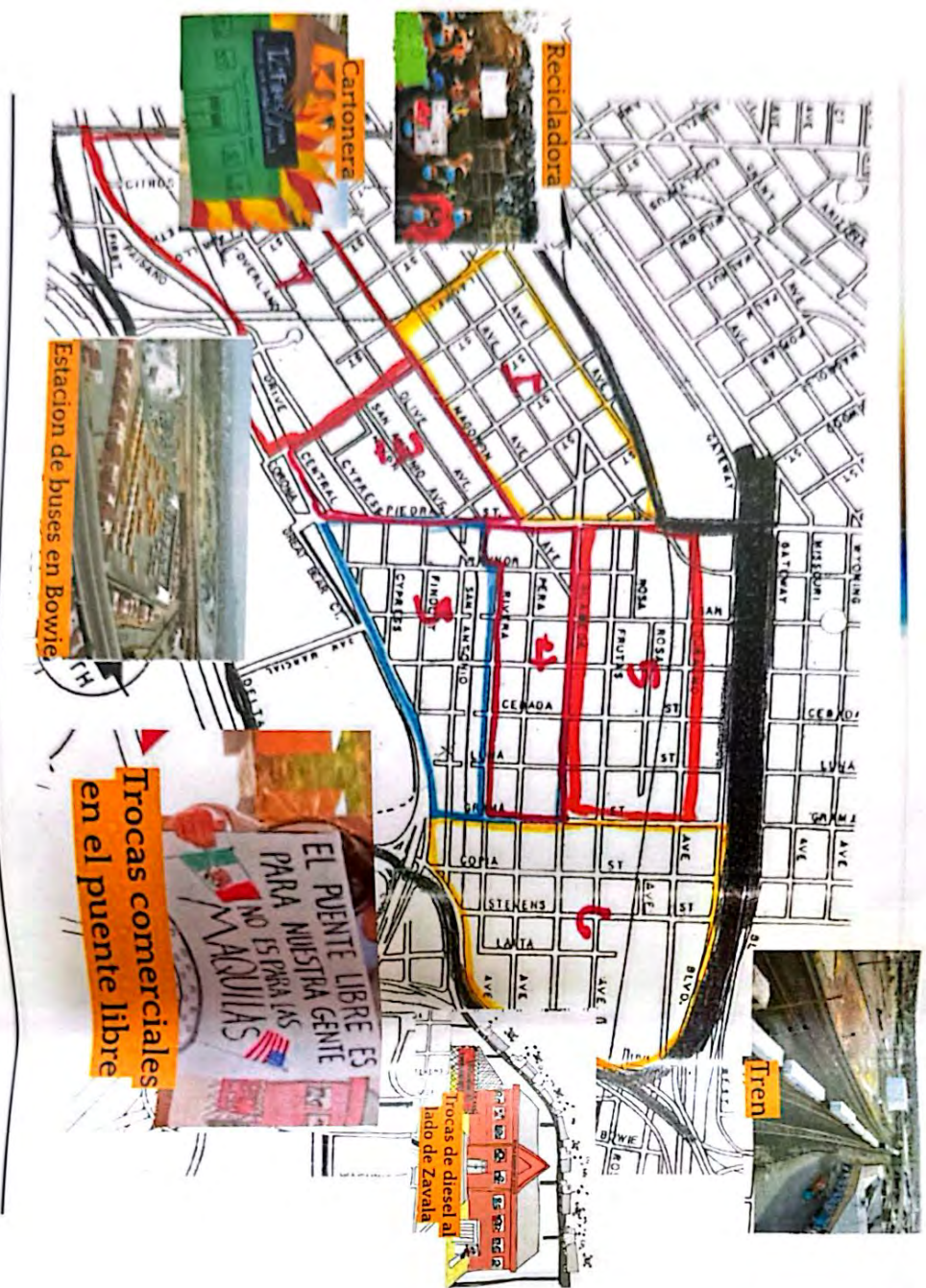


\*RESIDENT SURVEY: DATA OF HEALTH PROBLEMS, FEB. 28, 2024  
 CONDUCTED AT CHAMIZAL COMMUNITY CENTER, 20 SURVEYS

## CONDICIONES EN EL HOGAR

✓ POR FAVOR VERIFIQUE CADA CONDICIÓN EN SU HOGAR

- 1  CÁNCER
- 2  ASMA
- 3  ALERGIAS DE OJOS, GARGANTA
- 4  DIFICULTAD PARA RESPIRAR/TOS CONSTANTE
- 5  INFECCIONES RESPIRATORIAS
- 6  Diabetes
- 7  Altatensión
- 8  Depresión
- 9  Tíroides
- 10  ADHD/Desorden de déficit de atención
- 11  Problemas de desarrollo/Problemas de comportamiento
- 12  ENFERMEDAD DE CORAZÓN
- 13  ENFERMEDAD PULMONAR OBSTRUCTIVA CRÓNICA
- 14  ATAQUE CEREBRAL o DERRAME CEREBRAL
- 15  OBESIDAD
- 16  TODA LA PÉRDIDA DE DIENTES



# Fuentes de Contaminación

## El Puente Libre - trocas

- zavala elementary school
- san xavier
- paisano green

## Bowie Bus Hub

- Bowie H.S. effects on students & athletes
- Maintenance center
- Fueling station & storage tanks

## Salazar Public Housing

- Douglass elementary school
- Bowie BusHub
- Industrial waste facilities
- Industrial fires
- GI planning for mitigation

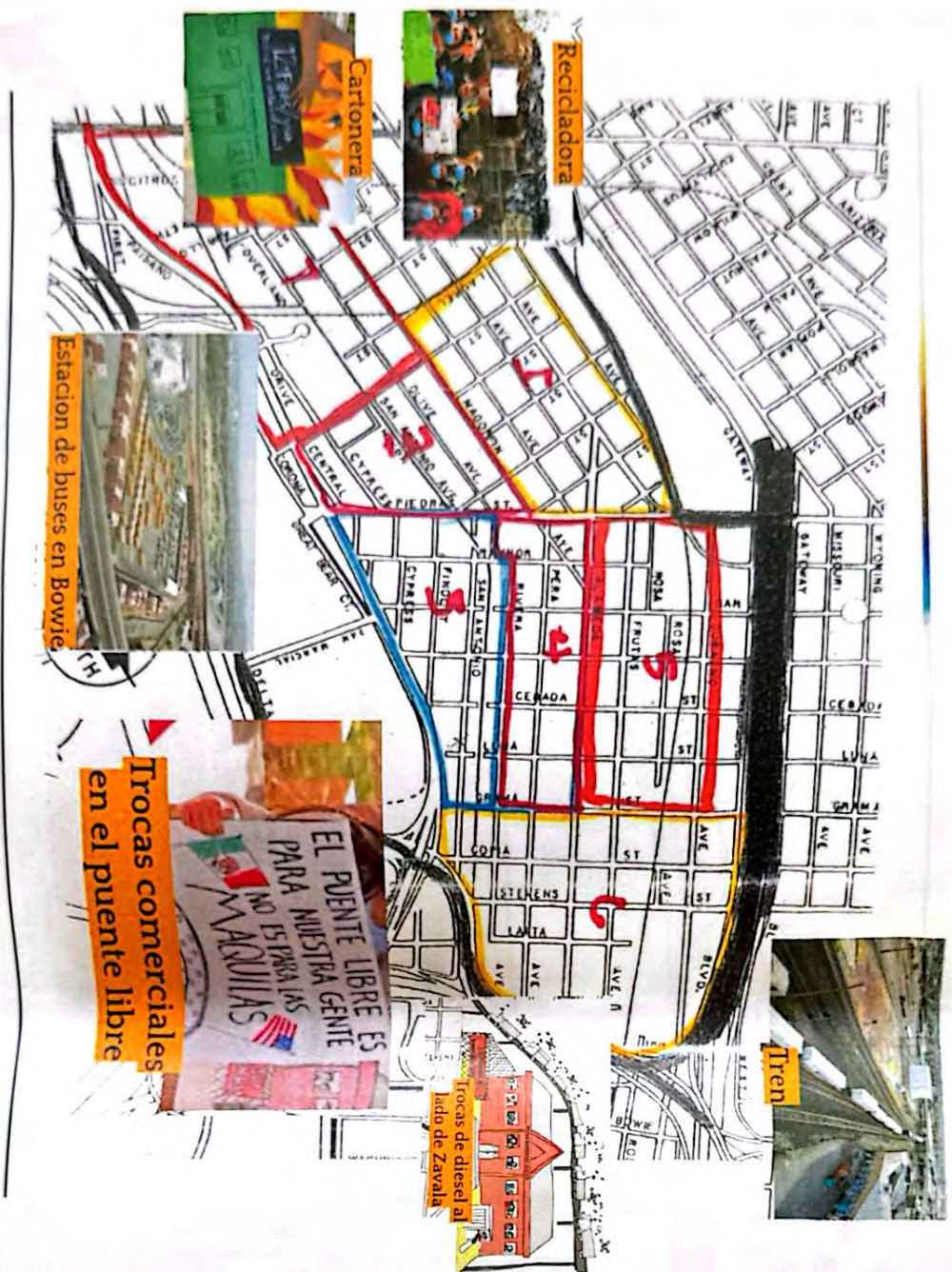
## Train & Fueling Station(s)

- Diesel Fueling station
- Storage tanks

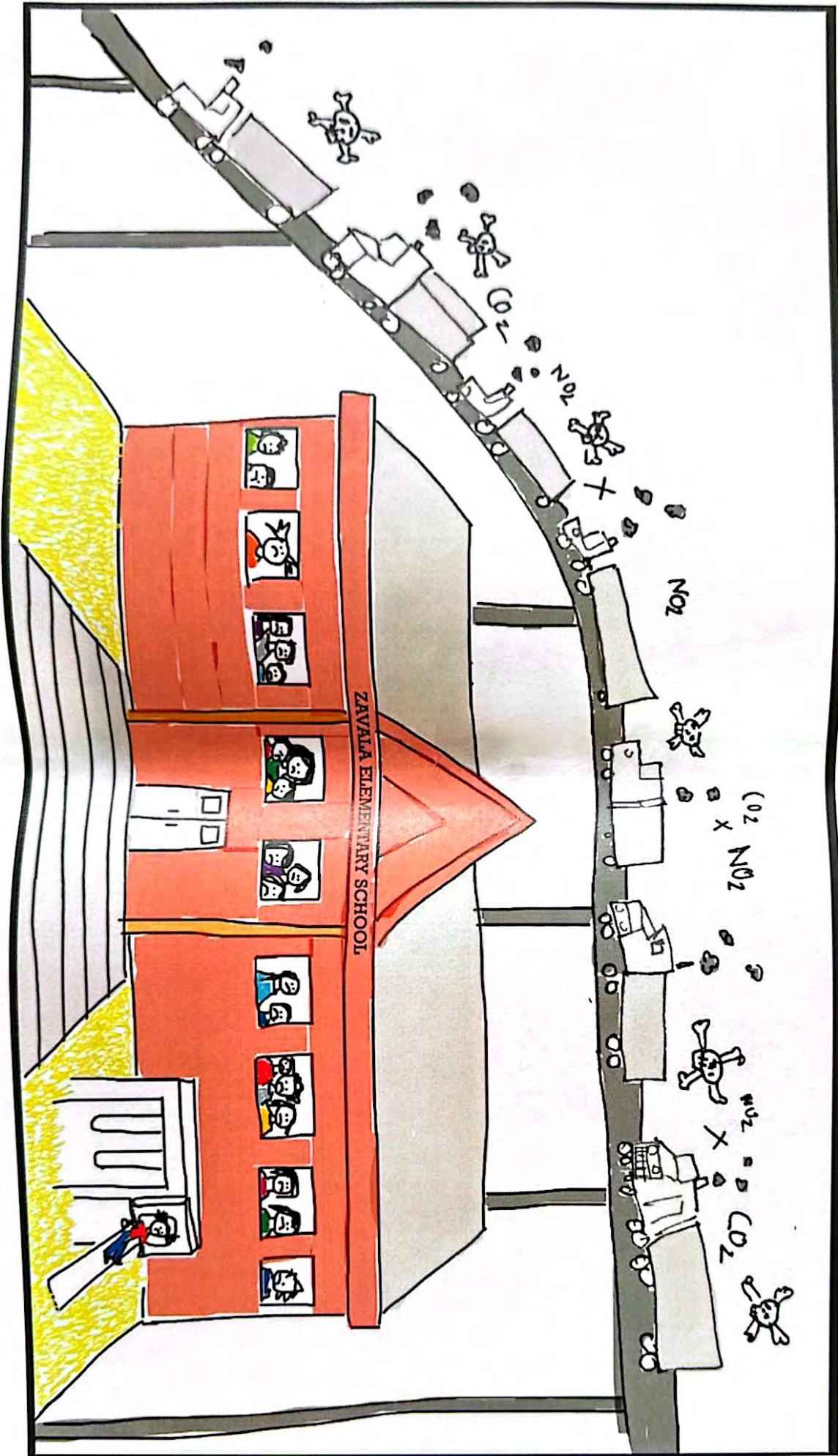
# CONDICIONES EN EL HOGAR

POR FAVOR VERIFIQUE CADA CONDICIÓN EN SU HOGAR

- CÁNCER
- ASMA
- ALERGIAS DE OJOS, GARGANTA
- DIFICULTAD PARA RESPIRAR/TOS CONSTANTE
- INFECCIONES RESPIRATORIAS
- Diabetes
- Altatensión
- Depresión
- Tiroides
- ADHD/Desorden de déficit de atención
- Problemas de desarrollo/Problemas de comportamiento
- ENFERMEDAD DE CORAZÓN
- ENFERMEDAD PULMONAR OBSTRUCTIVA CRÓNICA
- ATAQUE CEREBRAL o DERRAME CEREBRAL
- OBESIDAD
- TODA LA PÉRDIDA DE DIENTES









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Gobierno Municipal 2024-2027

October 09, 2024

## Puente Libre Córdoba

U.S. General Services Administration BOTA.nepacomments@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.)

Ay. Francisco Villa 950 Nte. Col. Centro, Juárez Chihuahua México, CP 32000 Tel +52 (656) 737 00 00

REFUGIO DE LA LIBERTAD / CUSTODIA DE LA REPÚBLICA

[www.juarez.gob.mx](http://www.juarez.gob.mx)

Externo la preocupación de mi gobierno y de los usuarios del puente libre Córdoba 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 Córdoba 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 incrementaría las emisiones de CO<sub>2</sub>, 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.

Av. Francisco Villa 950 Nte. Col. Centro, Juárez Chihuahua México, CP 32000 Tel +52 (656) 737 00 00

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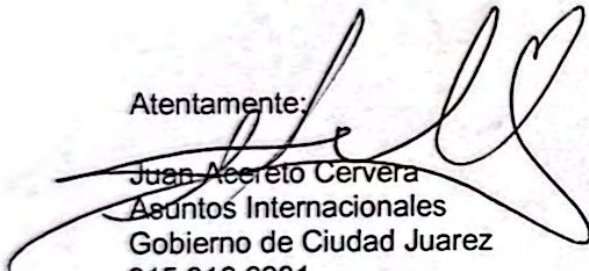


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Gobierno Municipal 2024-2027

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 Acero Cervera  
Asuntos Internacionales  
Gobierno de Ciudad Juárez  
915 316 6201

Av. Francisco Villa 950 Nte. Col. Centro, Juárez Chihuahua México, CP 32000 Tel +52 (656) 737 00 00

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**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



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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 Córdova, 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 Córdova-De las Américas (BOTA) es una arteria vital para la industria manufacturera y los



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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 CO<sub>2</sub>, 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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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





10/7/2024

U.S. General Service Administration  
[BOTA.nepacomments@gsa.gov](mailto:BOTA.nepacomments@gsa.gov)  
 Attn: Karla Carmichael, NEPA Program Manager  
 Subject: BOTA LPOE Draft EIS

These Viable Action Alternatives were determined to best satisfy the purpose and need for the action and address overriding community concerns and issues. The following alternatives were carried forward:

- o No Action
- ✓ Viable Action Alternative 1a – Multi-Level Modernization (High/Low Booths) Primarily within Existing Port Boundaries with Minor Land Acquisition Immediately Adjacent to the Port and Additional Land Acquisition to the East
- o Viable Action Alternative 4 – Multi-Level Modernization within the Existing Port Boundaries with Minor Land Acquisition Immediately Adjacent to the Port and Elimination of Commercial Cargo Operations.

**ALTERNATIVES DEVELOPED TO IMPLEMENT THE PROPOSED ACTION**

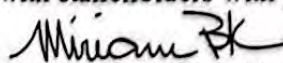
We are writing to formally voice our strong support to the proposed closure of commercial traffic on the Bridge of the Americas (“BOTA”). **1a Alternative Multi-Level Modernization to include Commercial Operations**

As a significant logistics company operating in the Borderplex region, we are deeply concerned about the potential impacts of closing BOTA **without first conducting a thorough and detailed analysis of alternative routes and the capacity to manage Southbound/Northbound commercial traffic.** “Anticipated Impacts” are not considering the **Primary Southbound Cargo Artery in BOTA nor Mexican ANAM Capacity in other Ports of Entry.**

**Key considerations for any closure include:**

<b>Southbound Traffic:</b>	BOTA is a critical Port for Southbound Commercial Traffic, with approximately 2,000 vehicles crossing daily, particularly an estimated 1,800 empty trailers, closing this port would significantly disrupt these flows.
<b>Contingency Planning</b>	BOTA also serves as an essential alternate port in the case of contingencies, such as hazardous materials transport. Its closure would place additional strain on other already overburdened ports. Leaving NO options in case of a HazMat Contingency
<b>Infrastructure vs Technology Investment</b>	Has a cost-benefit analysis been conducted to determine if investments in technology, or additional Customs agents investment could better address the flow of traffic and reduce pollution caused by idling trucks? Rather than simply closing a major port of entry for infrastructure, before solving the alternate ports of entry to relieve the traffic during construction.
<b>PROPOSAL</b>	To consider during for 1a. Alternate Multi-Level Modernization
<b>Dedicate BOTA to Empties Only</b>	Give the industry a relieve option on dedicating BOTA for EMPTIES ONLY Southbound and Northbound. Will allow the flow without detaining traffic and can be an option that would give a win/win to the region. This will allow all Empties to funnel to BOTA without stopping (random) allowing it to Flow and not Pollute.
<b>Dedicate Tornillo to HAZMAT</b>	The POE of Tornillo is a more expensive POE for Millage, Road, and Port Tolls, giving Tornillo a Primary Hazmat Port will give it a jump start to be used for these companies where at the same time it is more isolated and smaller POE, Leaving Ysleta as an alternative in case of a HazMat Incident.
<b>Full CBP Staffing to YSLETA</b>	The Commercial 8 Lanes at Zaragoza will require full staffing and 24 hr. staffing to be able to process the loaded loads northbound and southbound on the growth expected in the next 4 years

We ask to consider believe that any decision to close BOTA must be made only after carefully considering the regional impact, with a clear plan for mitigating delays Northbound and Southbound while ensuring the continued efficiency of cross-border commerce. We urge that an in-depth evaluation be completed and shared with stakeholders with proper evidence and data before any final decisions are made.

  
 Miriam B. Kotkowski, President

October 16, 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 - Draft BOTA LPOE EIS*

**Dear Karla Carmichael,**

We extend our cordial greetings. We are writing to express our deep concern regarding the Environmental Impact Statement (EIS) draft issued by the U.S. General Services Administration (GSA) concerning the modernization project for the Bridge of the Americas (BOTA). The preferred alternative in the draft contemplates the permanent elimination of commercial traffic, which would have a devastating impact on our region.

The Bridge of the Americas (BOTA) is a vital artery for cross-border trade, being the only toll-free bridge along the entire U.S.-Mexico border. Its strategic location, with access to Highway 54, which connects to Interstate 10 and Loop 375, makes it a crucial point for the manufacturing industry.

In 2019, cross-border trade at BOTA reached a value of \$76.649 billion, representing 14.78% of total exchanges. In 2023, this value surpassed \$21.559 billion annually. Currently, the bridge handles between 6,000 and 8,000 light vehicles and 800 to 1,200 cargo trucks daily, with wait times ranging from 30 minutes to 2 hours during peak hours.

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

1. **Economic Impact:** Ciudad Juárez 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 cost of redirecting shipments, estimated to be between \$120 and \$180 per vehicle rerouted to other crossings.
2. **Infrastructure and Logistics:** Diverting commercial traffic to the Zaragoza-Ysleta crossing could cause significant congestion, as this crossing is already operating near full capacity. Alternative crossings, such as San Jerónimo-Santa Teresa and Guadalupe-Tornillo, present limitations in infrastructure, staffing, and hours of operation, leading to further delays and additional logistics costs.

3. **Collaboration and Impact on the USMCA:** Disrupting the flow of goods goes against the spirit of cooperation and free trade established in the United States-Mexico-Canada Agreement (USMCA), affecting the competitiveness of both Mexican and U.S. companies.
4. **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.
5. **Nearshoring and Strategic Growth:** Nearshoring in Ciudad Juárez is strengthening due to its proximity to the U.S., which helps reduce costs and shipping times. Infrastructure improvements and trade agreements are crucial to support this strategic growth.
6. **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.

Given the strategic importance of the Bridge of the Americas (BOTA) for our region and for bilateral relations between Mexico and the United States, we respectfully request your support in favor of selecting Alternative 1A - Draft BOTA LPOE EIS with its multi-level modernization, which accommodates pedestrian, non-commercial vehicle, 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 community, avoiding both temporary and permanent closure of commercial traffic at this crossing.

As foreign trade users, we also suggest that modernization should consider three key areas:

- 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 chaos for 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.

We appreciate your attention to this matter in advance and remain at your disposal for any additional information.

Sincerely,

The El Paso Central Business Association - CBA

Tanny Berg

By its Founder

October 16, 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 - Draft BOTA LPOE EIS**

**Dear Karla Carmichael,**

We extend our cordial greetings. We are writing to express our deep concern regarding the Environmental Impact Statement (EIS) draft issued by the U.S. General Services Administration (GSA) concerning the modernization project for the Bridge of the Americas (BOTA). The preferred alternative in the draft contemplates the permanent elimination of commercial traffic, which would have a devastating impact on our region.

The Bridge of the Americas (BOTA) is a vital artery for cross-border trade, being the only toll-free bridge along the entire U.S.-Mexico border. Its strategic location, with access to Highway 54, which connects to Interstate 10 and Loop 375, makes it a crucial point for the manufacturing industry.

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2. **Infrastructure and Logistics:** Diverting commercial traffic to the Zaragoza-Ysleta crossing could cause significant congestion, as this crossing is already operating near full capacity. Alternative crossings, such as San Jerónimo-Santa Teresa and Guadalupe-Tornillo, present limitations in infrastructure, staffing, and hours of operation, leading to further delays and additional logistics costs.

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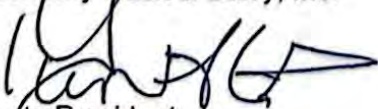
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We appreciate your attention to this matter in advance and remain at your disposal for any additional information.

Sincerely,

Economy Cash & Carry, Inc.



By its President

October 16, 2024

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

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3. **Collaboration and Impact on the USMCA:** Disrupting the flow of goods goes against the spirit of cooperation and free trade established in the United States-Mexico-Canada Agreement (USMCA), affecting the competitiveness of both Mexican and U.S. companies.
4. **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.
5. **Nearshoring and Strategic Growth:** Nearshoring in Ciudad Juárez is strengthening due to its proximity to the U.S., which helps reduce costs and shipping times. Infrastructure improvements and trade agreements are crucial to support this strategic growth.
6. **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.

Given the strategic importance of the Bridge of the Americas (BOTA) for our region and for bilateral relations between Mexico and the United States, we respectfully request your support in favor of selecting Alternative 1A - Draft BOTA LPOE EIS with its multi-level modernization, which accommodates pedestrian, non-commercial vehicle, 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 community, avoiding both temporary and permanent closure of commercial traffic at this crossing.

As foreign trade users, we also suggest that modernization should consider three key areas:

- 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 chaos for 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.

We appreciate your attention to this matter in advance and remain at your disposal for any additional information.

Sincerely,

Longhorn Warehouses, Inc

By its Secretary

Juan Jose Sandoval

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-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.

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"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.

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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

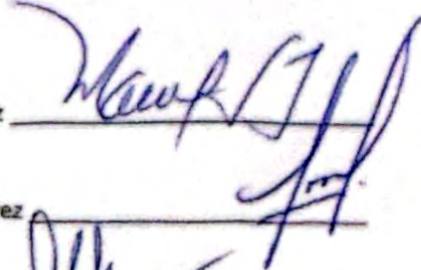
Isela Molina - President of CANACINTRA

  
\_\_\_\_\_

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

  
\_\_\_\_\_

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

  
\_\_\_\_\_

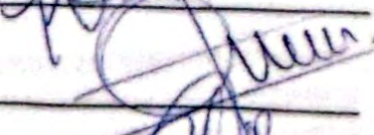
José Cuautlé Azcatl - President of the Coalition of Transporters of Ciudad Juárez

  
\_\_\_\_\_

Lilia García - Director of CRACAR

  
\_\_\_\_\_

Óscar Flores - Operations Director, Northern Region, CANACAR

  
\_\_\_\_\_

Humberto Álvarez Quevedo - President of the Regional Economic Development Council

  
\_\_\_\_\_

Cd. Juárez, Chihuahua, October 17, 2024

**Subject: Public comment in support of alternative 1A.  
In the Cordova de las Américas Bridge (BOTA) Remodeling  
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Attn: Karla Carmichael, NEPA Program Manager  
819 Taylor St, Room 12-B  
Fort Worth, TX 76102**

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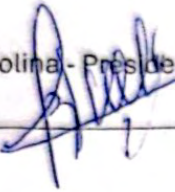
We appreciate your attention to this matter and are available to provide any additional information you may need.

Sincerely,

The signatories below support the content of this letter.

SIGNATURES

Isela Molina - President of Consejo Coordinador Empresarial



---

Cd. Juárez, Chihuahua, October 17, 2024

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

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**Fort Worth, TX 76102**

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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

A handwritten signature in blue ink, appearing to read 'Isela', is written over a horizontal line.





**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 Puento de las Americas**  
**Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024**

NAME/ APELLIDO PAUL DIPP

ORGANIZATION/ ORGANIZACIÓN ECONOMY CASH & CARRY, INC.

ADDRESS/DIRECCIÓN 1000 E. OVERLAND

TELEPHONE/TELÉFONO (915) 5322660

EMAIL/ CORREO ELECTRÓNICO paul.dipp@economycashandcarry.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 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 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 formalmente a estos comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.*

COMMENTS/COMENTARIOS: My comments are attached

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**Comments to GSA**  
**BOTA Commercial Lane Closure**  
**October 17, 2024**

The closure of the commercial Traffic will be a devastating economic event for our bi-national region.

There is no easy solution to perfectly resolve the interest of the environment, neighborhood, bi-national business communities, and international trade.

We must respect history, access and capability as well as the realities of our co-dependence on the economic engine that is the foundation of our economy. The ability to provide a reliable, efficient and a cost-effective gateway in the center of our cities its' lifelines.

It is time to compete and reject a pattern of regression by overcoming obstacles and supporting a balance of everyone's interest to seek a higher standard, stability and greater vision.

The Bridge of the Americas is the only current viable option with the infrastructure and security on both sides of the border offering a direct connection throughout the State of Chihuahua including Juarez.

Currently an expansion is planned for both Laredo, McAllen and Santa Teresa. We must compete and save our region from a flight of maquilas to New Mexico, and formidable competitors in Laredo and McAllen.

Our communities cannot afford and must not accept the loss of international trade, commerce, employment and tax base. The results both short and long term will be devastating.



**COMMENT FORM - PUBLIC INFORMATIONAL MEETING**  
 Proposed Improvements at the Bridge of the Americas (Last Part of Entry CPSE)  
 El Paso County, El Paso, Texas October 27, 2024

**FORMULARIO DE COMENTARIOS - REUNION INFORMATIVA DE LAS PARTES INTERESADAS**  
 Modernización del Puente de Estadista Terrestre del Puente de las Américas  
 Condado de El Paso, El Paso, Texas | el 27 de octubre de 2024

NAME/ NOMBRE: Jimmy Diaz  
 ORGANIZATION/ ORGANIZACIÓN: TODA EL PASO  
 ADDRESS/DIRECCIÓN: 505 Commercial Dr.  
 TELEPHONE/TELÉFONO: 719) 445-3146  
 EMAIL/ CORREO ELECTRÓNICO: Jimmy.Diaz@todaelpaso.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 November 24, 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.

Karlo R. Carmichael NEPA Program Manager  
 Environmental, Fire and Safety & Health Branch  
 GSA/PSE, Facilities Management and Services Programs Division  
 819 Taylor St, Room 12-B, FW, TX 79902

[BOIA.NEPACOMMENTS@gsa.gov](mailto:BOIA.NEPACOMMENTS@gsa.gov)

Por favor, responde con cualquier comentario y continúa 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 [BOIA.NEPACOMMENTS@gsa.gov](mailto:BOIA.NEPACOMMENTS@gsa.gov) antes del 24 de noviembre de 2024 o enviar por correo a la siguiente dirección.

Karlo R. Carmichael NEPA Program Manager  
 Environmental, Fire and Safety & Health Branch  
 GSA/PSE, Facilities Management and Services Programs Division  
 819 Taylor St, Room 12-B, FW, TX 79902

No podemos responder formalmente a estos comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se distribuirán en el documento EIS.

COMMENTS/COMENTARIOS: Figures are wrong for the ports  
How is it helpful to transfer the rates to poorer  
communities like Terrell and are different  
sets of different environmental guidelines like the



**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	Robert R Marble
ORGANIZATION/ ORGANIZACIÓN	Robert E Marble Trust, industrial/ commercial real estate owner
ADDRESS/DIRECCIÓN	5 Butterfield Trail, Suite 1, El Paso, Tx 79906
TELEPHONE/TELÉFONO	915.276.8980
EMAIL/ CORREO ELECTRÓNICO	rmarble@rentelp.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 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

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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:**

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 this is a good option.



**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	Brett Preston
ORGANIZATION/ ORGANIZACIÓN	Cushman & Wakefield PIREs
ADDRESS/DIRECCIÓN	123 W. Mills St 220 EPTX 79901
TELEPHONE/TELÉFONO	915 843 8888 x 801
EMAIL/ CORREO ELECTRÓNICO	bpreston@piresintl.com

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

Endorse Alternative 1 A

Alternative 3 is a terrible choice  
 Economic impact to businesses in El Paso + Juarez  
 would be negative and damaging.

(EIS)

No environmental studies were done that demonstrate the impact to both the rural areas of El Paso county and Grant Ave County, New Mexico (Torville) (Santa Terese)

\$600 M USD to be spent on a bridge that is closed to commercial traffic is not well thought out.

Has the country of Mexico been involved in the process?  
One half of the BOTA Bridge resides on their side.

This study started in June of 2023. Very little outreach to the commercial and business community has occurred.

Where are the economic studies that support the dramatic impact to the ports which would bear the brunt of the increased traffic? How does the increased travel distances get offset for the industries who use all the ports?

Thank you,

Brett Preston

915 630 7073

P5

The land around Carajoga is all zoned commercial.  
The land around Torville is all agricultural.  
The land around STAM is ~~all~~ mostly commercial zoned.





**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 Puento de las Americas  
 Condado de El Paso, El Paso, Texas | el 17 de octubre de 2024

NAME/ APELLIDO Sharon Baker

ORGANIZATION/ ORGANIZACIÓN Gardner + Wharffield | PIREs

ADDRESS/DIRECCIÓN 123 W. Mills Ave Suite 220

TELEPHONE/TELÉFONO 915 843 7888

EMAIL/ CORREO ELECTRÓNICO sbaker@PIRESINTL.COM

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**COMMENTS/COMENTARIOS:**

Do not pursue Alternative 3 as it would close 12 of 30 lanes (40%) that are commercial. This will have a significant negative impact on a significant number of companies in our city.

Pollution would certainly increase as an  
consequence of closing commercial lands which  
would cause trucks to take longer routes, longer  
routes, increase fuel consumption which result  
in higher pollution. I support alternative 1A

-  
[Signature]



**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 ISBELA MOLINA

ORGANIZATION/ ORGANIZACIÓN CANACINTRA JUAREZ / CONSEJO COORDINADOR EMPRESARIAL

ADDRESS/DIRECCIÓN CO. JUAREZ CT.

TELEPHONE/TELÉFONO 915-206-0104

EMAIL/ CORREO ELECTRÓNICO presidencia@canacintrajr2.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 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](mailto: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](mailto:BOTA.NEPACOMMENTS@gsa.gov) antes del 04 de noviembre 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 formalmente a estos comentarios, su aporte es bienvenido y valorado por el equipo. Todos los comentarios se abordarán en el documento EIS.

**COMMENTS/COMENTARIOS:**

- Es importante considerar el impacto económico ya que las empresas ~~imprx~~ enfrentarian pérdidas significativas.
- El desvío del tráfico comercial puede causar un colapso significativo ya que los cruces <sup>alternos</sup> se encuentran saturados y esto solo provocará trasladar la carga de contaminantes.
- \* Es necesario ampliar y mejorar la infraestructura del acceso nortescor

## Del cruce

\* Es necesario mantener el libre peaje

\* Escortar los tiempos de cruce para reducir el impacto ambiental

# Contamos con 318 empresas IMMEX de las cuales 117 son de capital estadounidense, los cruces alternos San Jerónimo - Sta Teresa y Guadalupe Tornillo presentan limitaciones en infraestructura, personal y humanas.

La interrupción del flujo comercial contraviene al espíritu de cooperación y libre comercio establecido en el T-Mec.

\* Es importante considerar que solo el 0.78% de los productos que se exportan de cd. Juárez al norte se quedan en El Paso Tx. — más del 98% de los productos que se exportan van al interior del país. US.



November 4, 2024

United States General Services Administration  
1800 F Street NW  
Washington, D.C. 20405  
Delivered electronically to [BOTA.NEPAcomments@gsa.gov](mailto: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".

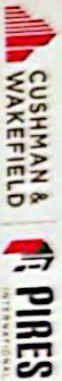
John Esparza  
President & CEO  
Texas Trucking Association

A handwritten signature in blue 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



Pires International  
123 W. Mills Avenue, Suite 220  
El Paso, Texas 79901  
Tel. +1 915 843 8888  
Fax +1 915 843 8889  
piresintl.com

October 17<sup>th</sup>, 2024

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

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

Dear Ms. Carmichael:

GSA's decision to pursue Alternative 3 would close forty percent (12 of 30) of the commercial lanes between Juarez and El Paso. This will have a negative impact on a significant number of companies in our city.

An aerial view of El Paso and Juarez shows millions of square feet of factories in Juarez and warehouses in El Paso, which all use this facility.

According to the Hunt Institute, 2023 registered 12.3 million commercial crossings and BOTA handles a significant portion of that traffic.

[https://www.hunt.edu/further-reading-resources/files/fact%20sheet%20bordercrossings\\_2023\\_web.pdf](https://www.hunt.edu/further-reading-resources/files/fact%20sheet%20bordercrossings_2023_web.pdf)

The 235-page report that the GSA cited in determining their decision to pursue Alternative 3 which seeks to close the commercial lanes was primarily focused on environmental issues. There was no regional environmental impact study provided that sought to evaluate the resulting impact of rerouting commercial traffic through Juarez, El Paso and Dona Ana County, New Mexico. Travel times, fuel consumption and related exhaust emissions would certainly increase and should be weighed against that decision.

Note that the Atlantic Council published an economic study that projected that a mere 10-minute wait time reduction would have a significant economic benefit to the community.

<https://www.atlanticcouncil.org/wp-content/uploads/2023/02/The-Transformative-Power-Of-Reduced-Wait-Times-At-The-US-Mexico-Border.pdf>

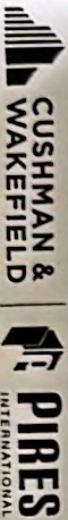
- **Where are the economic studies commissioned by the GSA that support closure of these vital commercial lanes?** To commit to spend over six hundred million dollars (\$600,000,000 USD) of taxpayer funds for our Bridge of the Americas that envisions closure of the commercial lanes appears not well thought out from a business point of view.

Should GSA elect to pursue Alternative Number 3 or any plan which closes these commercial lanes, they have embarked on severing an economic umbilical cord that nurtures our two communities. That decision would be irreversible.

Sincerely,

Brett C. Preston, SIOR, CCIM  
Managing Partner

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Cushman & Wakefield | Pires International  
123 W. Mills Avenue  
Suite 220  
El Paso, Texas 79901



**PEDRAZA**

Customerhouse Brokers, Inc.

October 17<sup>th</sup>, 2024

Ms. Karla Carmichael, NE PA Program Manager  
U.S. General Services Administration  
819 Taylor St, Room 12-B  
Fort Worth, TX 76102

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



El Paso - Corporate Office

& Mailing Address

6060 Surety Dr Suite 130

El Paso TX 79905

Phone: 915.791.5500

\*\*\*CB AND FRAP NEED TO BE SENT TO CORPORATE ADDRESS\*\*\*

Dear Ms. Carmichael:

GSA's decision to pursue Alternative 3 would close forty percent (12 of 30) of the commercial lanes between Juarez and El Paso. This will have a negative impact on a significant number of companies in our city.



An aerial view of El Paso and Juarez shows millions of square feet of factories in Juarez and warehouses in El Paso, which all use this facility.

According to the Hunt Institute, 2023 registered 12.3 million commercial crossings and BOTLA handles a significant portion of that traffic.

[https://www.wpaec.edu/huntsinstitute/2023resources/files/2023/08/wpaecbordercrossings\\_2023\\_web.pdf](https://www.wpaec.edu/huntsinstitute/2023resources/files/2023/08/wpaecbordercrossings_2023_web.pdf)

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Should GSA elect to pursue Alternative Number 3 or any plan which closes these commercial lanes, they have embarked on severing an economic umbilical cord that nurtures our two communities. That decision would be irreversible.

Sincerely,

Mary Frances Allen, President, Licensed Customs Broker

Phone: 915-791-5511

201 W. Hillside Rd. Ste 21  
Laredo, Texas 78041  
Phone: 956.764.4900

Laredo Office

El Paso Warehouse  
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Suite D, C, E & F  
El Paso, Texas 79927

[www.pedrazachb.com](http://www.pedrazachb.com)



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 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



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**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



**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

**Miguel Chacon**

Mayor, City of San Elizario, TX

**Joseph Cervantes**

New Mexico State Senator

**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

**Mary E. Gonzalez**

Texas State Representative

**Cassandra Hernandez**

City of El Paso Representative

**Yvette Hernandez, P.E.**

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Commissioner, El Paso County

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City Manager, City of El Paso

**Willie Madrid**

New Mexico State Representative

**Walter Miller**

Alderman, Horizon City

**Joe Moody**

Texas State Representative

**Eddie Morales**

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](mailto: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



# The Senate of Texas

**CÉSAR J. BLANCO**

TEXAS SENATOR  
DISTRICT 29

December 2, 2024

Dear Ms. Carmichael,

Thank you for the opportunity to provide input on the Bridge of the Americas (BOTA) Modernization Project. Public engagement during this process is crucial to ensuring that all perspectives are considered before the General Services Administration (GSA) issues its final Environmental Impact Statement (EIS) and Record of Decision.

As the State Senator representing eight counties in Far West Texas, which includes six international ports of entry, I recognize the critical need to modernize our infrastructure to enhance operational efficiency and promote environmental sustainability. The funding allocated for this project is a vital investment in our region, with the potential to transform El Paso into a model for cross-border trade and commerce.

Throughout the planning process for this project, the voices of the Chamizal community have highlighted the urgent need to balance infrastructure modernization with strong protections for public health and environmental justice. While the eventual removal of commercial traffic from BOTA has potential positive effects, it must be carried out thoughtfully, with a clear and equitable plan that ensures both the environmental and economic well-being of all affected communities. With that said, I remain concerned about the substantial gaps in data within the Environmental Impact Statement that hinder support for choosing Alternative 4 as the preferred option.

## ***Environmental Concerns***

I share the environmental concerns of the families in Chamizal. However, the Environmental Impact Statement (EIS) does not adequately address how Alternative 4, which eliminates commercial cargo operations at the Bridge of the Americas (BOTA), will affect air quality at nearby ports such as Tornillo and Ysleta. While removing truck traffic from BOTA may benefit the immediate area, it risks shifting environmental burdens to surrounding communities. A thorough analysis of regional air quality impacts, including greenhouse gas emissions and increased idling at alternative ports, is essential to ensure that these changes do not worsen pollution elsewhere.

Furthermore, the draft EIS fails to clarify how the increase in personal vehicle lanes at BOTA—from 13 northbound lanes to 35 and from 3 southbound lanes to 4—will have long-term environmental consequences for the Chamizal community. Proper staffing of these new personal vehicle lanes is critical to mitigating the environmental repercussions of idling traffic and

preventing further degradation of air quality in the area. Historically, Customs and Border Protection (CBP) has struggled to fully staff ports of entry, often leading to long wait times and increased emissions from idling vehicles.

To address these issues, funding from the City of El Paso has become essential for maintaining operational efficiency at Ysleta-Zaragoza and BOTA, particularly to reimburse CBP for personnel overtime during peak hours. Without a concrete plan to tackle these chronic staffing shortages, the expanded lanes risk exacerbating existing environmental and logistical challenges instead of resolving them.

### ***Traffic and Infrastructure Considerations***

The Environmental Impact Statement (EIS) does not provide sufficient data on how the increase in passenger and pedestrian traffic under Alternative 4 would impact local roadways and infrastructure. Without additional road capacity or improvements to traffic flow, congestion around BOTA could worsen. Furthermore, the potential effects on public transportation and pedestrian commuters—both of which are vital to El Paso’s border activity—have not been thoroughly examined.

### ***Socio-Economic Implications***

The economic analysis in the Environmental Impact Statement (EIS) lacks clarity regarding the effects of relocating commercial traffic on El Paso's business community, especially those businesses dependent on cargo operations at the Bridge of the Americas (BOTA). Furthermore, the report does not sufficiently address how staffing shortages at U.S. Customs and Border Protection (CBP) facilities might impact the operational efficiency of alternate ports that are expected to handle the redirected traffic. This gap in analysis raises important questions about whether the region will ultimately experience improved environmental conditions and economic growth or negative repercussions.

### ***Mitigation Strategies***

Finally, while the EIS proposes mitigation measures for environmental and operational impacts, these measures lack specific benchmarks for success. For example, there are no concrete plans to address potential increases in pollution and congestion at alternate ports. Similarly, noise and vibration mitigation strategies remain vague, offering limited assurance to the affected communities.

The decisions made regarding the BOTA Modernization Project will have a lasting impact on El Paso’s environmental health, quality of life, and economic vitality. These decisions must be grounded in comprehensive and transparent data. While I support the project's potential to position our region as a leader in cross-border trade, we cannot proceed as a community without first obtaining clear answers to the many unresolved questions about the critical gaps in the data.



Karla Carmichael  
Page 3  
December 2, 2024

I urge the General Services Administration (GSA) to revise and expand its analysis in the final EIS to address these deficiencies. This project represents an opportunity to secure transformative benefits for our community, but it must be executed with thorough planning and informed decision-making.

Thank you for your attention to these important matters. I look forward to continuing our partnership to advance the equitable modernization of the Bridge of the Americas. Should you have any questions for me, please do not hesitate to contact my district office at (915) 577-0029.

Sincerely,

A handwritten signature in black ink, appearing to read "César J. Blanco". The signature is fluid and cursive, with the first name "César" being the most prominent part.

César J. Blanco  
Texas State Senator  
District 29



## City Representative Josh Acevedo, Ed.D. – District 2

November 1, 2024

Via email to: [BOTA.nepacomments@gsa.gov](mailto: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



**COUNTY OF EL PASO  
DAVID C. STOUT  
COUNTY COMMISSIONER, PRECINCT TWO**

**July 22<sup>nd</sup>, 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**



## 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 1 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", with a stylized flourish.

Josh Acevedo, Ed.D.



## 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.

**From:** BOTA NEPA Comments bota.nepacomments@gsa.gov  
**Subject:** Fwd: Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER23/0457 - NOI to Prepare an EIS for the Modernization of the Bridge of the Americas Land Port of Entry (LPOE) in El Paso, Texas  
**Date:** December 17, 2024 at 11:04 AM  
**To:** Ron Moore gsaronmoore@gmail.com

BC

----- Forwarded message -----

**From:** Kopec, Brett A <[bkopec@usgs.gov](mailto:bkopec@usgs.gov)>  
**Date:** Sat, Nov 18, 2023 at 1:33 PM  
**Subject:** Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER23/0457 - NOI to Prepare an EIS for the Modernization of the Bridge of the Americas Land Port of Entry (LPOE) in El Paso, Texas  
**To:** [BOTA.NEPAcomments@gsa.gov](mailto:BOTA.NEPAcomments@gsa.gov) <[BOTA.NEPAcomments@gsa.gov](mailto:BOTA.NEPAcomments@gsa.gov)>  
**Cc:** Janowicz, Jon A <[jjanowicz@usgs.gov](mailto:jjanowicz@usgs.gov)>

Thanks.

Brett Kopec  
USGS  
Budget Analyst

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**From:** Gordon, Alison D <[agordon@usgs.gov](mailto:agordon@usgs.gov)>  
**Sent:** Friday, November 17, 2023 5:44 PM  
**To:** Kopec, Brett A <[bkopec@usgs.gov](mailto:bkopec@usgs.gov)>  
**Cc:** Janowicz, Jon A <[jjanowicz@usgs.gov](mailto:jjanowicz@usgs.gov)>  
**Subject:** Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER23/0457 - NOI to Prepare an EIS for the Modernization of the Bridge of the Americas Land Port of Entry (LPOE) in El Paso, Texas

The USGS has no comment at this time. Thank you.

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**From:** [oepchq@ios.doi.gov](mailto:oepchq@ios.doi.gov) <[oepchq@ios.doi.gov](mailto:oepchq@ios.doi.gov)>  
**Sent:** Monday, November 13, 2023 8:12 AM  
**To:** Brueggeman, Louis C <[louis\\_brueggeman@ios.doi.gov](mailto:louis_brueggeman@ios.doi.gov)>; Alam, Shawn K <[Shawn\\_Alam@ios.doi.gov](mailto:Shawn_Alam@ios.doi.gov)>; Braegelman, Carol <[carol\\_braegelman@ios.doi.gov](mailto:carol_braegelman@ios.doi.gov)>; Kelly, Cheryl L <[cheryl\\_kelly@ios.doi.gov](mailto:cheryl_kelly@ios.doi.gov)>; Cobbs, Molly R <[molly\\_cobbs@ios.doi.gov](mailto:molly_cobbs@ios.doi.gov)>; Klinkenberg, Abigail L <[aklinkenberg@usbr.gov](mailto:aklinkenberg@usbr.gov)>; Bravo, Jade G <[jbravo@usbr.gov](mailto:jbravo@usbr.gov)>; Cunningham, Catherine (Cathy) <[ccunningham@usbr.gov](mailto:ccunningham@usbr.gov)>; ERs, FWS HQ <[FWS\\_HQ\\_ERs@fws.gov](mailto:FWS_HQ_ERs@fws.gov)>; Runkel, Roxanne <[Roxanne\\_Runkel@nps.gov](mailto:Roxanne_Runkel@nps.gov)>; Stedeford, Melissa <[Melissa\\_Stedeford@nps.gov](mailto:Melissa_Stedeford@nps.gov)>; Rideout, Sterling J <[srideout@osmre.gov](mailto:srideout@osmre.gov)>; Allen, Christine E <[ceallen@osmre.gov](mailto:ceallen@osmre.gov)>; Gordon, Alison D <[agordon@usgs.gov](mailto:agordon@usgs.gov)>; Janowicz, Jon A <[jjanowicz@usgs.gov](mailto:jjanowicz@usgs.gov)>; [oepchq@ios.doi.gov](mailto:oepchq@ios.doi.gov) <[oepchq@ios.doi.gov](mailto:oepchq@ios.doi.gov)>; Collins, Rebecca L <[rebecca\\_collins@ios.doi.gov](mailto:rebecca_collins@ios.doi.gov)>; Collins, Rebecca L <[rebecca\\_collins@ios.doi.gov](mailto:rebecca_collins@ios.doi.gov)>  
**Subject:** ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER23/0457 - NOI to Prepare an EIS for the Modernization of the Bridge of the Americas Land Port of Entry (LPOE) in El Paso, Texas



This e-mail alerts you to a Environmental Review (ER) request from the Office of Environmental Policy and Compliance (OEPC). This ER can be accessed [here](#).

To access electronic ERs visit the Environmental Assignments website: <https://ecl.doi.gov/ERs.cfm>. For assistance, please contact the Environmental Review Team at 202-208-5464.

Comments due to Agency by: 01/16/24



## 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).<sup>1</sup> 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 99<sup>th</sup> 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

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<sup>1</sup> 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 (CO<sub>2</sub>e), 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 95<sup>th</sup> - 100<sup>th</sup> 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 70<sup>th</sup> 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](mailto:hayden.keith@epa.gov).

Sincerely,

Robert Houston, Staff Director  
Office of Communities, Tribes and  
Environmental Assessment

Enclosure:

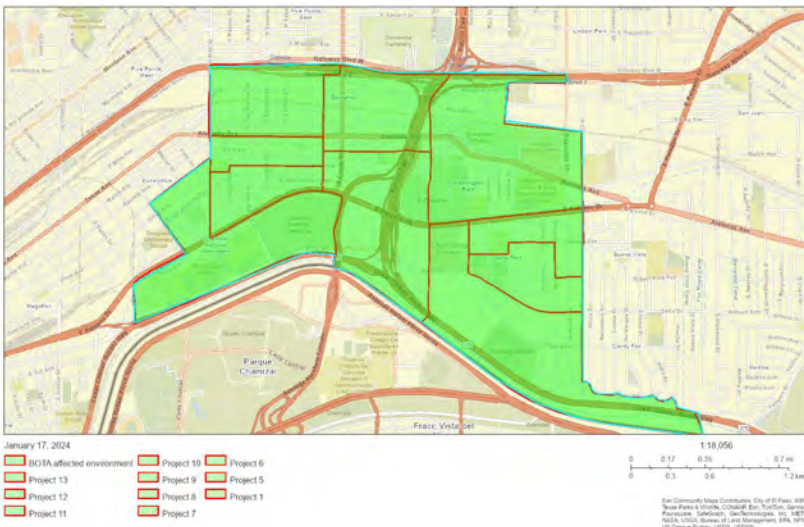
EJScreen Report BOTA project area block groups



# EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

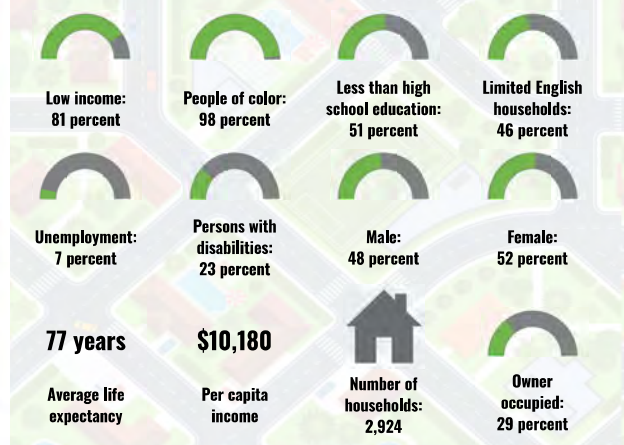
A3 Landscape



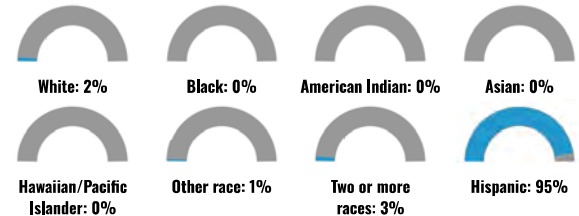
## LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	10%
Spanish	90%
Total Non-English	90%

## 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.



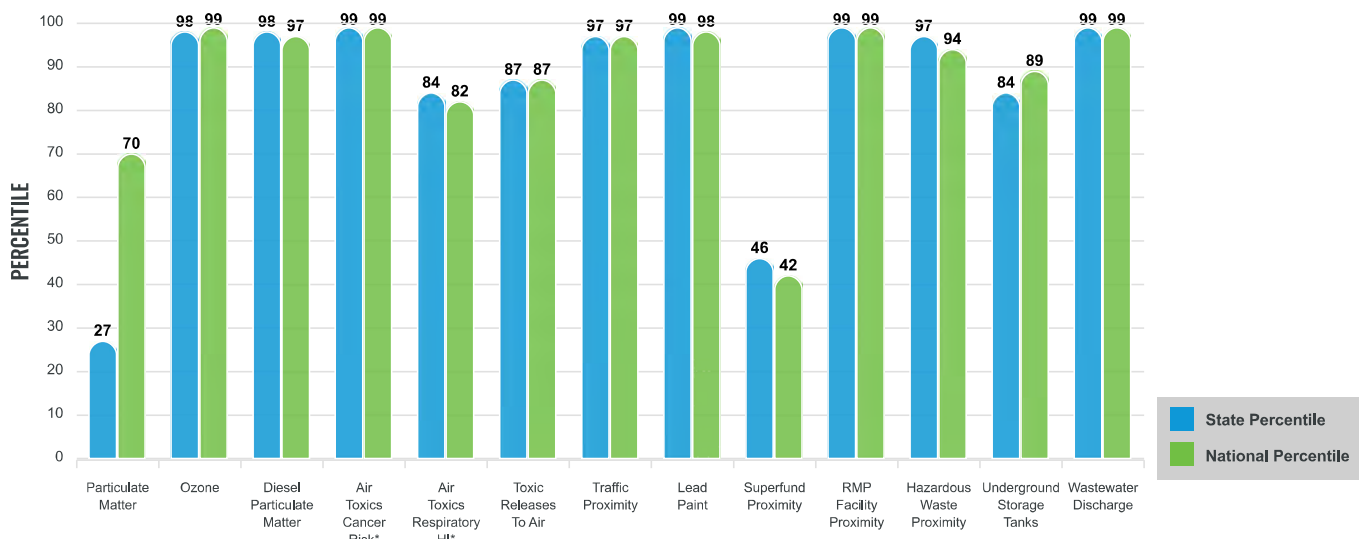
# Environmental Justice & Supplemental Indexes

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.

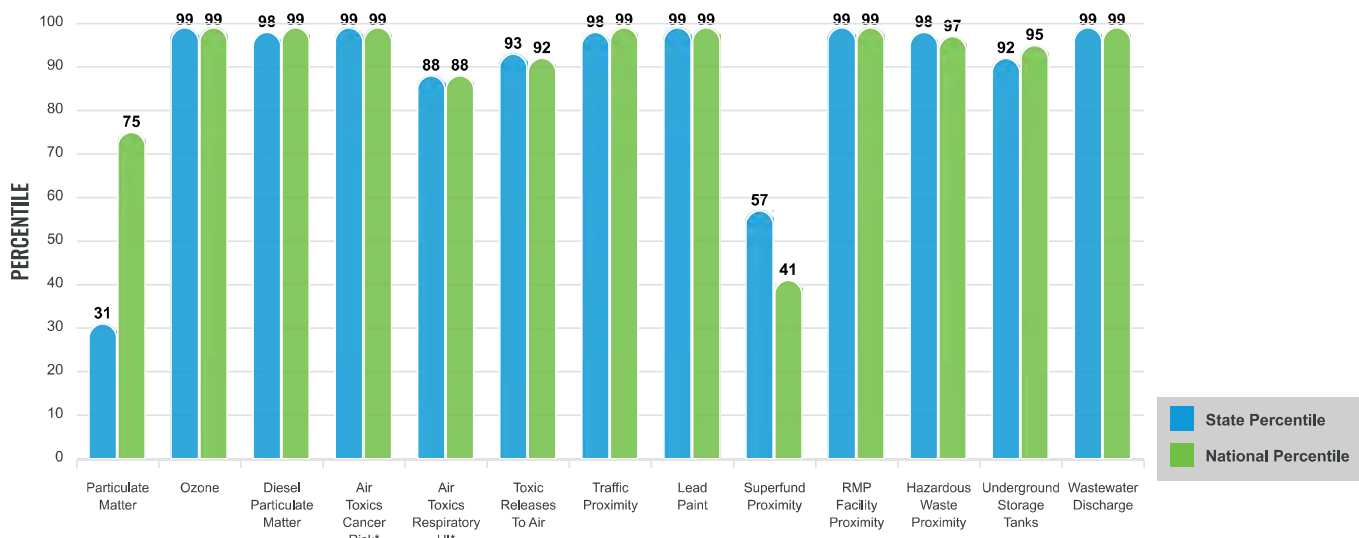
### EJ INDEXES FOR THE SELECTED LOCATION



## 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
<b>POLLUTION AND SOURCES</b>					
Particulate Matter (µg/m <sup>3</sup> )	7.23	9.11	8	8.08	25
Ozone (ppb)	69.9	64.6	88	61.6	93
Diesel Particulate Matter (µg/m <sup>3</sup> )	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 <sup>2</sup> )	2.4	2.3	64	3.9	62
Wastewater Discharge (toxicity-weighted concentration/m distance)	1.7	0.91	97	22	93
<b>SOCIOECONOMIC INDICATORS</b>					
Demographic Index	90%	46%	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

\*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 .....	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 (CEJST)" 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



125 E 11th St | Austin, Texas 78701  
512.463.8588  
txdot.gov

November 4, 2024

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

Dear Ms. Carmichael:

I am writing to comment on the U.S. General Service Administration's draft Environmental Impact Statement (EIS) for the Proposed Modernization of the Bridge of Americas (BOTA) Land Port of Entry (LPOE) in El Paso, Texas. The proposal to remove commercial traffic from BOTA will impact Texas in several ways. It will cause a dramatic change to commercial vehicle operations that are vital to business and industry on both side of the border. Additionally, traffic would be redirected to Ysleta LPOE and/or Santa Teresa LPOE, directly resulting in increased traffic on Loop 375 and/or State Highway (SH) 178 (Artcraft Road) respectively, requiring additional steps to mitigate these impacts.

TxDOT owns and maintains the property and building used by the Texas Department of Public Safety (TxDPS) Border Safety Inspection Facility (BSIF) at the Ysleta LPOE. An increase in commercial traffic at the LPOE could result in the need to expand this facility which TxDOT is not currently planning to do. In addition, residents and businesses have expressed concern for safety and the impact on livelihood by the current traffic caused by the LPOE. Redirecting commercial traffic from BOTA may exacerbate their concerns.

The Santa Teresa LPOE, feeds into SH 178 (Artcraft Road), which is scheduled to begin a five-year [construction project](#) starting January 2025. Construction from the project and redirected commercial traffic from BOTA could result in further traffic delays.

TxDOT appreciates the opportunity to comment. If you have any questions, please call me at (512) 305-9515, or you or your staff may contact Melanie Alvord, Federal Affairs Section Director, at (512) 944-5135 or at [Melanie.Alvord@txdot.gov](mailto:Melanie.Alvord@txdot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Marc D. Williams".

Marc D. Williams, P.E.  
Executive Director

cc: Lance W. Simmons, P.E., Chief Engineer, TxDOT  
Tomas Trevino, P.E., El Paso District Engineer, TxDOT  
Melanie Alvord, Federal Affairs Section Director, TxDOT



May 3, 2023

Mark Wolfe  
Texas Historical Commission  
PO Box 12276  
Austin, TX 78711

Re: Initiation of Consultation Pursuant to 36 CFR 800  
Bridge of the Americas Land Port of Entry  
3600 E. Paisano Drive, El Paso, TX 79905

Dear Mr. Wolfe:

The U.S. General Services Administration (GSA) is proposing to develop the Bridge of the Americas (BOTA) Land Port of Entry (LPOE) property in El Paso. On November 6, 2021, Congress passed the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). On November 15, 2021, the President signed Executive Order (EO) 14052 "Implementation of the Infrastructure Investment and Jobs Act." Finally on December 13, 2021, the President signed EO 14508 "Transforming Federal Customer Experience and Service Delivery to Rebuild Trust in Government." On February 25, 2022, President Biden and GSA announced the list of major LPOE projects funded by the BIL. The list of projects includes the Bridge of the Americas LPOE in El Paso.

The project proposes to address multiple deficiencies through replacing the port buildings and infrastructure with a new modernized and expanded facility. Several options are currently being explored in an Enhanced Feasibility Study, which is an update to a 2018 feasibility study that sought to correct port deficiencies and bring facilities up to LPOE Design Standards. The current options being explored include potentially stacking port functions in a multi-level concept and acquiring property next to port. These options are publicly available on the GSA project website and were presented at a public meeting held in early April. A preferred alternative has not been selected. Please see the links at the end of this letter for additional information.

**Consultation Request:**

This correspondence initiates our consultation pursuant to Section 106 of the National Historic Preservation Act (NHPA) regarding this undertaking in accordance with 36 CFR 800. It is GSA's goals to consult early with your office in our responsibility to comply with Section 106 and more specifically to identify historic properties potentially affected by GSA's undertakings, assess those effects and seek ways to avoid or minimize adverse effects on historic properties.

**LPOE Location, Date of Construction, and known Cultural Resources:**

The current BOTA LPOE, planned in the 1960s and completed in 1967, is located immediately south E. Paisano Drive (U.S. Highway 62), west of U.S. Highway 54, north of Delta Drive and east of the Chamizal National Monument (see location figures at the end of this correspondence).

Pursuant to Section 110 of the NHPA, the Department of Homeland Security (via Customs and Border Protection [CBP]) and GSA consulted with your office on the eligibility of cultural resources to the National Register of Historic Places (NRHP) within the LPOE's existing boundaries. To date:

- LPOE buildings have been determined not eligible for listing in the NRHP.
- There are no known buried cultural resources. A 2013 CBP sponsored pedestrian survey of the LPOE found it to be built over with structures and pavement. Only a few very small, landscaped areas were extant but identified as disturbed.
- A portion of the LPOE is located within the boundaries of the El Paso County Water Improvement District No. 1 (NRHP 1997).

### **Area of Potential Effects and Studies:**

Currently, the Area of Potential Effects (APE) for this undertaking includes the immediate property at the LPOE. As identification of (surrounding or adjacent) historic properties efforts commence under the National Environmental Policy Act (NEPA), GSA and our NEPA Cultural Resources consultant, will identify additional layers of APE, including but not limited to direct effects, visual effects, and other indirect effects as part of their cultural resources reconnaissance and assessments. It is expected that NEPA studies will commence soon, and a final Environmental Assessment will be completed and available for review in late 2023 or early 2024.

### **Future Consultation:**

GSA has identified a preliminary list of parties we will be contacting with invitations to be consulting parties for this undertaking. We would welcome any additions to this list that your office may have. We assume that we will be adding consulting parties to this list via public outreach and interaction during the NEPA process, and that perhaps some invited parties will choose to participate.

We look forward to working with your office on this undertaking. GSA would welcome any initial comments your office may provide, the proposed identification and evaluation work to be conducted at each site, and the proposed consulting parties to be invited to participate in the consultation. Please do not hesitate to contact us if you have any questions. You may reach me at [hugo.gardea@gsa.gov](mailto:hugo.gardea@gsa.gov) or 817.978-4229.

Links to Additional Information:

- Bridge of Americans LPOE Project Website: <https://www.gsa.gov/about-us/regions/region-7greater-southwest/buildings-and-facilities/texas/bridge-of-the-americas-land-port-of-entry>
- Project Fact Sheet: <https://www.gsa.gov/cdnstatic/Region%207%20BOTA%20External%20Fact%20Sheet%20REV041023.pdf>
- Proposed Site Alternatives: <https://www.gsa.gov/cdnstatic/Community%20Engagement%20%20Meeting%20Presentation.pdf>

Page 2 (05/03/2023)  
Bridge of the Americas Land Port of Entry

Very Respectfully,

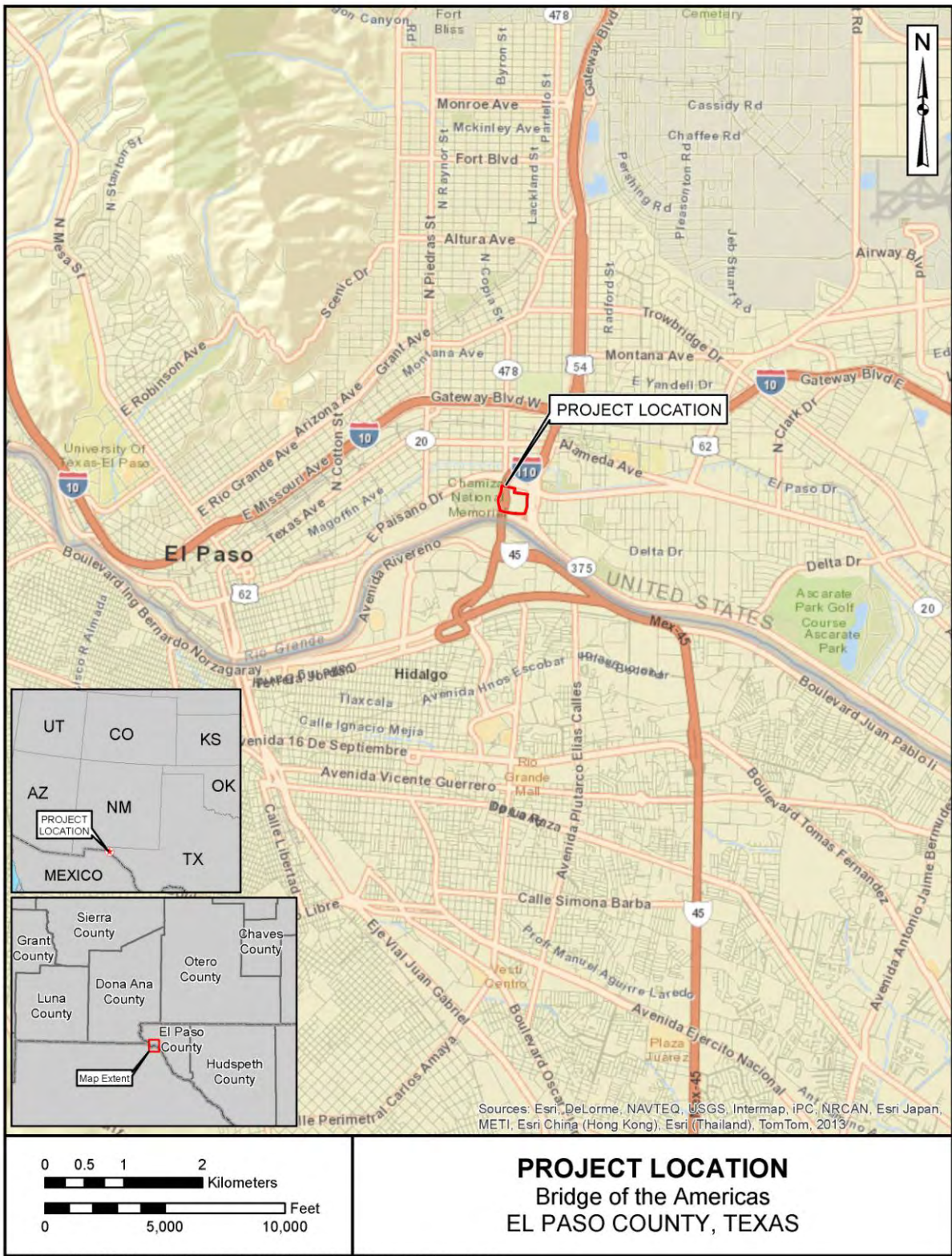
A handwritten signature in black ink, appearing to read "Hugo A. Gardea". The signature is fluid and cursive, with a long horizontal stroke at the end.

Hugo A. Gardea  
Regional Historic Preservation Officer (7PCD)

Attachments

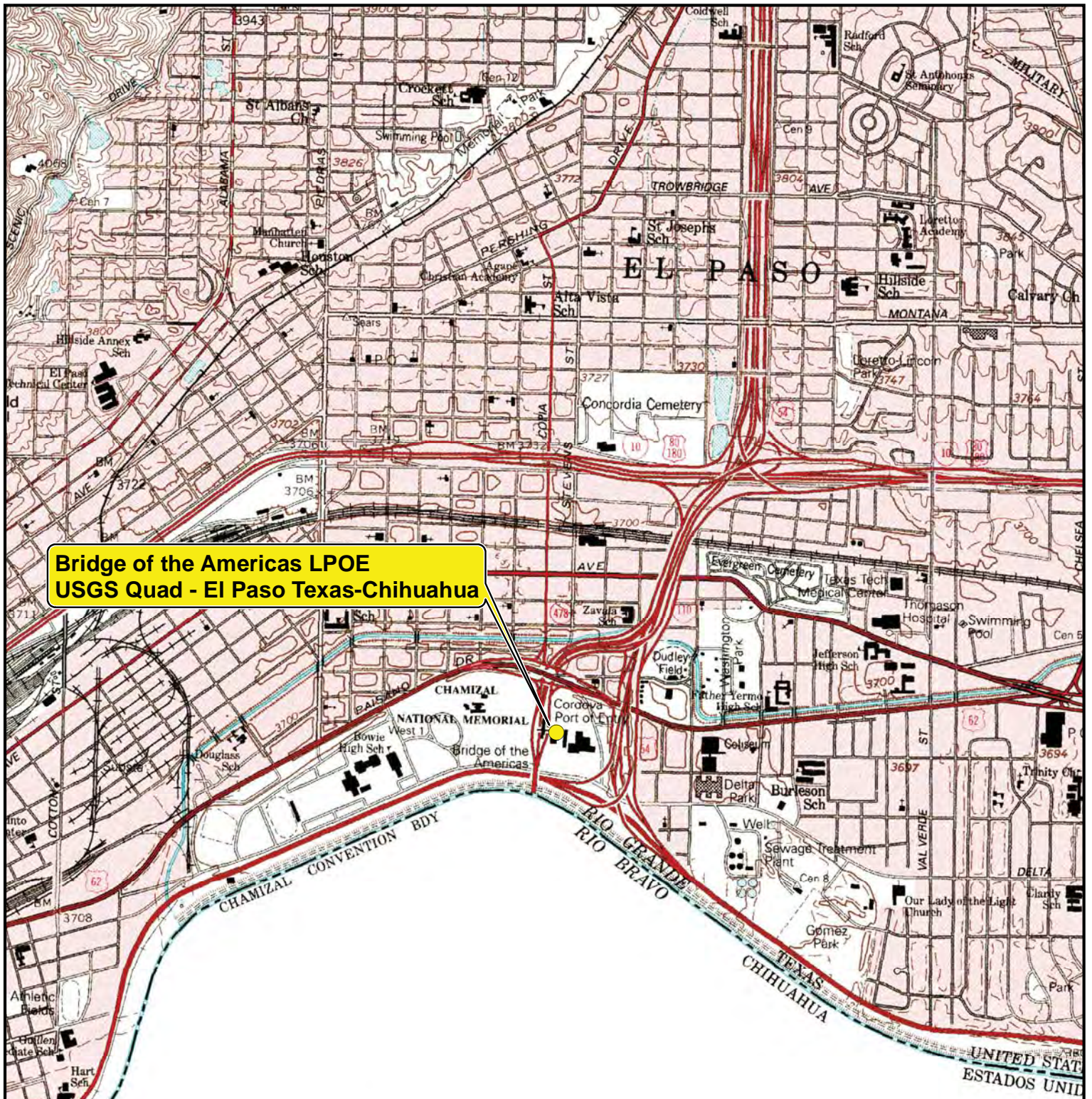
CC: Beth Savage, GSA Federal Preservation Officer  
Daniel Partida, GSA Project Manager  
Karla Carmichael, GSA NEPA Manager

U.S. General Services Administration (7PCD)  
819 Taylor Street, 11th Floor  
Fort Worth, TX 76102  
[www.gsa.gov](http://www.gsa.gov)



**FIGURE 1. BRIDGE OF THE AMERICAS LPOE LOCATION MAP.**





**Bridge of the Americas LPOE  
USGS Quad - El Paso Texas-Chihuahua**

EL PASO QUADRANGLE

YSLETA NW QUADRANGLE

● Bridge of the Americas LPOE

0 2,000 4,000 Feet

0 500 1,000 Meters

N

USGS 7.5' Topographic Quadrangles for El Paso and Ysleta NW, Texas-Chihuahua (1994)  
Datum/Projection: NAD1927 UTM Zone 13N

FIGURE 2. BRIDGE OF THE AMERICAS LPOE LOCATION MAP.



**FIGURE 3. BRIDGE OF THE AMERICAS LPOE AERIAL MAP.**

The port covers about 28 acres and has fully developed property on three sides with an extensive highway system. The large park property to the left of Highway 110 is the Chamizal National Memorial.



Victoria Green Clow - 7PCD &lt;victoria.clow@gsa.gov&gt;

## Redevelopment of Bridge of the Americas Land Port of Entry

1 message

noreply@thc.state.tx.us <noreply@thc.state.tx.us>  
To: victoria.clow@gsa.gov, reviews@thc.state.tx.us

Thu, Jun 1, 2023 at 10:06 AM



TEXAS HISTORICAL COMMISSION  
*real places telling real stories*

**Re:** Project Review under Section 106 of the National Historic Preservation Act  
**THC Tracking #202307848**

**Date:** 06/01/2023

Redevelopment of Bridge of the Americas Land Port of Entry  
3600 E. Paisano Drive  
El Paso, TX 79905

**Description:** The project proposes to address multiple deficiencies through replacing the port buildings and infrastructure with a new modernized and expanded facility.

Dear Victoria Clow:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff, led by Caitlin Brashear, Drew Sitters and Sheena Cox, has completed its review and has made the following determinations based on the information submitted for review:

### Above-Ground Resources

- Property/properties are eligible for listing or already listed in the National Register of Historic Places.

We have the following comments: The archeological review staff, led by Drew Sitters, has determined that proposed developments to the immediate property at the Bridge of the Americas Land Port of Entry in El Paso are unlikely to adversely affect historic properties. However, archeological investigations may be warranted in advance of ground disturbing activities in areas surrounding the El Paso County Coliseum and Events Center. Regarding above-ground resources, the History Programs Division review staff, led by Caitlin Brashear, has determined that there are known historic resources located near the proposed project area including the Chamizal National Memorial and El Paso County Water Improvement District No. 1. The Division of Architecture staff, led by Sheena Cox, thanks the client for this initial consultation. We advise the client to thoroughly assess effects to the previously identified designated historical resources and any newly identified historical resources within the Area of Potential Effects. We look forward to working with you on this project. Additionally, please consider inviting the following individuals/agencies to participate in consultation: Dr. Mark Calamia ([mark\\_calamia@nps.gov](mailto:mark_calamia@nps.gov)), Cultural Resources Program Manager & Tribal Liaison at the Chamizal National Memorial; Mark Howe ([mark.howe@ibwc.gov](mailto:mark.howe@ibwc.gov)), Cultural Resource Specialist at the International Boundary and Water Commission - U.S. Section; and Barbara Anne Welch ([obscuredjinn@gmail.com](mailto:obscuredjinn@gmail.com)), Chair for the El Paso County Historical Commission.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: [caitlin.brashear@thc.texas.gov](mailto:caitlin.brashear@thc.texas.gov), [drew.sitters@thc.texas.gov](mailto:drew.sitters@thc.texas.gov), [sheena.cox@thc.texas.gov](mailto:sheena.cox@thc.texas.gov).

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit <http://thc.texas.gov/etrac-system>.

Sincerely,

A handwritten signature in black ink, appearing to be 'MW', written in a cursive style.

for Mark Wolfe, State Historic Preservation Officer  
Executive Director, Texas Historical Commission

**Please do not respond to this email.**



*GSA Public Buildings Service  
Greater Southwest Region*

28 April 2023

Apache Tribe of Oklahoma  
Durell Cooper, Chairman  
P.O. Box 1220  
Anadarko, OK 73005  
Phone: (405) 247-9493

Sent via Email to: [durellcooper05@gmail.com](mailto:durellcooper05@gmail.com), [apacheculture510@yahoo.com](mailto:apacheculture510@yahoo.com) and [atpcrystal@yahoo.com](mailto:atpcrystal@yahoo.com)

Re: Initiation of Consultation Pursuant to 36 CFR 800  
Bridge of the Americas Land Port of Entry, El Paso, Texas

Dear Chairman Cooper,

The U.S. General Services Administration (GSA) is proposing to redevelop the Bridge of the America Land Port of Entry at 3600 E Paisano Drive, El Paso, Texas. On November 6, 2021, Congress passed the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). On February 25, 2022, President Biden and GSA announced the list of major port projects funded by the BIL. This legislation included the Bridge of the Americas Land Port of Entry. The project proposes to address multiple deficiencies through replacing the port buildings and infrastructure with a new modernized and expanded facility. This includes potentially stacking port functions in a multi-level concept and acquiring new property next to port. Several options are currently being explored in an Enhanced Feasibility Study and are publicly available on GSA project website. Please see the links at the end of this letter for additional information.

#### **Consultation Request:**

In advance of selection of an option, we are seeking to initiate consultation pursuant to Section 106 of the National Historic Preservation Act (NHPA) regarding this undertaking in accordance with 36 CFR 800. It is GSA's goals to consult early with your office in our responsibility to comply with Section 106 and more specifically to identify historic properties potentially affected by GSA's undertakings, assess those effects, and seek ways to avoid or minimize adverse effects on historic properties.

We invite you to be a consulting party for this proposed project to help identify historic properties in the project area that may have religious and cultural significance to your Tribe, and if such properties exist, to help assess how the project might affect them. Please kindly advise us if you have an interest in this undertaking and would like to provide additional information for our consideration.

#### **Facility Background:**

The Bridge of the Americas Land Port of Entry was built in 1967. It is on the international border separating El Paso, Texas, and Ciudad Juarez, Chihuahua, Mexico (see Figures 1 and 2). This land port connects with the Mexican land port Cordova in Juarez. It is one of four crossings in

El Paso. The LPOE covers approximately 28 acres and has fully developed property on three sides with an extensive highway system (see Figure 3). Being the only toll-free port of entry in El Paso, an increase in truck and vehicular traffic over the last few years has created significant congestion making it difficult to support this increased volume of traffic. On an average day, over 600 commercial vehicles, 12,500 passenger vehicles, and 2,500 pedestrians use the port. Much of the port facility has reached the end of its life cycle as most of the buildings and infrastructure are operating at or beyond capacity and no longer meeting the U.S. Customs and Border Protection current design standards.

### **Cultural Resources:**

There are no known buried cultural resources or historic buildings located at the port. However, a portion of the facility is located within the within the El Paso County Water Improvement District No. 1, a National Register Historic District. This district is recognized for architectural and engineering features associated with historic irrigation. In 2013, the U.S. Customs and Border Protection sponsored a comprehensive inventory of cultural resources present within the boundaries of the Bridge of the Americas LPOE facility. The property was pedestrian surveyed but found to be built over with structures and pavement. Only a few very small, landscaped areas were extant but identified as disturbed. Twelve buildings and structures were recorded during the architectural survey. Nine buildings and structures were constructed in 2009; the other 3 were built in the 1960s but were heavily altered in 2009.

Additional cultural resources studies are planned in support of the BIL project and will be conducted in coordination National Environmental Policy Act (NEPA) compliance and production of an Environmental Assessment (EA).

### **Area of Potential Effects and Studies:**

Currently, the Area of Potential Effects (APE) for this undertaking includes the immediate property at the LPOE. Cultural resources studies will commence in support of the National Environmental Policy Act (NEPA) studies and in support of compliance with the Section 106 of the NHPA. At that time, GSA and our NEPA Cultural Resources consultant, will further evaluate and finalize the appropriate APE boundaries considering direct effects, visual effects, audible effects, and other indirect effects as part of their cultural resources' reconnaissance and assessments. It is expected that NEPA/NHPA studies will commence soon, and a final Environmental Assessment will be completed and available for review in 2023-2024.

### **Tribal Input:**

We would respectfully request that you inform us if you have an interest in this project. Please include the name, appropriate tribal representative's contact information, and preferred means of communication. We are seeking responses within the required 30-day review period so that we can identify Tribes with an interest in this undertaking. Any requests provided after 30 days will be taken into consideration. We value your assistance and look forward to consulting further if there are historic properties of religious and cultural significance to your Tribe that may be affected by this undertaking.

April 28, 2023

Bridge of the Americas Land Port of Entry

Links to Additional Information:

- Bridge of Americans LPOE Project Website: <https://www.gsa.gov/about-us/regions/region-7greater-southwest/buildings-and-facilities/texas/bridge-of-the-americas-land-port-of-entry>
- Project Fact Sheet:  
<https://www.gsa.gov/cdnstatic/Region%207%20BOTA%20External%20Fact%20Sheet%20REV041023.pdf>
- Proposed Site Alternatives:  
<https://www.gsa.gov/cdnstatic/Community%20Engagement%20%20Meeting%20Presentation.pdf>

If you should have any questions, please do not hesitate to contact:

- Archeology and Historic Preservation Specialist, Victoria Clow: 817.233.9876 or [victoria.clow@gsa.gov](mailto:victoria.clow@gsa.gov)
- Regional Historic Preservation Officer, Hugo Gardea: 817.978-4229 or [hugo.gardea@gsa.gov](mailto:hugo.gardea@gsa.gov).

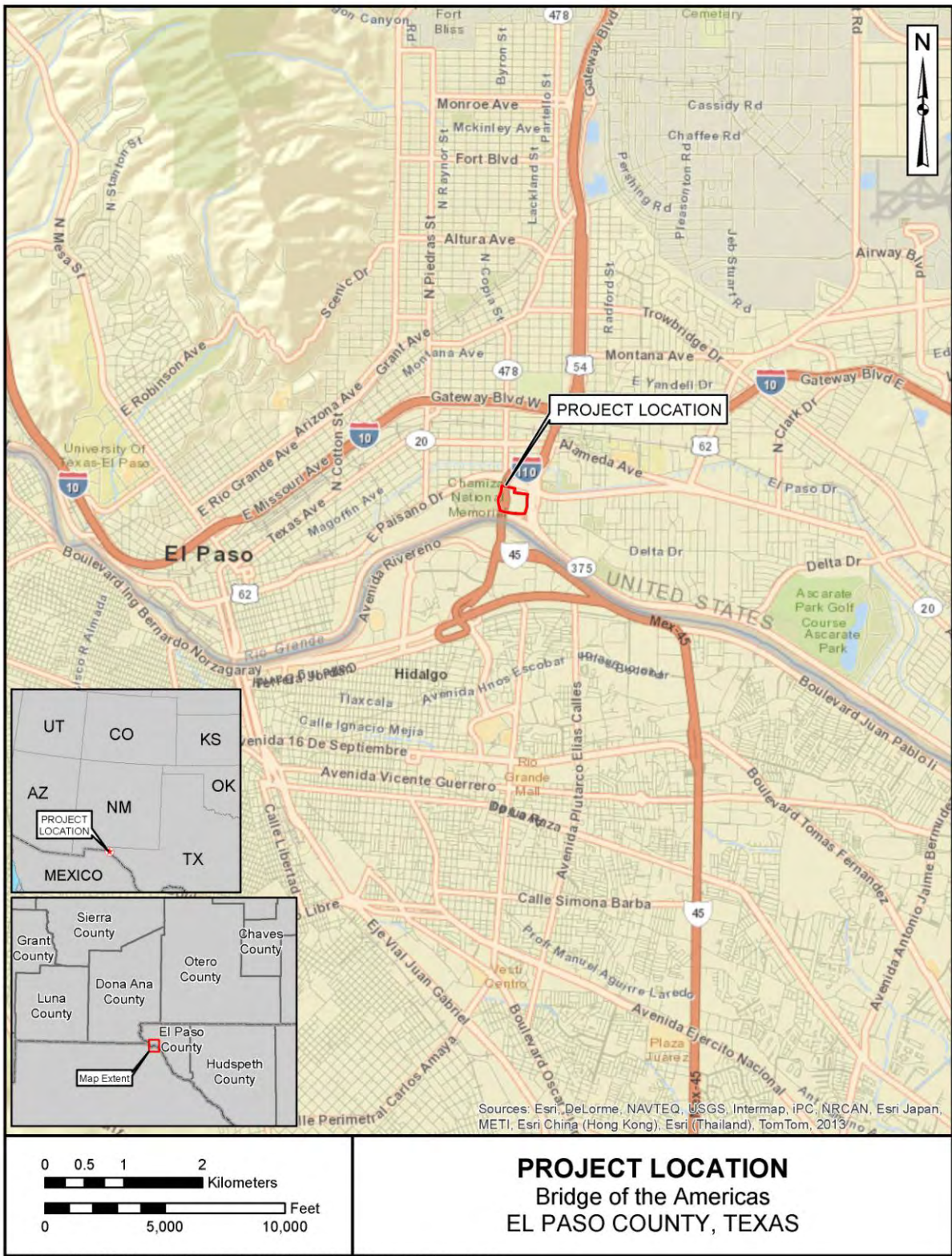
Very Respectfully,



Hugo A. Gardea  
Regional Historic Preservation Officer (7PCD)

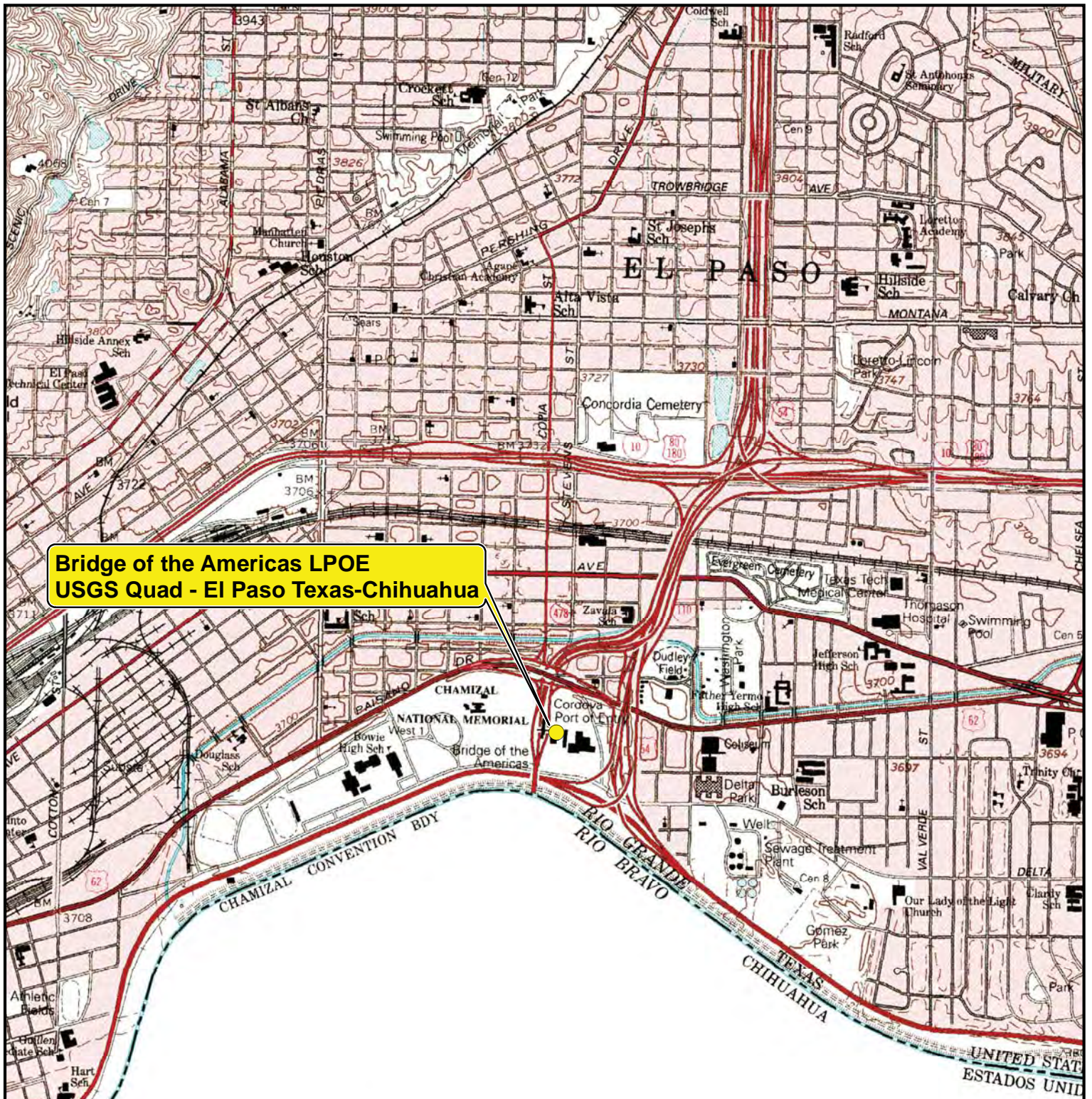
Attachments

CC: Beth Savage, GSA Federal Preservation Officer  
Daniel Partida, GSA Project Manager  
Karla Carmichael, GSA NEPA Manager



**FIGURE 1. BRIDGE OF THE AMERICAS LPOE LOCATION MAP.**





**Bridge of the Americas LPOE  
USGS Quad - El Paso Texas-Chihuahua**

**EL PASO QUADRANGLE**

**YSLETA NW QUADRANGLE**

● Bridge of the Americas LPOE

0 2,000 4,000 Feet

0 500 1,000 Meters

N

USGS 7.5' Topographic Quadrangles for El Paso and Ysleta NW, Texas-Chihuahua (1994)  
Datum/Projection: NAD1927 UTM Zone 13N

**FIGURE 2. BRIDGE OF THE AMERICAS LPOE LOCATION MAP.**



**FIGURE 3. BRIDGE OF THE AMERICAS LPOE AERIAL MAP.**

The port covers about 28 acres and has fully developed property on three sides with an extensive highway system. The large park property to the left of Highway 110 is the Chamizal National Memorial.



*GSA Public Buildings Service  
Greater Southwest Region*

28 April 2023

Martina Minthorn  
Tribal Historic Preservation Officer, Comanche Nation  
#6 SW ' D' Avenue, Suite C  
Lawton, Oklahoma 73501

Sent via email to: [Martina.minthorn@comanchenation.com](mailto:Martina.minthorn@comanchenation.com)  
Cc: [theodorev@comanchenation.com](mailto:theodorev@comanchenation.com)

Re: Initiation of Consultation Pursuant to 36 CFR 800  
Bridge of the Americas Land Port of Entry, El Paso, Texas

Dear Ms. Minthorn,

The U.S. General Services Administration (GSA) is proposing to redevelop the Bridge of the America Land Port of Entry at 3600 E Paisano Drive, El Paso, Texas. On November 6, 2021, Congress passed the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). On February 25, 2022, President Biden and GSA announced the list of major port projects funded by the BIL. This legislation included the Bridge of the Americas Land Port of Entry. The project proposes to address multiple deficiencies through replacing the port buildings and infrastructure with a new modernized and expanded facility. This includes potentially stacking port functions in a multi-level concept and acquiring new property next to port. Several options are currently being explored in an Enhanced Feasibility Study and are publicly available on GSA project website. Please see the links at the end of this letter for additional information.

**Consultation Request:**

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**Facility Background:**

The Bridge of the Americas Land Port of Entry was built in 1967. It is on the international border separating El Paso, Texas, and Ciudad Juarez, Chihuahua, Mexico (see Figures 1 and 2). This land port connects with the Mexican land port Cordova in Juarez. It is one of four crossings in

El Paso. The LPOE covers approximately 28 acres and has fully developed property on three sides with an extensive highway system (see Figure 3). Being the only toll-free port of entry in El Paso, an increase in truck and vehicular traffic over the last few years has created significant congestion making it difficult to support this increased volume of traffic. On an average day, over 600 commercial vehicles, 12,500 passenger vehicles, and 2,500 pedestrians use the port. Much of the port facility has reached the end of its life cycle as most of the buildings and infrastructure are operating at or beyond capacity and no longer meeting the U.S. Customs and Border Protection current design standards.

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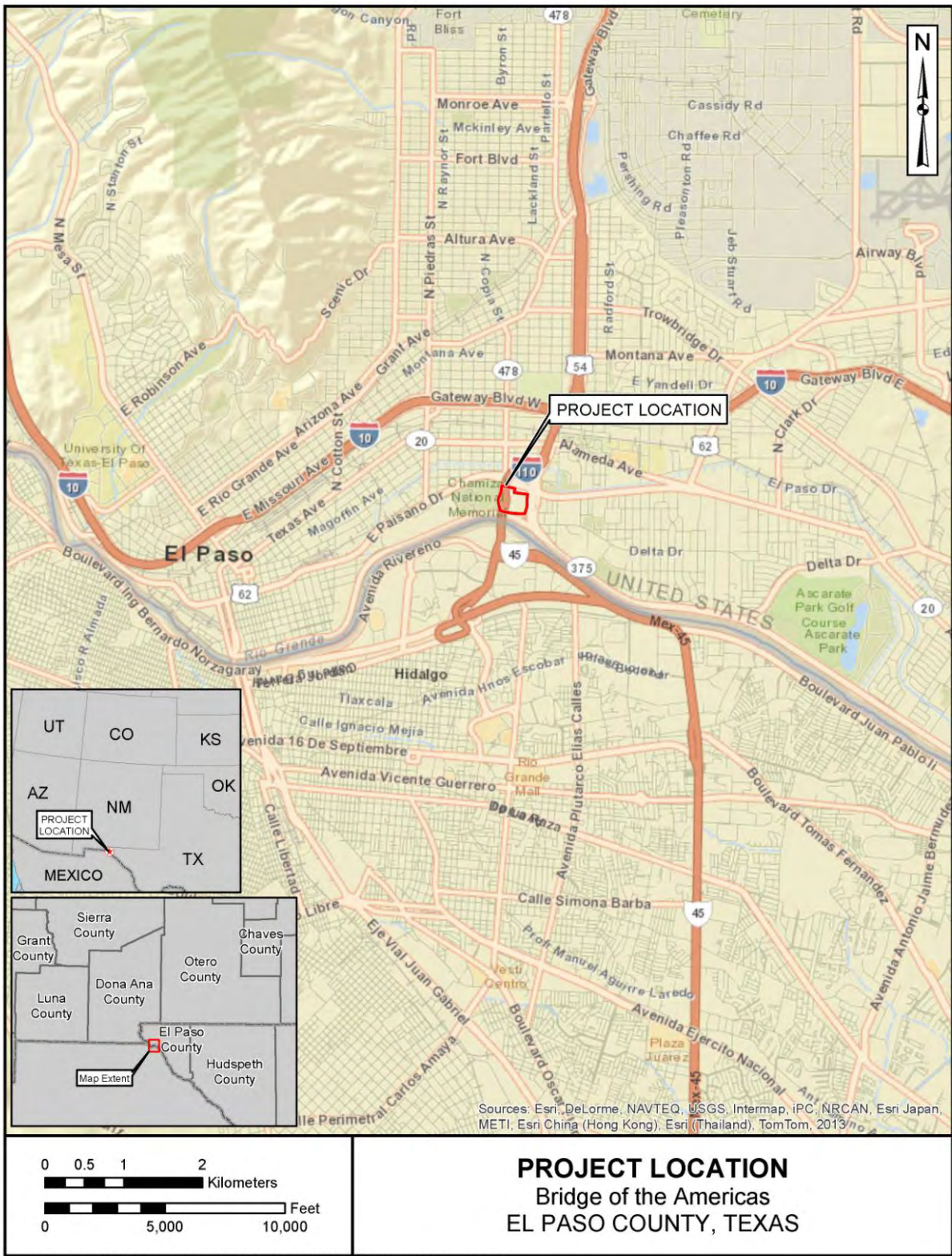
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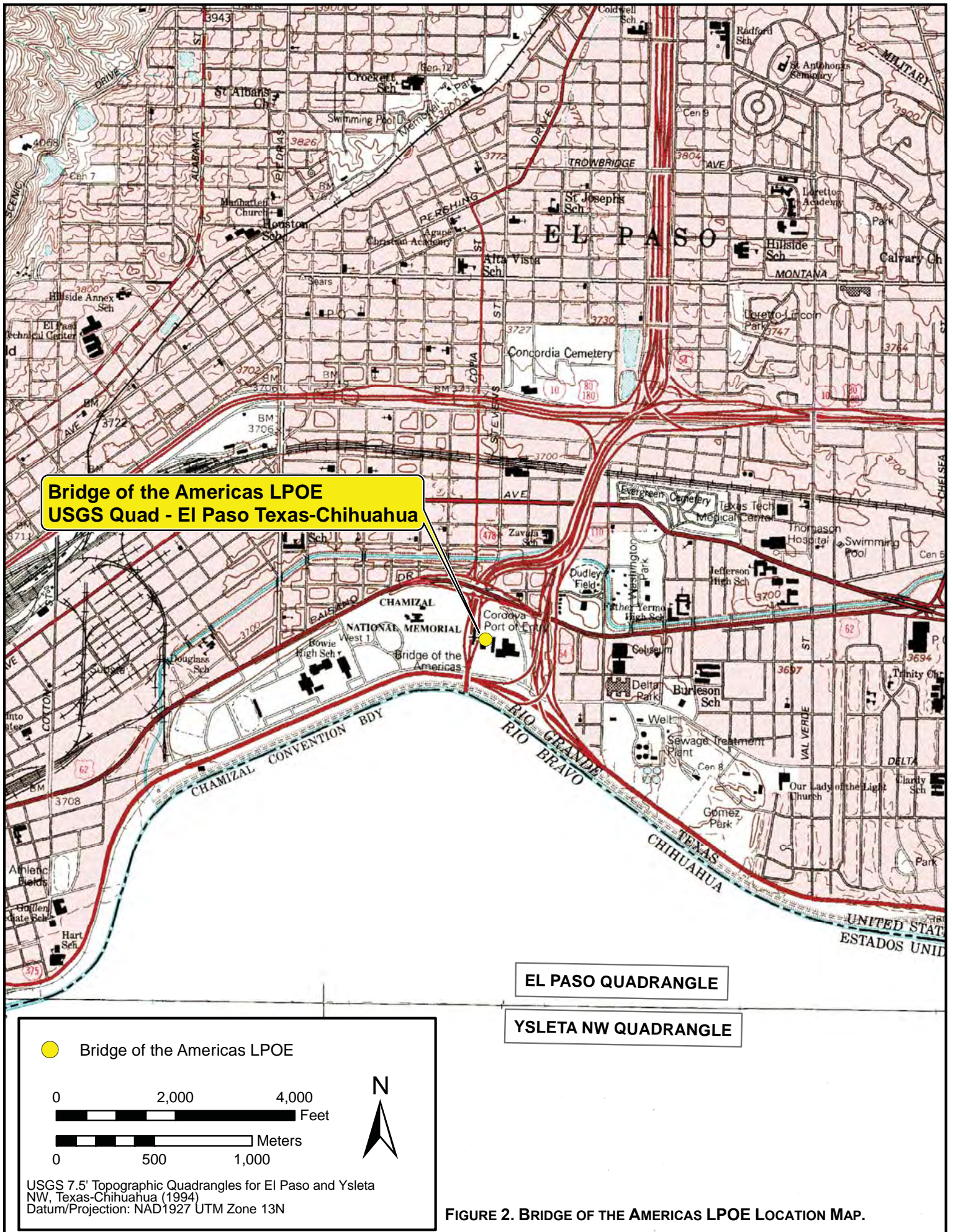
Hugo A. Gardea  
Regional Historic Preservation Officer (7PCD)

Attachments

CC: Beth Savage, GSA Federal Preservation Officer  
Daniel Partida, GSA Project Manager  
Karla Carmichael, GSA NEPA Manager



**FIGURE 1. BRIDGE OF THE AMERICAS LPOE LOCATION MAP.**



**FIGURE 2. BRIDGE OF THE AMERICAS LPOE LOCATION MAP.**



**FIGURE 3. BRIDGE OF THE AMERICAS LPOE AERIAL MAP.**

The port covers about 28 acres and has fully developed property on three sides with an extensive highway system. The large park property to the left of Highway 110 is the Chamizal National Memorial.





*GSA Public Buildings Service  
Greater Southwest Region*

28 April 2023

Chairwoman Lori Gooday Ware  
Fort Sill Apache Tribe  
43187 US Highway 281  
Apache, OK 73006  
Sent via email: [lori.g.ware@fortsillapache-nsn.gov](mailto:lori.g.ware@fortsillapache-nsn.gov)

Re: Initiation of Consultation Pursuant to 36 CFR 800  
Bridge of the Americas Land Port of Entry, El Paso, Texas

Dear Chairwoman Gooday Ware,

The U.S. General Services Administration (GSA) is proposing to redevelop the Bridge of the Americas Land Port of Entry at 3600 E Paisano Drive, El Paso, Texas. On November 6, 2021, Congress passed the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). On February 25, 2022, President Biden and GSA announced the list of major port projects funded by the BIL. This legislation included the Bridge of the Americas Land Port of Entry. The project proposes to address multiple deficiencies through replacing the port buildings and infrastructure with a new modernized and expanded facility. This includes potentially stacking port functions in a multi-level concept and acquiring new property next to port. Several options are currently being explored in an Enhanced Feasibility Study and are publicly available on GSA project website. Please see the links at the end of this letter for additional information.

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April 28, 2023


Bridge of the Americas Land Port of Entry

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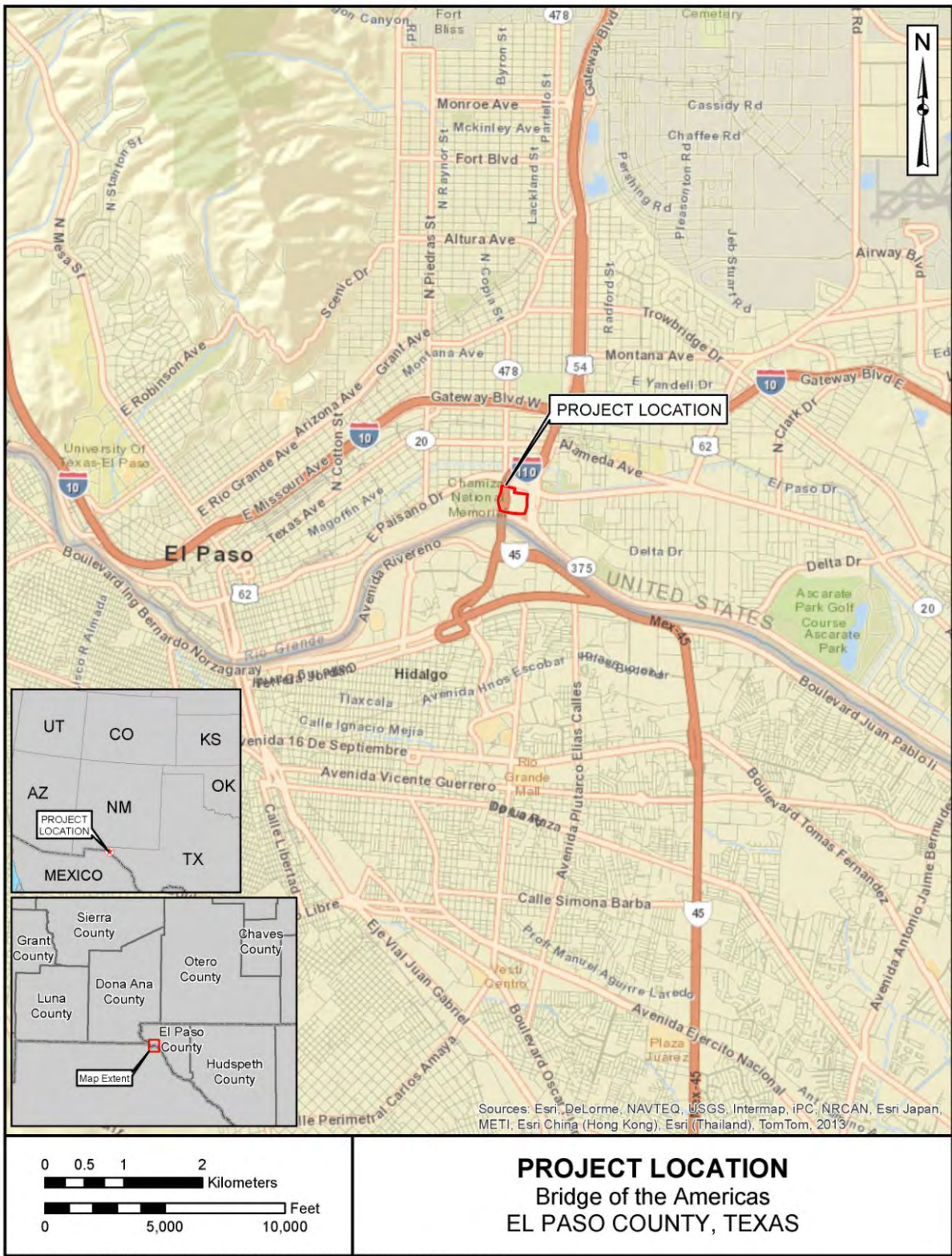
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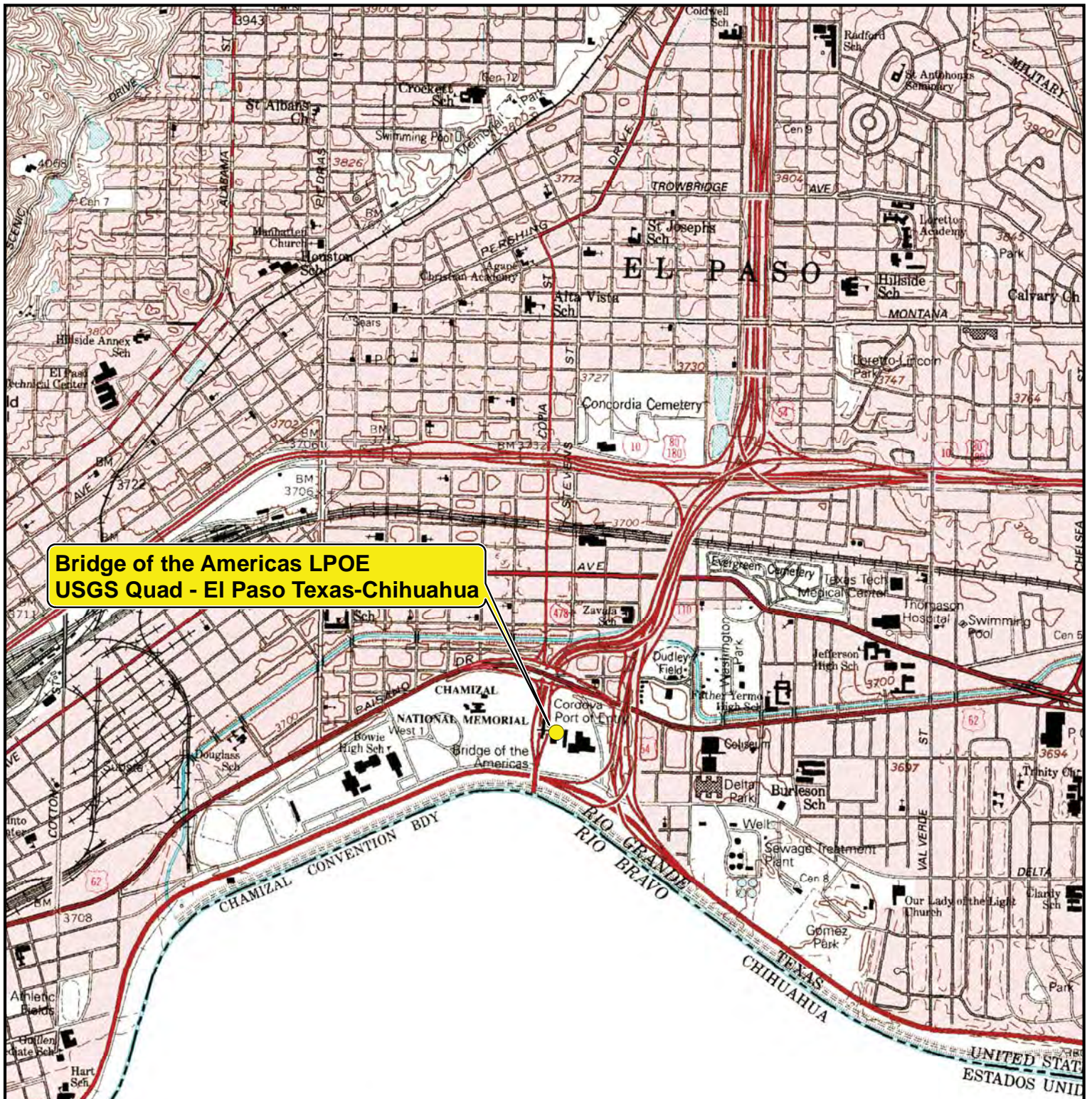
Hugo A. Gardea  
Regional Historic Preservation Officer (7PCD)

Attachments

CC: Beth Savage, GSA Federal Preservation Officer  
Daniel Partida, GSA Project Manager  
Karla Carmichael, GSA NEPA Manager



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**Bridge of the Americas LPOE  
USGS Quad - El Paso Texas-Chihuahua**

**EL PASO QUADRANGLE**

**YSLETA NW QUADRANGLE**

● Bridge of the Americas LPOE

0 2,000 4,000 Feet

0 500 1,000 Meters

N

USGS 7.5' Topographic Quadrangles for El Paso and Ysleta NW, Texas-Chihuahua (1994)  
Datum/Projection: NAD1927 UTM Zone 13N

**FIGURE 2. BRIDGE OF THE AMERICAS LPOE LOCATION MAP.**



**FIGURE 3. BRIDGE OF THE AMERICAS LPOE AERIAL MAP.**

The port covers about 28 acres and has fully developed property on three sides with an extensive highway system. The large park property to the left of Highway 110 is the Chamizal National Memorial.



*GSA Public Buildings Service  
Greater Southwest Region*

28 April 2023

Holly Houghton  
Tribal Historic Preservation Officer  
Mescalero Apache Tribe  
PO Box 227  
Mescalero, NM 88340  
Sent via email: [holly@mathpo.org](mailto:holly@mathpo.org)

Re: Initiation of Consultation Pursuant to 36 CFR 800  
Bridge of the Americas Land Port of Entry, El Paso, Texas

Dear Ms. Houghton,

The U.S. General Services Administration (GSA) is proposing to redevelop the Bridge of the America Land Port of Entry at 3600 E Paisano Drive, El Paso, Texas. On November 6, 2021, Congress passed the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). On February 25, 2022, President Biden and GSA announced the list of major port projects funded by the BIL. This legislation included the Bridge of the Americas Land Port of Entry. The project proposes to address multiple deficiencies through replacing the port buildings and infrastructure with a new modernized and expanded facility. This includes potentially stacking port functions in a multi-level concept and acquiring new property next to port. Several options are currently being explored in an Enhanced Feasibility Study and are publicly available on GSA project website. Please see the links at the end of this letter for additional information.

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April 28, 2023

Bridge of the Americas Land Port of Entry

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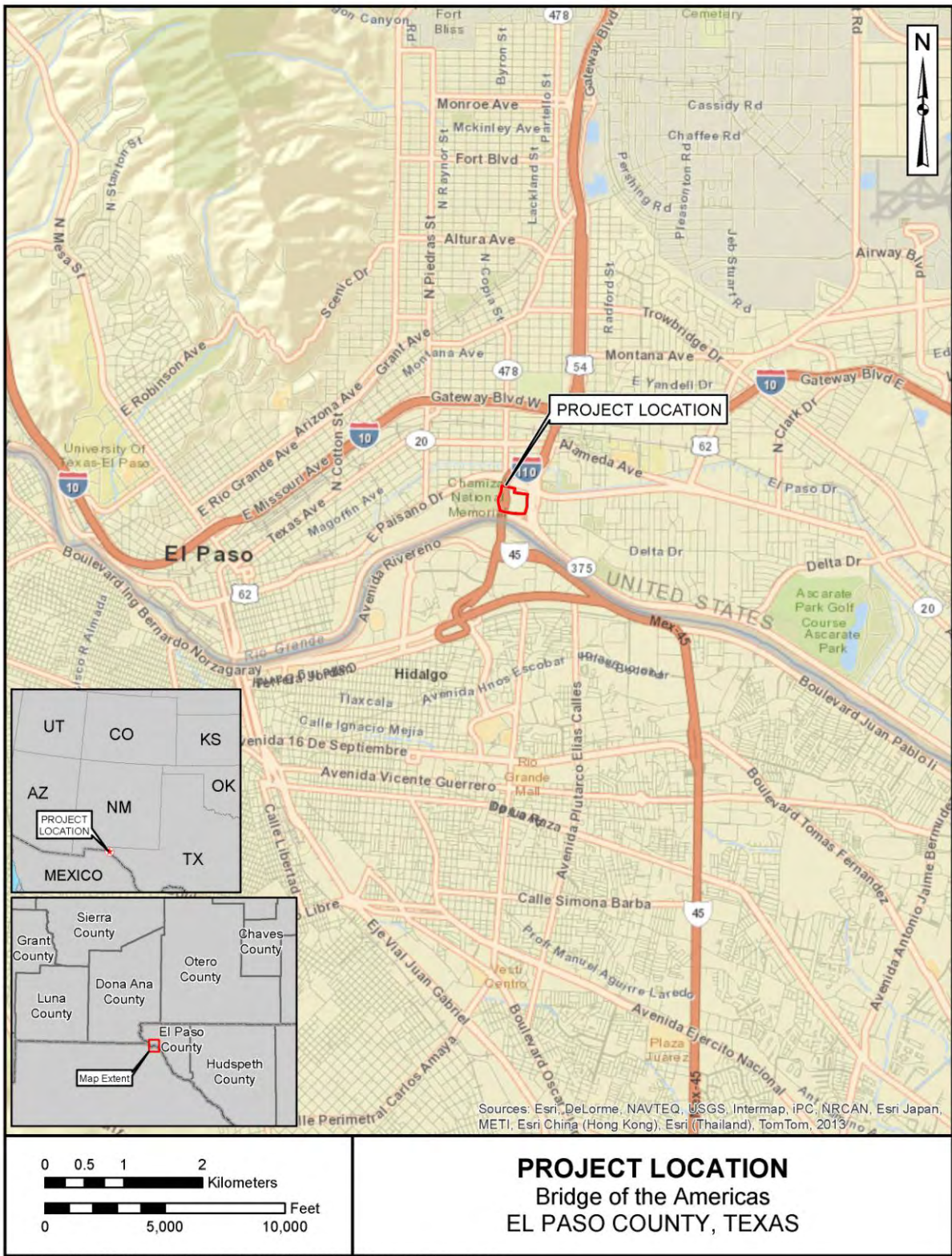
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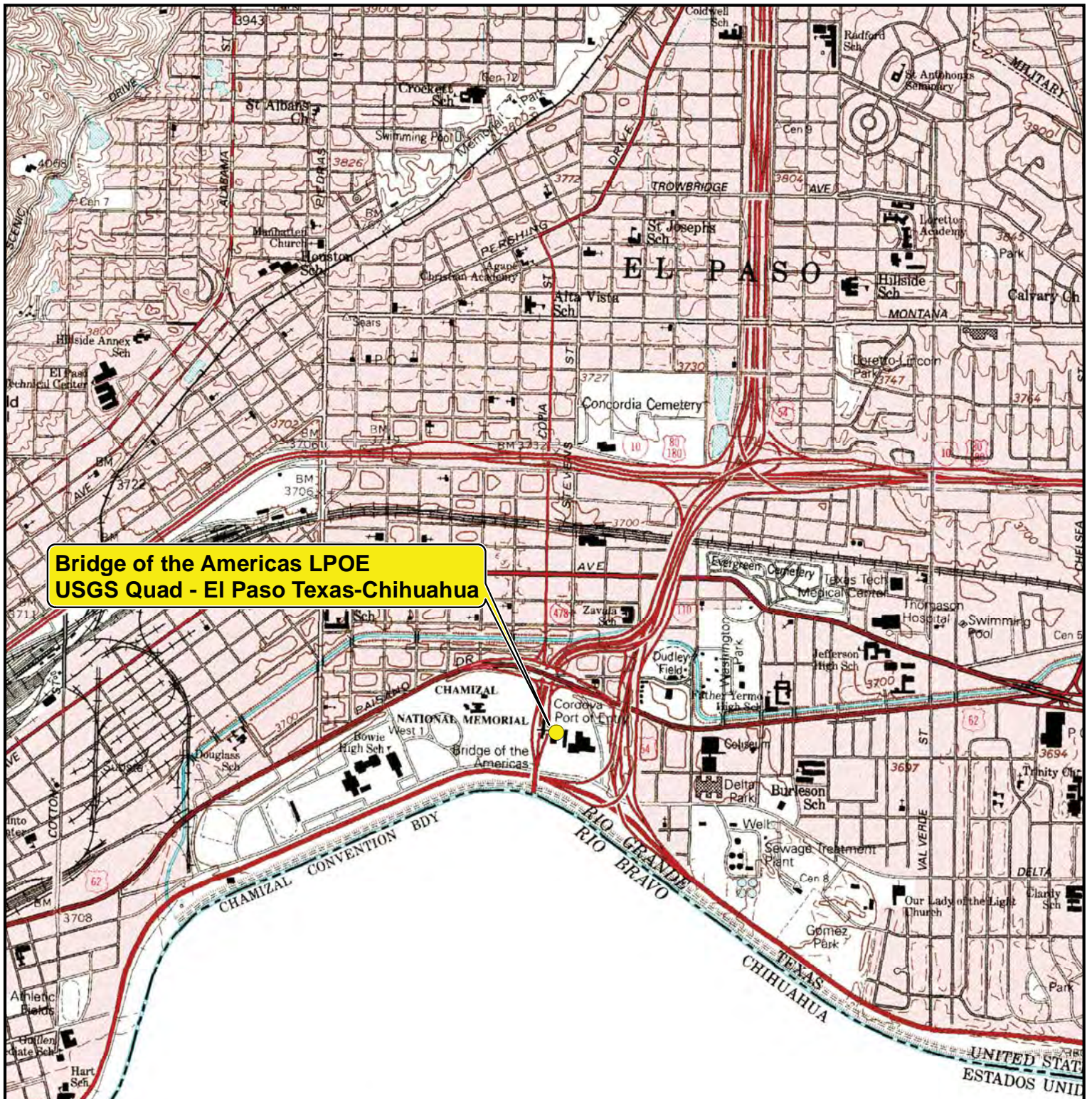
Hugo A. Gardea  
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Attachments

CC: Beth Savage, GSA Federal Preservation Officer  
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**Bridge of the Americas LPOE  
USGS Quad - El Paso Texas-Chihuahua**

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**FIGURE 3. BRIDGE OF THE AMERICAS LPOE AERIAL MAP.**

The port covers about 28 acres and has fully developed property on three sides with an extensive highway system. The large park property to the left of Highway 110 is the Chamizal National Memorial.



*GSA Public Buildings Service  
Greater Southwest Region*

28 April 2023

Lauren Norman-Brown  
NAGPRA Coordinator, Consultant & Cultural Clerk  
Tonkawa Tribe of Oklahoma  
Rush Buffalo Road  
Tonkawa, OK 74653  
Sent via email: [lbrown@tonkawatribe.com](mailto:lbrown@tonkawatribe.com)

Re: Initiation of Consultation Pursuant to 36 CFR 800  
Bridge of the Americas Land Port of Entry, El Paso, Texas

Dear Ms. Norman-Brown,

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April 28, 2023


Bridge of the Americas Land Port of Entry

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Very Respectfully,



Hugo A. Gardea  
Regional Historic Preservation Officer (7PCD)

Attachments

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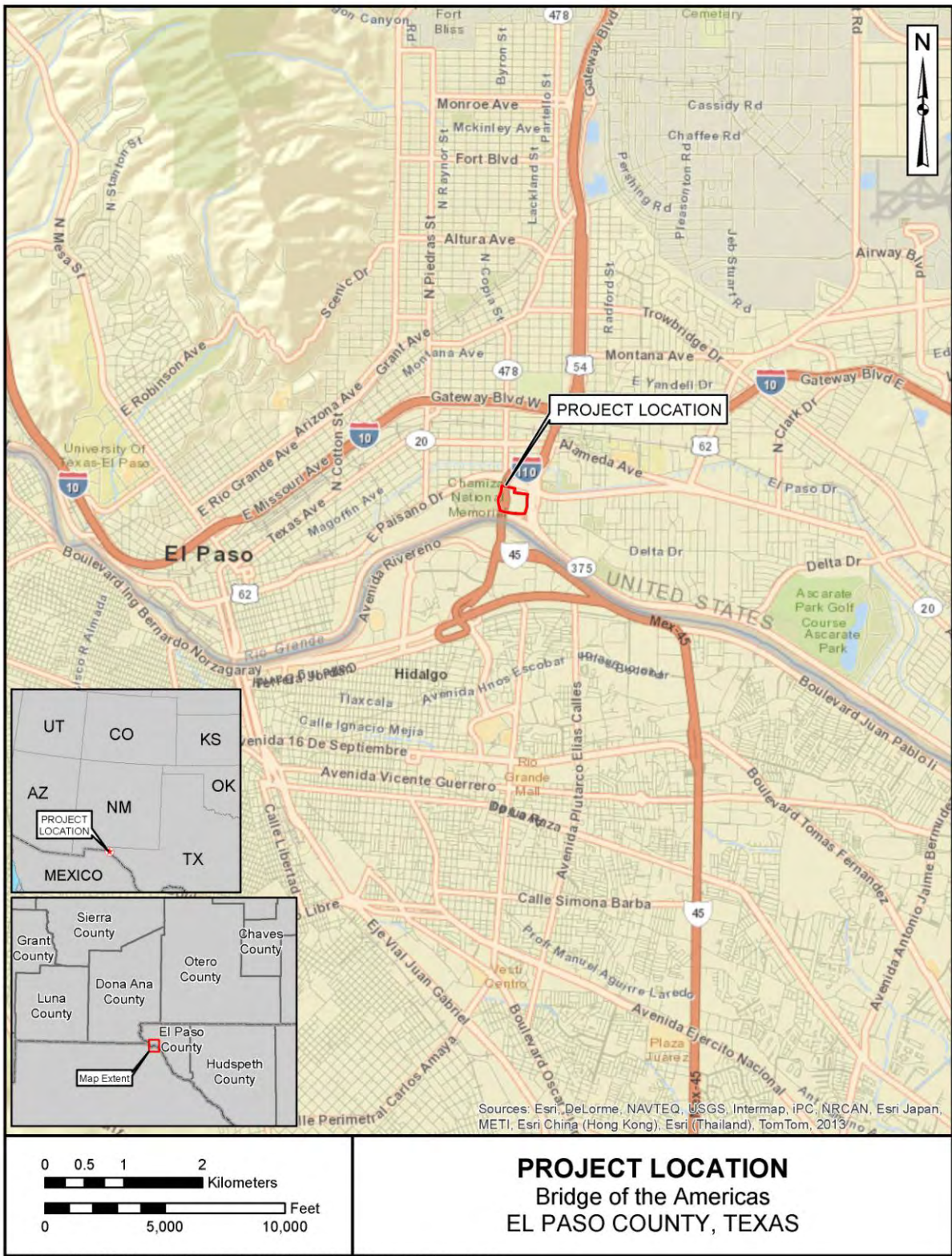
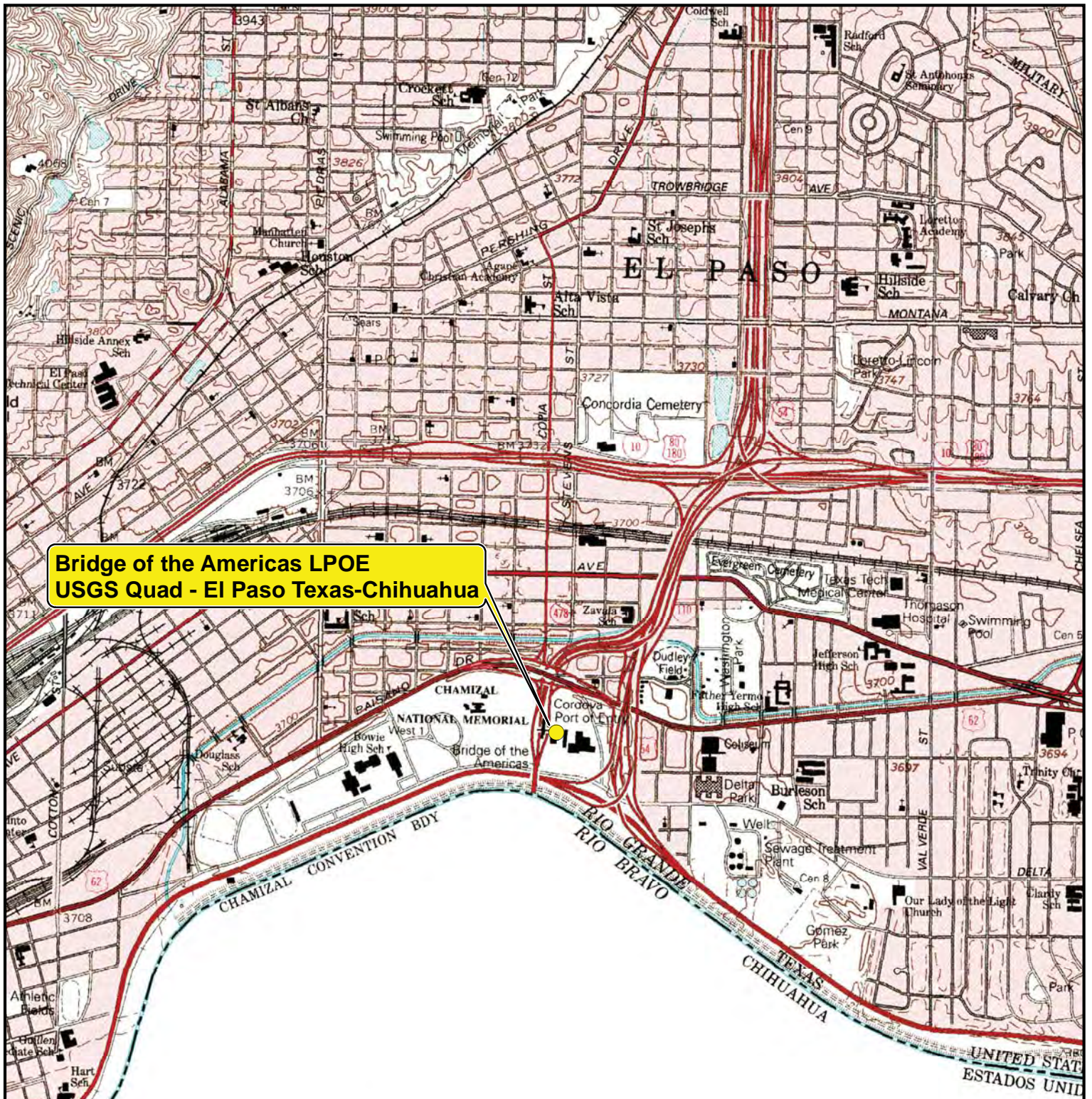


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*GSA Public Buildings Service  
Greater Southwest Region*

28 April 2023

White Mountain Apache Tribe  
Mr. Mark Altaha, THPO  
P.O. Box 1032  
Fort Apache, AZ 85926  
Phone: (928) 338-3033  
Sent via email: [markaltaha@wmat.nsn.us](mailto:markaltaha@wmat.nsn.us)

Re: Initiation of Consultation Pursuant to 36 CFR 800  
Bridge of the Americas Land Port of Entry, El Paso, Texas

Dear Mr. Altaha,

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sides with an extensive highway system (see Figure 3). Being the only toll-free port of entry in El Paso, an increase in truck and vehicular traffic over the last few years has created significant congestion making it difficult to support this increased volume of traffic. On an average day, over 600 commercial vehicles, 12,500 passenger vehicles, and 2,500 pedestrians use the port. Much of the port facility has reached the end of its life cycle as most of the buildings and infrastructure are operating at or beyond capacity and no longer meeting the U.S. Customs and Border Protection current design standards.

### **Cultural Resources:**

There are no known buried cultural resources or historic buildings located at the port. However, a portion of the facility is located within the within the El Paso County Water Improvement District No. 1, a National Register Historic District. This district is recognized for architectural and engineering features associated with historic irrigation. In 2013, the U.S. Customs and Border Protection sponsored a comprehensive inventory of cultural resources present within the boundaries of the Bridge of the Americas LPOE facility. The property was pedestrian surveyed but found to be built over with structures and pavement. Only a few very small, landscaped areas were extant but identified as disturbed. Twelve buildings and structures were recorded during the architectural survey. Nine buildings and structures were constructed in 2009; the other 3 were built in the 1960s but were heavily altered in 2009.

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### **Area of Potential Effects and Studies:**

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### **Tribal Input:**

We would respectfully request that you inform us if you have an interest in this project. Please include the name, appropriate tribal representative's contact information, and preferred means of communication. We are seeking responses within the required 30-day review period so that we can identify Tribes with an interest in this undertaking. Any requests provided after 30 days will be taken into consideration. We value your assistance and look forward to consulting further if there are historic properties of religious and cultural significance to your Tribe that may be affected by this undertaking.

Links to Additional Information:

- [Bridge of Americans LPOE Project Website](https://www.gsa.gov/about-us/regions/region-7greater-southwest/buildings-and-facilities/texas/bridge-of-the-americas-land-port-of-entry): <https://www.gsa.gov/about-us/regions/region-7greater-southwest/buildings-and-facilities/texas/bridge-of-the-americas-land-port-of-entry>

April 28, 2023


Bridge of the Americas Land Port of Entry

- Project Fact Sheet:  
<https://www.gsa.gov/cdnstatic/Region%207%20BOTA%20External%20Fact%20Sheet%20REV041023.pdf>
- Proposed Site Alternatives:  
<https://www.gsa.gov/cdnstatic/Community%20Engagement%20%20Meeting%20Presentation.pdf>

If you should have any questions, please do not hesitate to contact:

- Archeology and Historic Preservation Specialist, Victoria Clow: 817.233.9876 or [victoria.clow@gsa.gov](mailto:victoria.clow@gsa.gov)
- Regional Historic Preservation Officer, Hugo Gardea: 817.978-4229 or [hugo.gardea@gsa.gov](mailto:hugo.gardea@gsa.gov).

Very Respectfully,



Hugo A. Gardea  
Regional Historic Preservation Officer (7PCD)

Attachments

CC: Beth Savage, GSA Federal Preservation Officer  
Daniel Partida, GSA Project Manager  
Karla Carmichael, GSA NEPA Manager

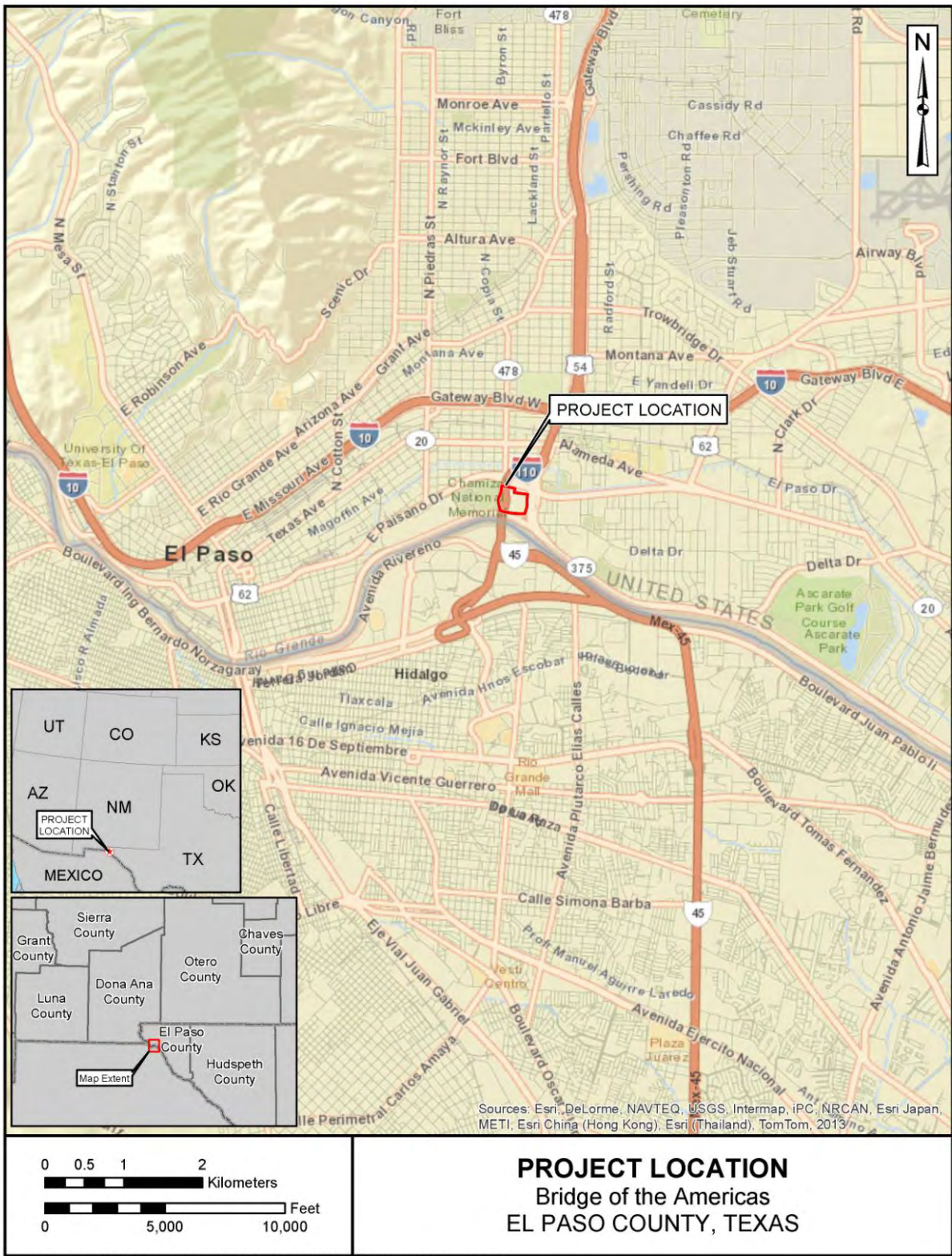
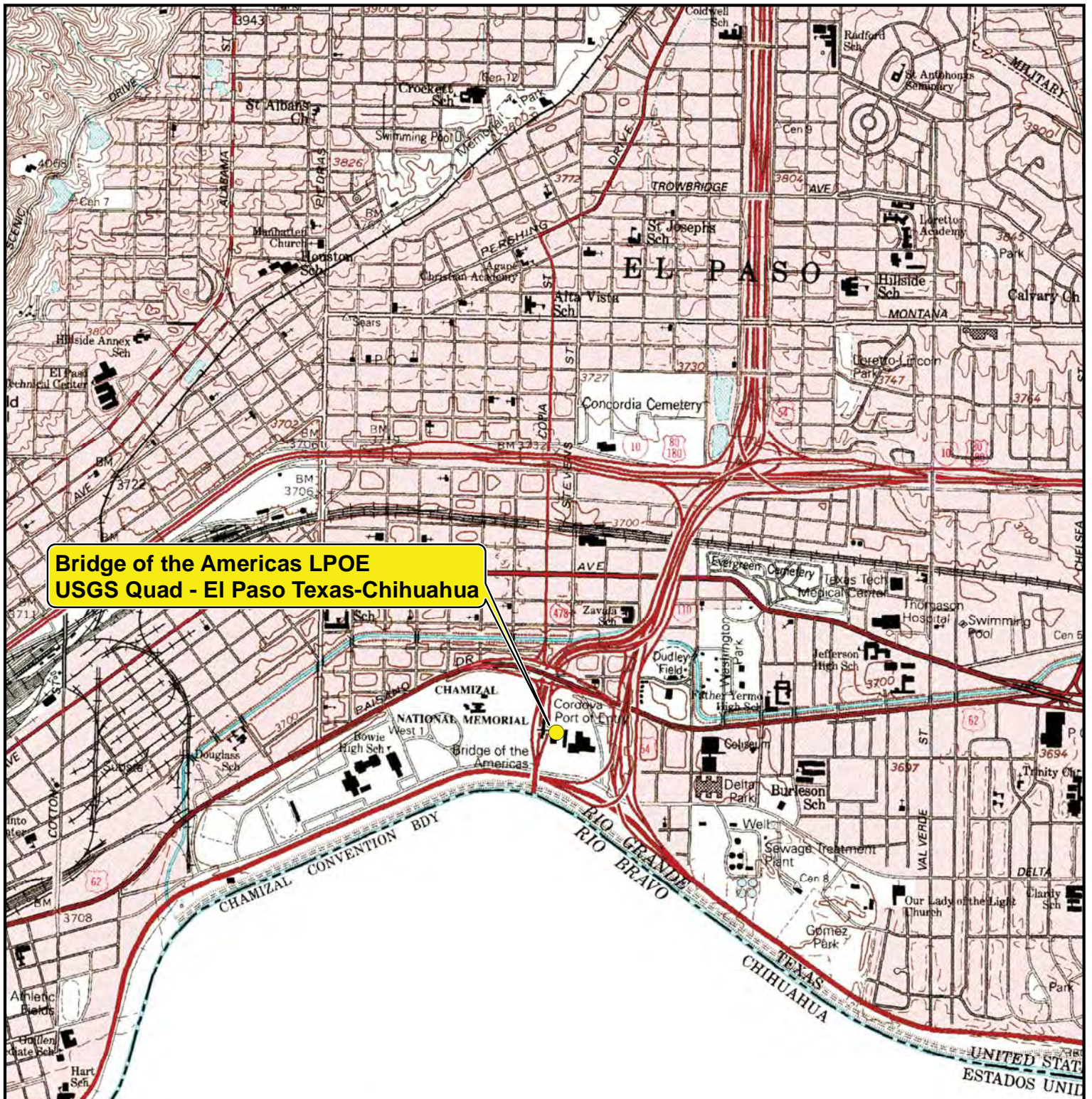


FIGURE 1. BRIDGE OF THE AMERICAS LPOE LOCATION MAP.



**Bridge of the Americas LPOE  
USGS Quad - El Paso Texas-Chihuahua**

EL PASO QUADRANGLE

YSLETA NW QUADRANGLE

● Bridge of the Americas LPOE

0 2,000 4,000 Feet

0 500 1,000 Meters

N

USGS 7.5' Topographic Quadrangles for El Paso and Ysleta NW, Texas-Chihuahua (1994)  
Datum/Projection: NAD1927 UTM Zone 13N

FIGURE 2. BRIDGE OF THE AMERICAS LPOE LOCATION MAP.



**FIGURE 3. BRIDGE OF THE AMERICAS LPOE AERIAL MAP.**

The port covers about 28 acres and has fully developed property on three sides with an extensive highway system. The large park property to the left of Highway 110 is the Chamizal National Memorial.





# White Mountain Apache Tribe

Office of Historic Preservation

PO Box 1032

Fort Apache, AZ 85926

Ph: (928) 338-3033 Fax: (928) 338-6055

**To:** Hugo A. Gardea – GSA Regional Historic Preservation Officer

**Date:** May 31, 2023

**Re:** *Bridge of the Americas Land Port of Entry, El Paso, Texas*

.....

The White Mountain Apache Tribe Historic Preservation Office appreciates receiving information on the project dated; April 28, 2023. In regards to this, please refer to the following statement(s) below.

Thank you for allowing the White Mountain Apache tribe the opportunity to review and respond to the above proposed redevelopment of the Bridge of the America Land Port of Entry at 3600 E. Paisano Drive, in El Paso, Texas.

Please be advised, we have reviewed the consultation letter and the information provided, we have reviewed the information provided and determined the proposed project will have a ***“No Adverse Effect”*** on the tribe traditional cultural properties and/or historic properties.

Thank you for early tribal engagement and consultation, and continued collaborations in protecting and preserving places of cultural and historical importance.

Sincerely,

*Mark Altaha*

White Mountain Apache Tribe – THPO  
Historic Preservation Office



*GSA Public Buildings Service  
Greater Southwest Region*

28 April 2023

Mr. Gary McAdams, THPO  
Ms. Mary Botone, Section 106  
Tribal Historic Preservation Office  
Wichita and Affiliated Tribes  
P.O. Box 729  
Anadarko, OK 73005

Sent via email: [gary.mcadams@wichtatribe.com](mailto:gary.mcadams@wichtatribe.com) and [mary.botone@wichtatribe.com](mailto:mary.botone@wichtatribe.com)

Re: Initiation of Consultation Pursuant to 36 CFR 800  
Bridge of the Americas Land Port of Entry, El Paso, Texas

Dear Mr. McAdams and Ms. Botone,

The U.S. General Services Administration (GSA) is proposing to redevelop the Bridge of the America Land Port of Entry at 3600 E Paisano Drive, El Paso, Texas. On November 6, 2021, Congress passed the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). On February 25, 2022, President Biden and GSA announced the list of major port projects funded by the BIL. This legislation included the Bridge of the Americas Land Port of Entry. The project proposes to address multiple deficiencies through replacing the port buildings and infrastructure with a new modernized and expanded facility. This includes potentially stacking port functions in a multi-level concept and acquiring new property next to port. Several options are currently being explored in an Enhanced Feasibility Study and are publicly available on GSA project website. Please see the links at the end of this letter for additional information.

**Consultation Request:**

In advance of selection of an option, we are seeking to initiate consultation pursuant to Section 106 of the National Historic Preservation Act (NHPA) regarding this undertaking in accordance with 36 CFR 800. It is GSA's goals to consult early with your office in our responsibility to comply with Section 106 and more specifically to identify historic properties potentially affected by GSA's undertakings, assess those effects, and seek ways to avoid or minimize adverse effects on historic properties.

We invite you to be a consulting party for this proposed project to help identify historic properties in the project area that may have religious and cultural significance to your Tribe, and if such properties exist, to help assess how the project might affect them. Please kindly advise us if you have an interest in this undertaking and would like to provide additional information for our consideration.

**Facility Background:**

The Bridge of the Americas Land Port of Entry was built in 1967. It is on the international border separating El Paso, Texas, and Ciudad Juarez, Chihuahua, Mexico (see Figures 1 and 2). This land port connects with the Mexican land port Cordova in Juarez. It is one of four crossings in

El Paso. The LPOE covers approximately 28 acres and has fully developed property on three sides with an extensive highway system (see Figure 3). Being the only toll-free port of entry in El Paso, an increase in truck and vehicular traffic over the last few years has created significant congestion making it difficult to support this increased volume of traffic. On an average day, over 600 commercial vehicles, 12,500 passenger vehicles, and 2,500 pedestrians use the port. Much of the port facility has reached the end of its life cycle as most of the buildings and infrastructure are operating at or beyond capacity and no longer meeting the U.S. Customs and Border Protection current design standards.

**Cultural Resources:**

There are no known buried cultural resources or historic buildings located at the port. However, a portion of the facility is located within the within the El Paso County Water Improvement District No. 1, a National Register Historic District. This district is recognized for architectural and engineering features associated with historic irrigation. In 2013, the U.S. Customs and Border Protection sponsored a comprehensive inventory of cultural resources present within the boundaries of the Bridge of the Americas LPOE facility. The property was pedestrian surveyed but found to be built over with structures and pavement. Only a few very small, landscaped areas were extant but identified as disturbed. Twelve buildings and structures were recorded during the architectural survey. Nine buildings and structures were constructed in 2009; the other 3 were built in the 1960s but were heavily altered in 2009.

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**Area of Potential Effects and Studies:**

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**Tribal Input:**

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Very Respectfully,



Hugo A. Gardea  
Regional Historic Preservation Officer (7PCD)

Attachments

CC: Beth Savage, GSA Federal Preservation Officer  
Daniel Partida, GSA Project Manager  
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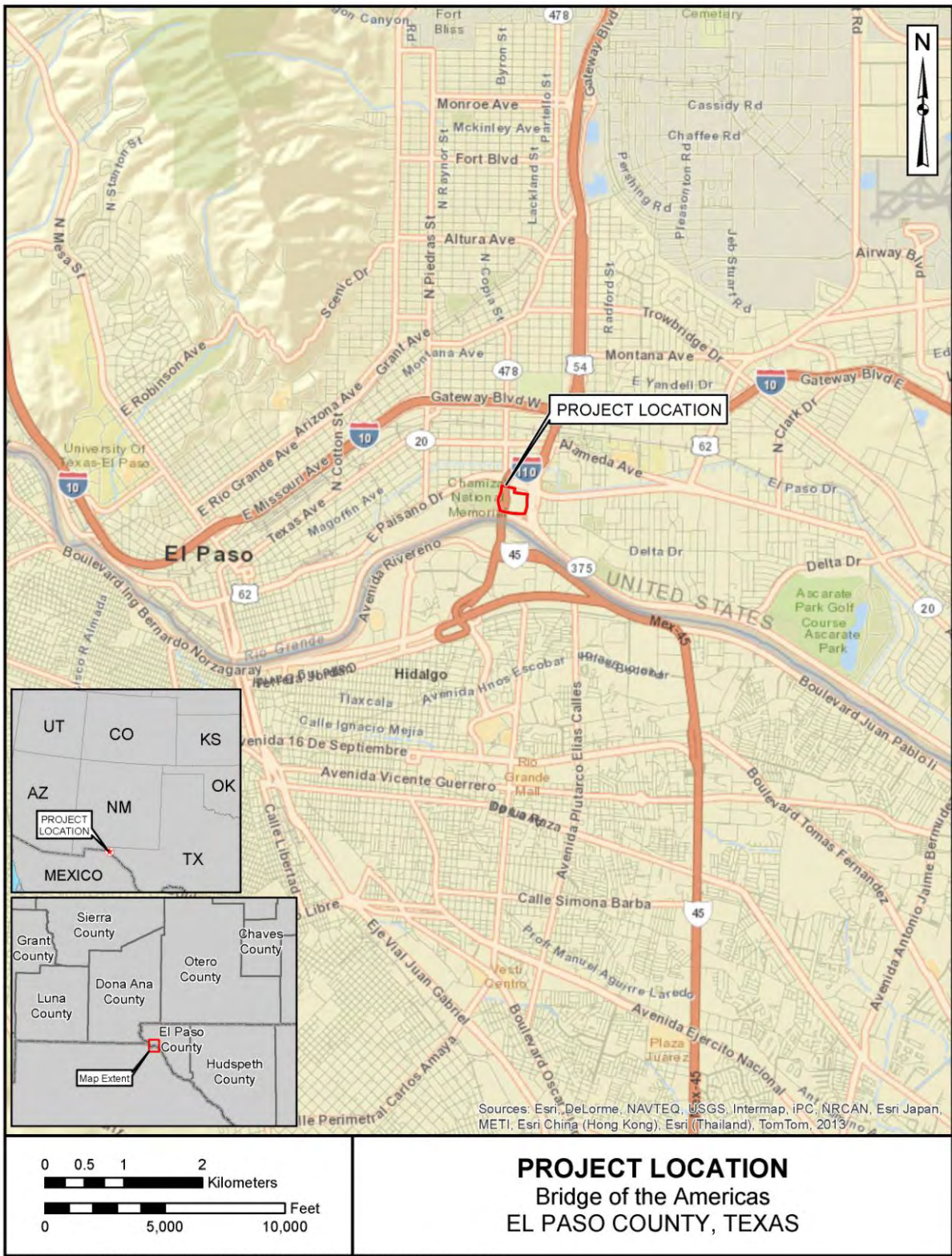
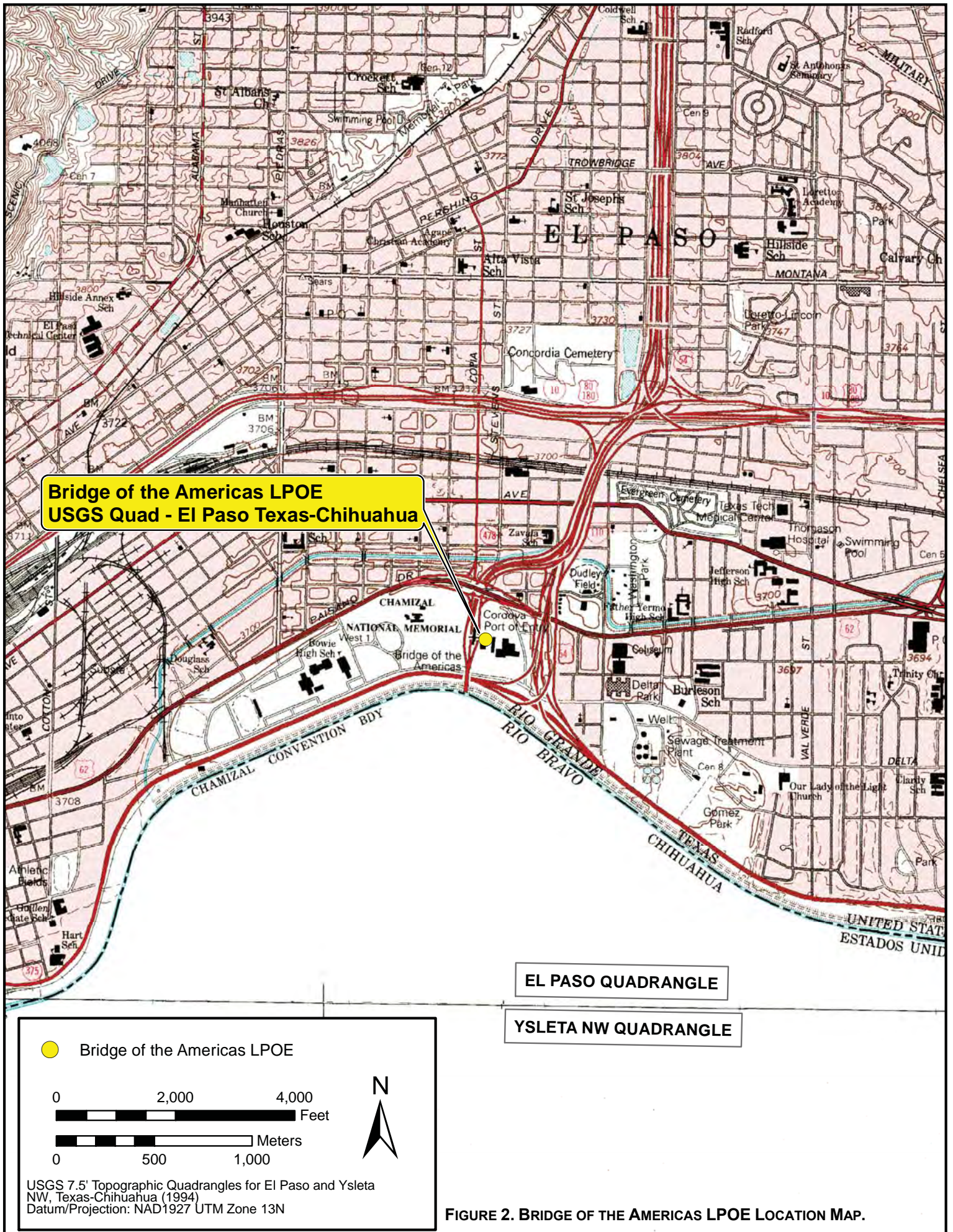


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*GSA Public Buildings Service  
Greater Southwest Region*

28 April 2023

Mr. Rene Lopez, War Captain and THPO  
Ysleta Del Sur Pueblo of Texas  
119 South Old Pueblo  
El Paso, TX 79907  
Sent via email: Rene Lopez, lopezr@ydsp-nsn.gov

Re: Initiation of Consultation Pursuant to 36 CFR 800  
Bridge of the Americas Land Port of Entry, El Paso, Texas

Dear Mr. Lopez,

The U.S. General Services Administration (GSA) is proposing to redevelop the Bridge of the Americas Land Port of Entry at 3600 E Paisano Drive, El Paso, Texas. On November 6, 2021, Congress passed the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). On February 25, 2022, President Biden and GSA announced the list of major port projects funded by the BIL. This legislation included the Bridge of the Americas Land Port of Entry. The project proposes to address multiple deficiencies through replacing the port buildings and infrastructure with a new modernized and expanded facility. This includes potentially stacking port functions in a multi-level concept and acquiring new property next to port. Several options are currently being explored in an Enhanced Feasibility Study and are publicly available on GSA project website. Please see the links at the end of this letter for additional information.

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April 28, 2023

Bridge of the Americas Land Port of Entry

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Hugo A. Gardea  
Regional Historic Preservation Officer (7PCD)

Attachments

CC: Beth Savage, GSA Federal Preservation Officer  
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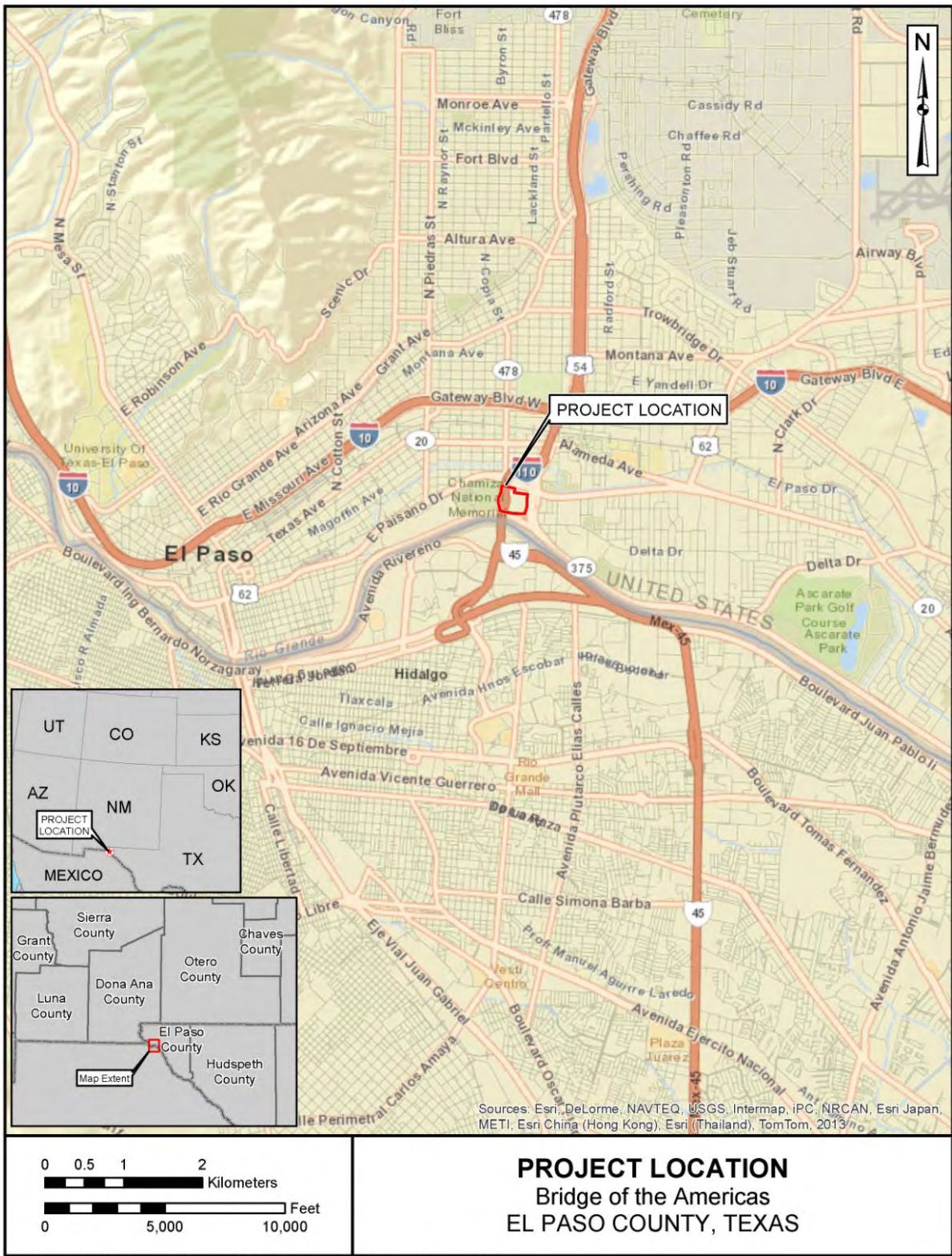
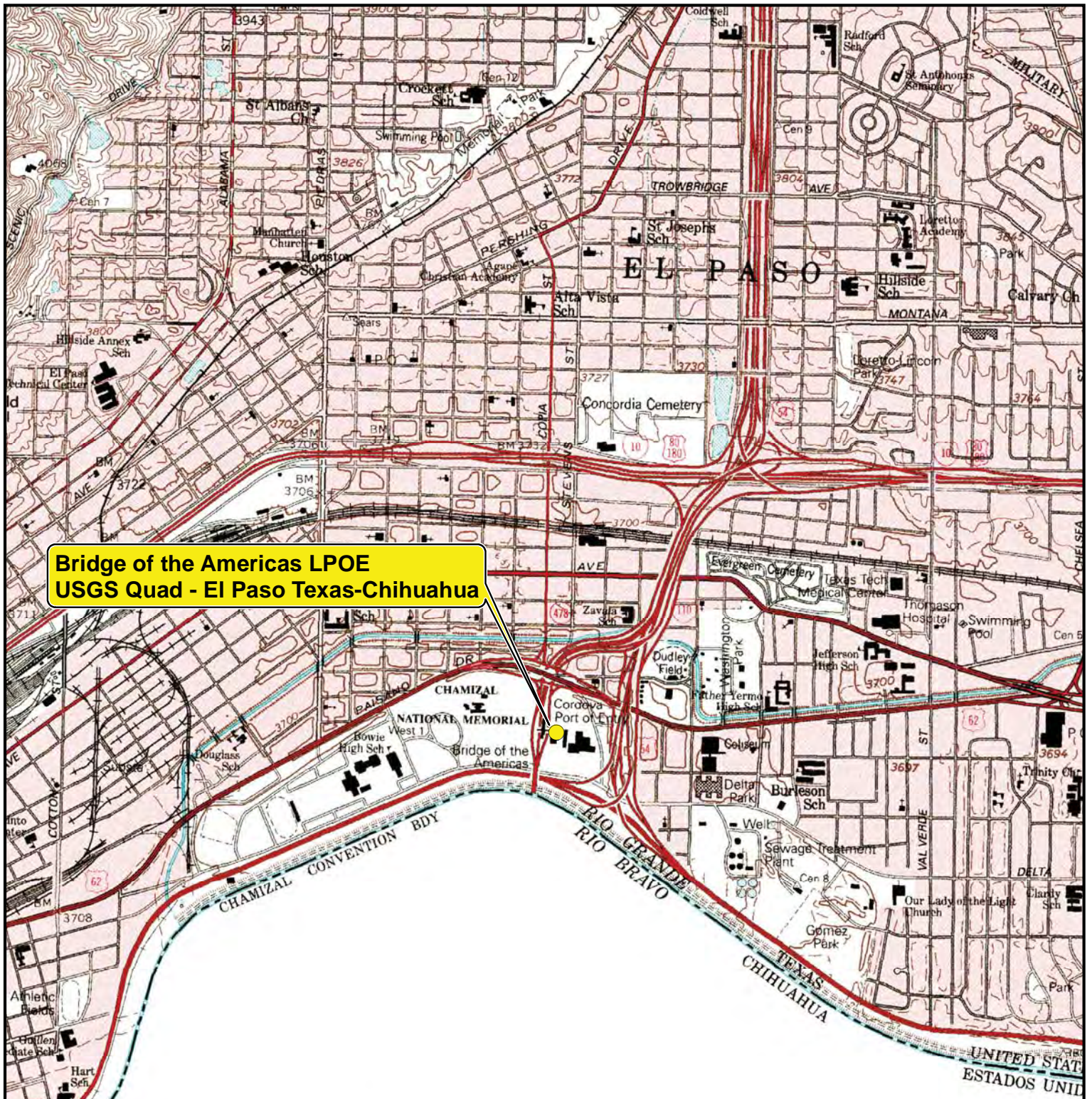


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USGS Quad - El Paso Texas-Chihuahua**

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● Bridge of the Americas LPOE

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**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**

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*District Engineer, NMDOT*

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*Director Sun Metro, City of El Paso*

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**Joe Moody**

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**Eddie Morales**

*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**

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**Norma Palacios**

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**Javier Perea**

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**Ricardo Samaniego**

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**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](mailto: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



**Transportation Policy Board**

**Oscar Leeser, Chair**

*Mayor, City of El Paso*

**César Blanco Vice-Chair**

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*District Engineer, TxDOT*

**Anthony Turner**

*Mayor, Town of Anthony*

Eduardo Calvo, AICP

*Executive Director*

October 25, 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,

The El Paso Metropolitan Planning Organization (the “El Paso MPO”) has reviewed the General Services Administration’s (“GSA”) Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas Land Port of Entry in El Paso, Texas (“Draft EIS”). In response, and as part of the public comment period, the El Paso MPO submits the following:

**I. GSA’s Use of and Reliance on MPO Data**

The El Paso MPO, as the federally designated metropolitan planning organization for El Paso County, Texas, southern Dona Ana County, New Mexico, and a small portion of Otero County, New Mexico, is a vital stakeholder interested in the planning, development, and implementation of the planned modernization of the Bridge of the Americas (the “Project”). In anticipation of the Draft EIS, the El Paso MPO shared with the GSA traffic and air quality (emissions) data and models for the region that include all six border crossings within the El Paso MPO region. Upon careful review of the Draft EIS, it appears that the GSA may have misconstrued some of the data provided by the El Paso MPO. To help ensure compliance with the National Environmental Policy Act (“NEPA”) and to ensure that El Paso MPO data and models are used effectively and accurately by all local, state, and federal partners, the El Paso MPO raises the following issues for your consideration:

**A. Draft EIS Table 1-2, page 1-5**

The El Paso MPO provided the GSA with daily field counts collected in 2022 for private vehicles and for commercial trucks at the Bridge of the Americas. This data was incorrectly incorporated into the Draft EIS Table 1-2 by stating that the 2022 daily field counts are “Estimated 2024” values and “Monthly Traffic.”

**B. Section 2.6.2.9, page 2-32 and 2.6.3.9, page 2-49**

The narrative provided in pages 2-32 and 2-49 of the Draft EIS is not an accurate representation of the analysis performed by the MPO. First, the data reported in these sections represent a scenario that is not consistent with any of the alternatives analyzed in the Draft EIS. Secondly, the numbers shown in pages 2-32 and 2-49 are erroneously reported as monthly values; they are daily numbers.

**C. Traffic Analysis: 14,000 Additional car trips at BOTA Section 4, Tables 4-13, 4-14, 4-15, and 4-16**

The El Paso MPO provided the GSA with traffic data for the six border crossings in the region under the scenarios that are being analyzed: Baseline, Alternative 1A with trucks, Alternative 1A without trucks, and Alternative 4. However, the tables mentioned above excluded the data from the Paso del Norte and Stanton crossings. When the complete data set is included in the tables, it is easy to explain the 14,000 additional private vehicles at BOTA under Alternative 4. They are being drawn away from the other crossings given that there is new additional capacity at BOTA and it remains as non-tolled. The Draft EIS states that the 14,000 increase in vehicles at BOTA “appears to be an outlier,” which, clearly, it is not. El Paso MPO staff agrees that the regional and crossing-specific traffic analysis need to be revisited before the Draft EIS is finalized.

**D. Air Quality: Section 4, Tables 4-18-4-19, 4-20 and, 4-21**

Similar to the prior comment, the data shown in these tables omit emissions from the Paso del Norte and Stanton crossings, which are only for private vehicles. The totals shown in the bottom row of the table do not add up to the values shown because of this. Furthermore, on Table 3 4-19 the values for the Santa Teresa crossing were copied from those from Ysleta. If the traffic analysis is revisited, as described in the prior comment, the emissions and air quality analysis will change and need to be described in the final version of the EIS.

All the foregoing observations are addressed in greater detail in the attached Technical Memo, which is incorporated into this Letter for all purposes. The El Paso MPO seeks to continue working with the GSA as the Project moves forward and would welcome the opportunity to meet with GSA to discuss and address the El Paso MPO’s observations.

**II. Additional Issues and Questions**

The Transportation Policy Board is the El Paso MPO’s governing board and it is comprised of local and state elected and appointed officials representative of the El Paso MPO’s planning area. At a public meeting, on October 18, 2024, the TPB heard testimony from stakeholders from both sides of the border before while they considered, discussed, and approved submission of the following issues and questions for the GSA’s consideration as part of the public comment period:

A. The Draft EIS provides data on the numbers of “**Child Population**” within a 2-mile radius of influence for the BOTA (15,958) and Ysleta-Zaragoza (11,211) IBCs on pages 3-34 and 3-13 of the Draft EIS. What will be the impact of the additional truck traffic emissions on the child population in the vicinity of the Ysleta-Zaragoza IBC?

B. Are we moving the problem from one IBC to another? In other words, moving the congestion and air quality issues from BOTA to Ysleta/Zaragoza and other IBCs?

C. The El Paso MPO is responsible for monitoring and managing the non-attainment status of the region for various pollutants, and we still have serious questions on the impact to regional air quality resulting from trucks having to travel longer distances on both sides of the border to reach their destinations.

D. Given the questions and issues described above, the Transportation Policy Board of the El Paso MPO respectfully **requests that the public comment period for the Draft EIS be extended for 30 days** to allow for the further analysis be performed to answer to the important questions raised during the comment period.



The El Paso MPO provides this Letter and Attachments to assist and improve the GSA's planning, design, and implementation of the Project, which will undoubtedly have a significant impact on the El Paso MPO's planning area for many decades to come. We reiterate the offer to continue working with GSA staff and their consultant team to revisit the traffic and air quality elements of the various alternatives described in the Draft EIS. This will assist stakeholders and the public to have a better understating of the impacts of each alternative and allow decision-makers to make a better-informed choice as the EIS moves forward to its final stage.

Thank you for the opportunity to review and provide public comment on the Draft EIS. If you have any questions, please contact me at [ecalvo@elpasompo.org](mailto: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

enclosure

## Technical Memorandum - **DRAFT**

**DATE:** October, 9, 2024

**SUBJECT:** BOTA EIS draft observations

**FROM:** Jennifer Moreno, EPMPO

**TO:** Eduardo Calvo, Executive Director EPMPO  
 Salvador Gonzalez-Ayala, EPMPO

**Purpose**

This memo documents the observations made to the BOTA EIS draft, as well as the details on the data used and results.

**1.- Table 1-2, page 1-5**

This table incorrectly refers to monthly estimates and year 2024. It is from daily field counts (not estimates) in year 2022. I recommend the title of the table be corrected accordingly, and perhaps a text be added below the table to explain that 2024 northbound POV crossings decrease to less than 10,000/day while truck increase to over 500/day. These numbers are the average crossings calculated from data provided by CPB from April 15 to April 26, only during weekdays.

**Table 1-2. Estimated 2024 Daily North- and Southbound BOTA Daily and Monthly Traffic – POV and Truck Traffic.**

Hour	Northbound POV	Northbound Truck	Southbound POV	Southbound Truck
Midnight-1am	100	0	172	0
1am-2am	70	0	72	0
2am-3am	111	0	43	0
3am-4am	180	0	25	0
4am-5am	430	0	40	0
5am-6am	401	0	111	0
6am-7am	812	30	332	0
7am-8am	830	21	834	0
8am-9am	810	28	1143	3
9am-10am	801	34	1031	8
10am-11am	755	34	1121	9
11am-noon	749	34	1006	23
noon-1pm	753	40	1075	32
1pm-2pm	701	61	1140	47
2pm-3pm	609	37	1437	36
3pm-4pm	573	0	1740	28
4-pm-5pm	635	0	1710	23
5pm-6pm	581	0	1776	40
6pm-7pm	621	0	1651	29
7pm-8pm	531	0	1574	27
8pm-9pm	492	0	1198	18
9pm-10pm	334	0	837	12
10pm-11pm	212	0	852	19
11-midnight	180	0	516	4
<b>TOTAL</b>	<b>12274</b>	<b>319</b>	<b>21436</b>	<b>358</b>

Source: EPMPOa 2024.

**Figure 1. BOTA EIS draft print screen page 1-5 Table 1-2**

**2.- Table 1-3 page 1-5**

This table should be corrected. The source for this table should be corrected to read “averages obtained by EPMPO from CBP data for 2022”

The label for each column should read as follows:

- 1st column: Commercial Vehicles
- 2nd column: Commercial vehicles on express lane
- 3rd column: Passenger Vehicles
- 4th column: Passenger vehicles on DCL lane

Finally, the values in the table needs to be updated to the latest averages calculated from data reported by CBP (October 2023). Based on the historical data revised, this information may vary depending on the month.

- 1st column: 41
- 2nd column: 36
- 3rd column: 54
- 4th column: no DCL lanes on BOTA

Average Commercial Wait Times	Average Express Commercial Lane Wait Times	Average DCL Passenger Wait Times	Average DCL Lane Wait Times
4.9	3.2	26.5	0.0

EPMPO 2024a. DCL – Dedicated Commuter Lane.

**3.- Section 2.6.2.9 page 2-32 and 2.6.3.9 page 2-49**

The print screen below is from a scenario that is not part of the EIS. This scenario was just prohibiting trucks at BOTA, without any geometric-primary booth modifications; thus, it should be deleted from this document. Lastly, the information is shown incorrectly as monthly (the information is daily).

Print screen from EIS from page 4-32

<ul style="list-style-type: none"> <li>• Santa Teresa – 35 trucks</li> <li>• Ysleta-Zaragoza – 232 trucks</li> <li>• Tornillo – no projected increase</li> </ul> <p>Additionally, with the elimination of southbound cargo traffic, it is estimated that the following number of additional trucks would travel south through different ports <span style="border: 1px solid red; padding: 2px;">monthly</span> (EPMPO 2024):</p> <ul style="list-style-type: none"> <li>• Santa Teresa – 20 trucks</li> <li>• Ysleta-Zaragoza – 294 trucks</li> <li>• Tornillo – no projected increase</li> </ul>
--

If the EIS wants to show the impact of alternative 4, it should be according to the data of this table.

<b>Northbound</b>	<b>Southbound</b>
Santa Teresa - 51	Santa Teresa - 31
Ysleta-Zaragoza - 289	Ysleta-Zaragoza - 392
Tornillo – no projected increase	Tornillo - no projected increase

**4.- Section 3 Table 3-31 page 3-57, Section 4 Tables 4-13, 4-14, 4-15, 4-16 pages 4-29 and 4-30**

Tables below present the modeled daily traffic volumes of Baseline, Alternative 1a w/ trucks, Alternative 1a w/o trucks and Alternative 4. However, the results for Paso del Norte and Stanton international border crossings (IBCs) were omitted from the tables. I suggest this to be included as well for consistency.

Below each EIS table, I suggest how the tables should be presented (table in yellow headers)

Print screen from EIS from page 4-29

<b>Crossing</b>	<b>SB - POV</b>	<b>SB – ped.</b>	<b>SB - Truck</b>	<b>NB - POV</b>	<b>NB – ped.</b>	<b>NB - Truck</b>
<b>BOTA</b>	<b>17334</b>	<b>2197</b>	<b>423</b>	<b>10563</b>	<b>2627</b>	<b>340</b>
Tornillo	621	26	25	466	27	29
Ysleta	9083	3425	2408	10347	4170	2466
Santa Teresa	2661	4	521	2341	5	543

SB – Southbound, NB – Northbound  
EPMPO 2024

Suggested correction for Table 4-13

Crossing	SB - POV	SB - PED	SB - TRUCK	NB - POV	NB - PED	NB Truck
BOTA	17334	2197	423	10563	2627	340
Tornillo	621	26	25	466	27	29
Zaragoza	9083	3425	2408	10347	4170	2466
SantaTeresa	2661	4	521	2341	5	543
Stanton	5319	2289	0	4990	0	0
PDN	0	10658	0	6310	11771	0
Total	35018	18600	3378	35018	18600	3378

Print screen from EIS page 4-29

<b>Crossing</b>	<b>SB - POV</b>	<b>SB – ped.</b>	<b>SB - Truck</b>	<b>NB - POV</b>	<b>NB – ped.</b>	<b>NB - Truck</b>
<b>BOTA</b>	<b>17334</b>	<b>2184</b>	<b>423</b>	<b>16890</b>	<b>2598</b>	<b>338</b>
Tornillo	621	26	25	459	27	29
Ysleta	9083	3314	2413	9172	4054	2473
SantaTeresa	2661	5	516	2141	6	538

SB – Southbound, NB - Northbound  
EPMPO 2024

Suggested correction for Table 4-14

Crossing	SB - POV	SB - PED	SB - TRUCK	NB - POV	NB - PED	NB Truck
BOTA	17334	2184	423	16890	2598	338
Tornillo	621	26	25	459	27	29
Zaragoza	9083	3314	2413	9172	4054	2473
SantaTeresa	2661	5	516	2141	6	538
Stanton	5319	2248	0	2961	0	0
PDN	0	10593	0	3671	11685	0
Total	35018	18371	3378	35294	18371	3378

Print screen from EIS from page 4-30

<b>Crossing</b>	<b>SB - POV</b>	<b>SB – ped.</b>	<b>SB - Truck</b>	<b>NB - POV</b>	<b>NB – ped.</b>	<b>NB - Truck</b>
<b>BOTA</b>	<b>19669</b>	<b>2184</b>	<b>0</b>	<b>16890</b>	<b>2598</b>	<b>0</b>
Tornillo	609	26	25	459	27	29
Ysleta	8490	3314	2800	9172	4054	2755
SantaTeresa	2387	5	552	2141	6	594

SB – Southbound, NB - Northbound  
EPMPO 2024

Suggested correction for Table 4-15

Crossing	SB - POV	SB - PED	SB - TRUCK	NB - POV	NB - PED	NB Truck
BOTA	19669	2184	0	16890	2598	0
Tornillo	609	26	25	459	27	29
Zaragoza	8490	3314	2800	9172	4054	2755
SantaTeresa	2387	5	552	2141	6	594
Stanton	4140	2248	0	2961	0	0
PDN	0	10593	0	3671	11685	0
Total	35294	18371	3378	35294	18371	3378

Print screen from EIS from page 4-30

<b>Crossing</b>	<b>SB - POV</b>	<b>SB – ped.</b>	<b>SB - Truck</b>	<b>NB - POV</b>	<b>NB – ped.</b>	<b>NB - Truck</b>
<b>BOTA</b>	<b>17626</b>	<b>2132</b>	<b>0</b>	<b>24966</b>	<b>2759</b>	<b>0</b>
Tornillo	630	26	25	427	27	29
Ysleta	9565	2952	2799	6095	3662	2754
SantaTeresa	2605	4	553	1674	5	595

SB – Southbound, NB - Northbound  
EPMPO 2024

Suggested correction for Table 4-16

Crossing	SB - POV	SB - PED	SB - TRUCK	NB - POV	NB - PED	NB Truck
BOTA	17626	2132	0	24966	2759	0
Tornillo	630	26	25	427	27	29
Zaragoza	9565	2952	2799	6095	3662	2754
SantaTeresa	2605	4	553	1674	5	595
Stanton	5213	2414	0	601	0	0
PDN	0	10480	0	1876	11556	0
Total	35639	18010	3378	35639	18010	3378

**5.- Section 4.8.3 paragraph page 4-30**

The statement in the red rectangle from the EIS is unsubstantiated. There is no strong argument for this to be an “outlier” when you observe that the EPMPO model is redistributing flows from other IBCs based on improved wait times at BOTA.

Print screen from EIS page 4-30

**4.8.3 Viable Action Alternative 4 – Multi-Level Modernization within the Existing Port Boundaries with Minor Land Acquisition Immediately Adjacent to the Port (Approximately 4 acres – TxDOT) and Elimination of Commercial Cargo Operations**

Implementing this alternative would be expected to result in potential negligible to minor short-term adverse impacts as a result of construction activities. However, implementation of the mitigation/protective measures described earlier in Section 2.6.3.6 would be expected to minimize any potential short-term adverse impact resulting from construction activities and conditions would be expected to greatly improve once modernization activities are completed. The moderate to significant long-term adverse effects associated with the commercial traffic would be completely eliminated resulting in a long-term moderate to significant beneficial impact. Minor long-term beneficial impacts to pedestrians would also be anticipated as a result of modernization of the port. Table 4-16 shows the modeled daily traffic volumes that would be expected at all ports under this alternative. As shown, similar to the previous alternative, with the exception of the modeled northbound POV traffic, all other traffic remains relatively unchanged. Northbound POV traffic is showing an increase of approximately 14,000 vehicles. Ysleta and Santa Teresa also show slight increases in POV traffic. The projected BOTA increase appears to be an outlier and is undergoing further review and changes will be incorporated in the Final EIS. Similar to the previous alternative with the future elimination of commercial truck traffic option implemented, the modeling shows that approximately 300 more trucks would enter the U.S. daily through the Ysleta LPOE and approximately 50 through the Santa Teresa LPOE. These numbers are not considered significant and would not be anticipated to have an adverse effect on the local transportation network at these ports. All other traffic numbers vary only slightly.

**6.- Tables 4-18, 4-19, 4-20, & 4-21 pages 4-32 and 4-33**

Tables display daily idling emissions modeled from MPO tools. It’s important to note that the tables presented in the draft omit emissions from the Paso del Norte and Stanton international border crossings.

The total emissions sum at the bottom accounts for the aggregate emissions from all six international border crossings (IBC), rather than only those listed in the tables. The tables should reflect all IBCs in the region, so the sum can add up correctly.

Print screen from EIS page 4-32

**Table 4-18. Baseline (No Action) 2024 Regional Emissions Modeling from Vehicles (POVs and Trucks) and Idling.**

LPOE	Daily NOx (kg/day) <sup>1</sup>	Daily VOC (kg/day) <sup>1</sup>
<b>BOTA</b>	<b>139</b>	<b>39</b>
Tornillo	8	2
Ysleta	247	33
Santa Teresa	8	1
<b>TOTAL</b>	<b>478</b>	<b>98</b>

EPMPO 2024. 1 – ozone precursors.

Suggested correction for Table 4-18

Crossing	daily NOx (kg/day)	daily VOC (kg/day)
BOTA	139	39
Tornillo	8	2
Zaragoza	247	33
SantaTeresa	8	1
Stanton	53	16
PDN	23	7
<b>Total</b>	<b>478</b>	<b>98</b>

Print screen from EIS page 4-32

**Table 4-19. Alternative 1a 2024 Regional Emissions Modeling from Vehicles (POVs and Trucks) and Idling.**

LPOE	Daily NOx (kg/day) <sup>1</sup>	Daily VOC (kg/day) <sup>1</sup>
<b>BOTA</b>	<b>124</b>	<b>23</b>
Tornillo	7	1.7
Ysleta	245	30
Santa Teresa	245	30
<b>TOTAL</b>	<b>686</b>	<b>105</b>

EPMPO 2024. 1 – ozone precursors.

Suggested correction for Table 4-19

Crossing	daily NOx (kg/day)	daily VOC (kg/day)
BOTA	124	23
Tornillo	7	2
Zaragoza	245	33
SantaTeresa	7	1
Stanton	45	14
PDN	20	6
<b>Total</b>	<b>448</b>	<b>78</b>

Print screen from EIS page 4-33

**Table 4-20. Alternative 1a (Future No Trucks) 2024 Regional Emissions Modeling from Vehicles (POVs and Trucks) and Idling.**

LPOE	Daily NOx (kg/day) <sup>1</sup>	Daily VOC (kg/day) <sup>1</sup>
<b>BOTA</b>	<b>148</b>	<b>37</b>
Tornillo	7	2
Ysleta	253	28
Santa Teresa	7	1
<b>TOTAL</b>	<b>476</b>	<b>86</b>

EPMPO 2024. 1 – ozone precursors.

Suggested correction for Table 4-20

Crossing	daily NOx (kg/day)	daily VOC (kg/day)
BOTA	<b>148</b>	<b>37</b>
Tornillo	7	2
Zaragoza	253	28
SantaTeresa	7	1
Stanton	43	12
PDN	20	6
<b>Total</b>	<b>476</b>	<b>86</b>

Print screen from EIS page 4-33

**Table 4-21. Alternative 4 2024 Regional Emissions Modeling from Vehicles (POVs and Trucks) and Idling.**

LPOE	Daily NOx (kg/day) <sup>1</sup>	Daily VOC (kg/day) <sup>1</sup>
<b>BOTA</b>	<b>106</b>	<b>15</b>
Tornillo	7	2
Ysleta	251	28
Santa Teresa	7	1
<b>TOTAL</b>	<b>434</b>	<b>65</b>

EPMPO 2024. 1 – ozone precursors.

Suggested correction for Table 4-21

Crossing	daily NOx (kg/day)	daily VOC (kg/day)
BOTA	<b>106</b>	<b>15</b>
Tornillo	7	2
Zaragoza	251	28
SantaTeresa	7	1
Stanton	44	13
PDN	19	6
<b>Total</b>	<b>434</b>	<b>65</b>

**7.- Table 4-19 page 4-32**

In this table a typographical error was identified in the daily NOx and VOC emissions modeled from idling. For Alternative 1a, which includes truck traffic at BOTA, the table incorrectly presents emissions for Santa Teresa as 245 kg/day of NOx and 30 kg/day of VOC. The correct results from model simulations for Santa Teresa are 7 kg/day of NOx and 1 kg/day of VOC.

The total sum should also be correct as shown below.

Additionally, the statement, “daily NOx and daily VOC have been modeled to... increase quite a bit at Santa Teresa,” (BOTA EIS draft, pg.4-32) does not accurately reflect the model results. Such statement should be deleted from the EIS.

**Table 4-19. Alternative 1a 2024 Regional Emissions Modeling from Vehicles (POVs and Trucks) and Idling.**

LPOE	Daily NOx (kg/day) <sup>1</sup>	Daily VOC (kg/day) <sup>1</sup>
<b>BOTA</b>	<b>124</b>	<b>23</b>
Tornillo	7	1.7
Ysleta	245	30
Santa Teresa	245	30
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EPMPO 2024. 1 – ozone precursors.



Crossing	daily NOx (kg/day)	daily VOC (kg/day)
BOTA	124	23
Tornillo	7	2
Zaragoza	245	33
SantaTeresa	7	1
Stanton	45	14
PDN	20	6
<b>Total</b>	<b>448</b>	<b>78</b>

8.-Table 3-32 page 3-57

The source of this table needs to read that projections are obtained from the TxDOT SAM model.

**Table 3-32. Projected Future Daily North- and Southbound Traffic (POV and Trucks).**

Forecast Year	BOTA	Tornillo	Ysleta	Santa Teresa
2032	41,981	1723	27,394	3995
2040	43,666	1793	28,468	4154
2050	46,547	1909	30,349	4429

EPMPO 2024.



## Technical Memorandum - **DRAFT**

**DATE:** October, 9, 2024

**SUBJECT:** BOTA EIS draft observations

**FROM:** Jennifer Moreno, EPMPO

**TO:** Eduardo Calvo, Executive Director EPMPO  
 Salvador Gonzalez-Ayala, EPMPO

**Purpose**

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**1.- Table 1-2, page 1-5**

This table incorrectly refers to monthly estimates and year 2024. It is from daily field counts (not estimates) in year 2022. I recommend the title of the table be corrected accordingly, and perhaps a text be added below the table to explain that 2024 northbound POV crossings decrease to less than 10,000/day while truck increase to over 500/day. These numbers are the average crossings calculated from data provided by CPB from April 15 to April 26, only during weekdays.

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Source: EPMPOa 2024.

**Figure 1. BOTA EIS draft print screen page 1-5 Table 1-2**

**2.- Table 1-3 page 1-5**

This table should be corrected. The source for this table should be corrected to read “averages obtained by EPMPO from CBP data for 2022”

The label for each column should read as follows:

- 1st column: Commercial Vehicles
- 2nd column: Commercial vehicles on express lane
- 3rd column: Passenger Vehicles
- 4th column: Passenger vehicles on DCL lane

Finally, the values in the table needs to be updated to the latest averages calculated from data reported by CBP (October 2023). Based on the historical data revised, this information may vary depending on the month.

- 1st column: 41
- 2nd column: 36
- 3rd column: 54
- 4th column: no DCL lanes on BOTA

Average Commercial Wait Times	Average Express Commercial Lane Wait Times	Average DCL Passenger Wait Times	Average DCL Lane Wait Times
4.9	3.2	26.5	0.0

EPMPO 2024a. DCL – Dedicated Commuter Lane.

**3.- Section 2.6.2.9 page 2-32 and 2.6.3.9 page 2-49**

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Print screen from EIS from page 4-32

- Santa Teresa – 35 trucks
- Ysleta-Zaragoza – 232 trucks
- Tornillo – no projected increase

Additionally, with the elimination of southbound cargo traffic, it is estimated that the following number of additional trucks would travel south through different ports monthly (EPMPO 2024):

- Santa Teresa – 20 trucks
- Ysleta-Zaragoza – 294 trucks
- Tornillo – no projected increase

If the EIS wants to show the impact of alternative 4, it should be according to the data of this table.

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Ysleta-Zaragoza - 289	Ysleta-Zaragoza - 392
Tornillo – no projected increase	Tornillo - no projected increase

**4.- Section 3 Table 3-31 page 3-57, Section 4 Tables 4-13, 4-14, 4-15, 4-16 pages 4-29 and 4-30**

Tables below present the modeled daily traffic volumes of Baseline, Alternative 1a w/ trucks, Alternative 1a w/o trucks and Alternative 4. However, the results for Paso del Norte and Stanton international border crossings (IBCs) were omitted from the tables. I suggest this to be included as well for consistency.

Below each EIS table, I suggest how the tables should be presented (table in yellow headers)

Print screen from EIS from page 4-29

<b>Table 4-13. No Action Modeled Daily Traffic Volumes.</b>						
<b>Crossing</b>	<b>SB - POV</b>	<b>SB – ped.</b>	<b>SB - Truck</b>	<b>NB - POV</b>	<b>NB – ped.</b>	<b>NB - Truck</b>
<b>BOTA</b>	<b>17334</b>	<b>2197</b>	<b>423</b>	<b>10563</b>	<b>2627</b>	<b>340</b>
Tornillo	621	26	25	466	27	29
Ysleta	9083	3425	2408	10347	4170	2466
Santa Teresa	2661	4	521	2341	5	543

SB – Southbound, NB – Northbound  
EPMPO 2024

Suggested correction for Table 4-13

Crossing	SB - POV	SB - PED	SB - TRUCK	NB - POV	NB - PED	NB Truck
BOTA	17334	2197	423	10563	2627	340
Tornillo	621	26	25	466	27	29
Zaragoza	9083	3425	2408	10347	4170	2466
SantaTeresa	2661	4	521	2341	5	543
Stanton	5319	2289	0	4990	0	0
PDN	0	10658	0	6310	11771	0
Total	35018	18600	3378	35018	18600	3378

Print screen from EIS page 4-29

<b>Table 4-14. Alternative 1a Modeled Daily Traffic Volumes.</b>						
<b>Crossing</b>	<b>SB - POV</b>	<b>SB – ped.</b>	<b>SB - Truck</b>	<b>NB - POV</b>	<b>NB – ped.</b>	<b>NB - Truck</b>
<b>BOTA</b>	<b>17334</b>	<b>2184</b>	<b>423</b>	<b>16890</b>	<b>2598</b>	<b>338</b>
Tornillo	621	26	25	459	27	29
Ysleta	9083	3314	2413	9172	4054	2473
SantaTeresa	2661	5	516	2141	6	538

SB – Southbound, NB - Northbound  
EPMPO 2024

Suggested correction for Table 4-14

Crossing	SB - POV	SB - PED	SB - TRUCK	NB - POV	NB - PED	NB Truck
BOTA	17334	2184	423	16890	2598	338
Tornillo	621	26	25	459	27	29
Zaragoza	9083	3314	2413	9172	4054	2473
SantaTeresa	2661	5	516	2141	6	538
Stanton	5319	2248	0	2961	0	0
PDN	0	10593	0	3671	11685	0
Total	35018	18371	3378	35294	18371	3378

Print screen from EIS from page 4-30

<b>Crossing</b>	<b>SB - POV</b>	<b>SB – ped.</b>	<b>SB - Truck</b>	<b>NB - POV</b>	<b>NB – ped.</b>	<b>NB - Truck</b>
<b>BOTA</b>	<b>19669</b>	<b>2184</b>	<b>0</b>	<b>16890</b>	<b>2598</b>	<b>0</b>
Tornillo	609	26	25	459	27	29
Ysleta	8490	3314	2800	9172	4054	2755
SantaTeresa	2387	5	552	2141	6	594

SB – Southbound, NB - Northbound  
EPMPO 2024

Suggested correction for Table 4-15

Crossing	SB - POV	SB - PED	SB - TRUCK	NB - POV	NB - PED	NB Truck
BOTA	19669	2184	0	16890	2598	0
Tornillo	609	26	25	459	27	29
Zaragoza	8490	3314	2800	9172	4054	2755
SantaTeresa	2387	5	552	2141	6	594
Stanton	4140	2248	0	2961	0	0
PDN	0	10593	0	3671	11685	0
Total	35294	18371	3378	35294	18371	3378

Print screen from EIS from page 4-30

<b>Crossing</b>	<b>SB - POV</b>	<b>SB – ped.</b>	<b>SB - Truck</b>	<b>NB - POV</b>	<b>NB – ped.</b>	<b>NB - Truck</b>
<b>BOTA</b>	<b>17626</b>	<b>2132</b>	<b>0</b>	<b>24966</b>	<b>2759</b>	<b>0</b>
Tornillo	630	26	25	427	27	29
Ysleta	9565	2952	2799	6095	3662	2754
SantaTeresa	2605	4	553	1674	5	595

SB – Southbound, NB - Northbound  
EPMPO 2024

Suggested correction for Table 4-16

Crossing	SB - POV	SB - PED	SB - TRUCK	NB - POV	NB - PED	NB Truck
BOTA	17626	2132	0	24966	2759	0
Tornillo	630	26	25	427	27	29
Zaragoza	9565	2952	2799	6095	3662	2754
SantaTeresa	2605	4	553	1674	5	595
Stanton	5213	2414	0	601	0	0
PDN	0	10480	0	1876	11556	0
Total	35639	18010	3378	35639	18010	3378

**5.- Section 4.8.3 paragraph page 4-30**

The statement in the red rectangle from the EIS is unsubstantiated. There is no strong argument for this to be an “outlier” when you observe that the EPMPO model is redistributing flows from other IBCs based on improved wait times at BOTA.

Print screen from EIS page 4-30

**4.8.3 Viable Action Alternative 4 – Multi-Level Modernization within the Existing Port Boundaries with Minor Land Acquisition Immediately Adjacent to the Port (Approximately 4 acres – TxDOT) and Elimination of Commercial Cargo Operations**

Implementing this alternative would be expected to result in potential negligible to minor short-term adverse impacts as a result of construction activities. However, implementation of the mitigation/protective measures described earlier in Section 2.6.3.6 would be expected to minimize any potential short-term adverse impact resulting from construction activities and conditions would be expected to greatly improve once modernization activities are completed. The moderate to significant long-term adverse effects associated with the commercial traffic would be completely eliminated resulting in a long-term moderate to significant beneficial impact. Minor long-term beneficial impacts to pedestrians would also be anticipated as a result of modernization of the port. Table 4-16 shows the modeled daily traffic volumes that would be expected at all ports under this alternative. As shown, similar to the previous alternative, with the exception of the modeled northbound POV traffic, all other traffic remains relatively unchanged. Northbound POV traffic is showing an increase of approximately 14,000 vehicles. Ysleta and Santa Teresa also show slight increases in POV traffic. The projected BOTA increase appears to be an outlier and is undergoing further review and changes will be incorporated in the Final EIS. Similar to the previous alternative with the future elimination of commercial truck traffic option implemented, the modeling shows that approximately 300 more trucks would enter the U.S. daily through the Ysleta LPOE and approximately 50 through the Santa Teresa LPOE. These numbers are not considered significant and would not be anticipated to have an adverse effect on the local transportation network at these ports. All other traffic numbers vary only slightly.

**6.- Tables 4-18, 4-19, 4-20, & 4-21 pages 4-32 and 4-33**

Tables display daily idling emissions modeled from MPO tools. It’s important to note that the tables presented in the draft omit emissions from the Paso del Norte and Stanton international border crossings.

The total emissions sum at the bottom accounts for the aggregate emissions from all six international border crossings (IBCs), rather than only those listed in the tables. The tables should reflect all IBCs in the region, so the sum can add up correctly.

Print screen from EIS page 4-32

**Table 4-18. Baseline (No Action) 2024 Regional Emissions Modeling from Vehicles (POVs and Trucks) and Idling.**

LPOE	Daily NOx (kg/day) <sup>1</sup>	Daily VOC (kg/day) <sup>1</sup>
<b>BOTA</b>	<b>139</b>	<b>39</b>
Tornillo	8	2
Ysleta	247	33
Santa Teresa	8	1
<b>TOTAL</b>	<b>478</b>	<b>98</b>

EPMPO 2024. 1 – ozone precursors.

Suggested correction for Table 4-18

Crossing	daily NOx (kg/day)	daily VOC (kg/day)
BOTA	139	39
Tornillo	8	2
Zaragoza	247	33
SantaTeresa	8	1
Stanton	53	16
PDN	23	7
<b>Total</b>	<b>478</b>	<b>98</b>

Print screen from EIS page 4-32

**Table 4-19. Alternative 1a 2024 Regional Emissions Modeling from Vehicles (POVs and Trucks) and Idling.**

LPOE	Daily NOx (kg/day) <sup>1</sup>	Daily VOC (kg/day) <sup>1</sup>
<b>BOTA</b>	<b>124</b>	<b>23</b>
Tornillo	7	1.7
Ysleta	245	30
Santa Teresa	245	30
<b>TOTAL</b>	<b>686</b>	<b>105</b>

EPMPO 2024. 1 – ozone precursors.

Suggested correction for Table 4-19

Crossing	daily NOx (kg/day)	daily VOC (kg/day)
BOTA	124	23
Tornillo	7	2
Zaragoza	245	33
SantaTeresa	7	1
Stanton	45	14
PDN	20	6
<b>Total</b>	<b>448</b>	<b>78</b>

Print screen from EIS page 4-33

**Table 4-20. Alternative 1a (Future No Trucks) 2024 Regional Emissions Modeling from Vehicles (POVs and Trucks) and Idling.**

LPOE	Daily NOx (kg/day) <sup>1</sup>	Daily VOC (kg/day) <sup>1</sup>
<b>BOTA</b>	<b>148</b>	<b>37</b>
Tornillo	7	2
Ysleta	253	28
Santa Teresa	7	1
<b>TOTAL</b>	<b>476</b>	<b>86</b>

EPMPO 2024. 1 – ozone precursors.

Suggested correction for Table 4-20

Crossing	daily NOx (kg/day)	daily VOC (kg/day)
BOTA	<b>148</b>	<b>37</b>
Tornillo	7	2
Zaragoza	253	28
SantaTeresa	7	1
Stanton	43	12
PDN	20	6
<b>Total</b>	<b>476</b>	<b>86</b>

Print screen from EIS page 4-33

**Table 4-21. Alternative 4 2024 Regional Emissions Modeling from Vehicles (POVs and Trucks) and Idling.**

LPOE	Daily NOx (kg/day) <sup>1</sup>	Daily VOC (kg/day) <sup>1</sup>
<b>BOTA</b>	<b>106</b>	<b>15</b>
Tornillo	7	2
Ysleta	251	28
Santa Teresa	7	1
<b>TOTAL</b>	<b>434</b>	<b>65</b>

EPMPO 2024. 1 – ozone precursors.

Suggested correction for Table 4-21

Crossing	daily NOx (kg/day)	daily VOC (kg/day)
BOTA	<b>106</b>	<b>15</b>
Tornillo	7	2
Zaragoza	251	28
SantaTeresa	7	1
Stanton	44	13
PDN	19	6
<b>Total</b>	<b>434</b>	<b>65</b>

**7.- Table 4-19 page 4-32**

In this table a typographical error was identified in the daily NOx and VOC emissions modeled from idling. For Alternative 1a, which includes truck traffic at BOTA, the table incorrectly presents emissions for Santa Teresa as 245 kg/day of NOx and 30 kg/day of VOC. The correct results from model simulations for Santa Teresa are 7 kg/day of NOx and 1 kg/day of VOC.

The total sum should also be correct as shown below.

Additionally, the statement, “daily NOx and daily VOC have been modeled to... increase quite a bit at Santa Teresa,” (BOTA EIS draft, pg.4-32) does not accurately reflect the model results. Such statement should be deleted from the EIS.

**Table 4-19. Alternative 1a 2024 Regional Emissions Modeling from Vehicles (POVs and Trucks) and Idling.**

LPOE	Daily NOx (kg/day) <sup>1</sup>	Daily VOC (kg/day) <sup>1</sup>
<b>BOTA</b>	<b>124</b>	<b>23</b>
Tornillo	7	1.7
Ysleta	245	30
Santa Teresa	245	30
<b>TOTAL</b>	<b>686</b>	<b>105</b>

EPMPO 2024. 1 – ozone precursors.



Crossing	daily NOx (kg/day)	daily VOC (kg/day)
BOTA	124	23
Tornillo	7	2
Zaragoza	245	33
SantaTeresa	7	1
Stanton	45	14
PDN	20	6
<b>Total</b>	<b>448</b>	<b>78</b>

8.-Table 3-32 page 3-57

The source of this table needs to read that projections are obtained from the TxDOT SAM model.

**Table 3-32. Projected Future Daily North- and Southbound Traffic (POV and Trucks).**

Forecast Year	BOTA	Tornillo	Ysleta	Santa Teresa
2032	41,981	1723	27,394	3995
2040	43,666	1793	28,468	4154
2050	46,547	1909	30,349	4429

EPMPO 2024.





OFFICE OF CITY REPRESENTATIVE  
**CHRIS CANALES**  
EL PASO CITY COUNCIL DISTRICT 8

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,

Chris Canales  
El Paso City Council, District 8

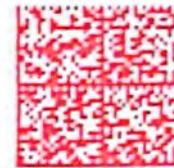
✉ District8@elpasotexas.gov

☎ (915) 212-0008

📧 /CityRepChrisCanales



THE CITY OF EL PASO  
P.O. BOX 1890  
EL PASO, TEXAS 79950-1890  
ATTN: CITY REP. CHRIS CANALES



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**U.S. GENERAL SERVICES ADMINISTRATION**  
**ATTENTION: KARLA CARMICHAEL**  
**NEPA PROGRAM MANAGER**  
**819 TAYLOR ST, ROOM 12-B**  
**FORT WORTH, TX 76102**

**CHRIS CANALES**  
CITY REPRESENTATIVE

District8@elpasotexas.gov  
Office: 915-212-0008

300 N Campbell St.  
El Paso, TX 79901

/CityRepChrisCanales

7610236118 C024





**GRUPO BAFAR**

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October 30, 2024

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

Bafar is a Mexican company with over 40 years of experience in producing and marketing meat products. In 2008, we began our exports to the United States, and today, our products are available in 16 countries worldwide. This growth has led us to the need to expand our facilities.

In May of this year, Bafar announced the construction of an innovative distribution and logistics center in El Paso, Texas, with an investment of \$21.3 million. This project is expected to create 120 direct jobs and approximately 1,000 indirect jobs.

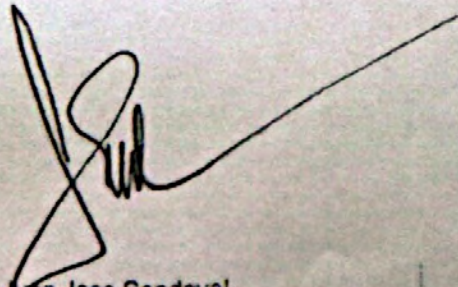
The new center will cover more than 60,000 square feet in the Segundo Barrio of El Paso. It will be equipped with state-of-the-art technology, including advanced refrigeration systems, cutting-edge cold storage rooms, loading and unloading docks, and a laboratory equipped with artificial intelligence. Additionally, we will incorporate elements that optimize our resources, such as solar panels and a fully insulated structure to maximize energy efficiency.

*This center will enable us to distribute our products not only across the United States but also into Mexico, thanks to its strategic location, which will provide quick access to key border crossings and roads for transporting our products.*

As a company, we support projects that contribute to the modernization of the region. However, we believe the best option is to keep fully operational with commercial traffic through BOTA Bridge, opting for Alternative 1A of the modernization project that GSA is leading.

We reaffirm our commitment to supporting measures that enhance our community's economic growth.

Sincerely,



Juan Jose Sandoval  
Transport & Logistics Manager  
Transport & Logistics Longhorn  
USA | Grupo Bafar

☐ (915) 727-1598  
☐ [jsandoval@bafar-usa.com](mailto:jsandoval@bafar-usa.com)  
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USA 79936

12160 Rojas Dr. Suite H  
El Paso, TX 79936

EL PASO TX 798  
RIO GRANDE DISTRICT  
20 NOV 2024 PM 2 L



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

76102-611899





**OSCAR LEESER**  
**MAYOR**

October 24, 2024

Via email to: [BOTA.nepacomments@gsa.gov](mailto: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 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).

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City of El Paso • 300 N. Campbell • El Paso, TX 79901

HQ#: 24-3778-City Attorney | TRAN-593571 (915) 212-0021

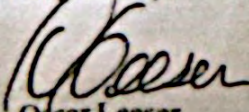
On October 9, 2024, the El Paso City Council considered item 31: "Discussion and action to approve and adopt a letter by the El Paso City Council in support of the U.S. General Services Administration's (GSA) identification of Alternative 4 for the Bridge of the Americas port project in El Paso, Texas 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 these 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 Leeser  
Mayor

---

City of El Paso • 300 N. Campbell • El Paso, TX 79901

HQ#: 24-3778-City Attorney | TRAN-593571 (915) 212-0021

91 7199 9991 7030 7898 3205



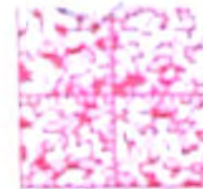


OFFICE OF THE MAYOR

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U.S. General Services Administration  
Attention: Karla Carmichael, NEPA  
Program Manager  
819 Taylor St, Room 12-B  
Fort Worth, TX 76012

7PM

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October 16, 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 - Draft BOTA LPOE EIS*

**Dear Karla Carmichael,**

We extend our cordial greetings. We are writing to express our deep concern regarding the Environmental Impact Statement (EIS) draft issued by the U.S. General Services Administration (GSA) concerning the modernization project for the Bridge of the Americas (BOTA). The preferred alternative in the draft contemplates the permanent elimination of commercial traffic, which would have a devastating impact on our region.

The Bridge of the Americas (BOTA) is a vital artery for cross-border trade, being the only toll-free bridge along the entire U.S.-Mexico border. Its strategic location, with access to Highway 54, which connects to Interstate 10 and Loop 375, makes it a crucial point for the manufacturing industry.

In 2019, cross-border trade at BOTA reached a value of \$76.649 billion, representing 14.78% of total exchanges. In 2023, this value surpassed \$21.559 billion annually. Currently, the bridge handles between 6,000 and 8,000 light vehicles and 800 to 1,200 cargo trucks daily, with wait times ranging from 30 minutes to 2 hours during peak hours.

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

1. **Economic Impact:** Ciudad Juárez 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 cost of redirecting shipments, estimated to be between \$120 and \$180 per vehicle rerouted to other crossings.
2. **Infrastructure and Logistics:** Diverting commercial traffic to the Zaragoza-Ysleta crossing could cause significant congestion, as this crossing is already operating near full capacity. Alternative crossings, such as San Jerónimo-Santa Teresa and Guadalupe-Tornillo, present limitations in infrastructure, staffing, and hours of operation, leading to further delays and additional logistics costs.

3. **Collaboration and Impact on the USMCA:** Disrupting the flow of goods goes against the spirit of cooperation and free trade established in the United States-Mexico-Canada Agreement (USMCA), affecting the competitiveness of both Mexican and U.S. companies.
4. **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.
5. **Nearshoring and Strategic Growth:** Nearshoring in Ciudad Juárez is strengthening due to its proximity to the U.S., which helps reduce costs and shipping times. Infrastructure improvements and trade agreements are crucial to support this strategic growth.
6. **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.

Given the strategic importance of the Bridge of the Americas (BOTA) for our region and for bilateral relations between Mexico and the United States, we respectfully request your support in favor of selecting Alternative 1A - Draft BOTALPOE EIS with its multi-level modernization, which accommodates pedestrian, non-commercial vehicle, 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 community, avoiding both temporary and permanent closure of commercial traffic at this crossing.

As foreign trade users, we also suggest that modernization should consider three key areas:

- 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 chaos for 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.

We appreciate your attention to this matter in advance and remain at your disposal for any additional information.

Sincerely,

Longhorn Warehouses, Inc

By its Secretary

Juan Jose Sandoval  
1000 E Overland  
El Paso, TX 79901

EL PASO TX 79901  
RIO GRANDE DISTRICT  
28 OCT 2024 PM 7:11



As in past elections,  
US is ready.

If you choose to vote by mail,  
please mail early.



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

76102-618199



October 16, 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 - Draft BOTA LPOE EIS***

**Dear Karla Carmichael,**

We extend our cordial greetings. We are writing to express our deep concern regarding the Environmental Impact Statement (EIS) draft issued by the U.S. General Services Administration (GSA) concerning the modernization project for the Bridge of the Americas (BOTA). The preferred alternative in the draft contemplates the permanent elimination of commercial traffic, which would have a devastating impact on our region.

The Bridge of the Americas (BOTA) is a vital artery for cross-border trade, being the only toll-free bridge along the entire U.S.-Mexico border. Its strategic location, with access to Highway 54, which connects to Interstate 10 and Loop 375, makes it a crucial point for the manufacturing industry.

In 2019, cross-border trade at BOTA reached a value of \$76.649 billion, representing 14.78% of total exchanges. In 2023, this value surpassed \$21.559 billion annually. Currently, the bridge handles between 6,000 and 8,000 light vehicles and 800 to 1,200 cargo trucks daily, with wait times ranging from 30 minutes to 2 hours during peak hours.

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

1. **Economic Impact:** Ciudad Juárez 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 cost of redirecting shipments, estimated to be between \$120 and \$180 per vehicle rerouted to other crossings.
2. **Infrastructure and Logistics:** Diverting commercial traffic to the Zaragoza-Ysleta crossing could cause significant congestion, as this crossing is already operating near full capacity. Alternative crossings, such as San Jerónimo-Santa Teresa and Guadalupe-Tornillo, present limitations in infrastructure, staffing, and hours of operation, leading to further delays and additional logistics costs.

3. **Collaboration and Impact on the USMCA:** Disrupting the flow of goods goes against the spirit of cooperation and free trade established in the United States-Mexico-Canada Agreement (USMCA), affecting the competitiveness of both Mexican and U.S. companies.
4. **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.
5. **Nearshoring and Strategic Growth:** Nearshoring in Ciudad Juárez is strengthening due to its proximity to the U.S., which helps reduce costs and shipping times. Infrastructure improvements and trade agreements are crucial to support this strategic growth.
6. **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.

Given the strategic importance of the Bridge of the Americas (BOTA) for our region and for bilateral relations between Mexico and the United States, we respectfully request your support in favor of selecting Alternative 1A - Draft BOTA LPOE EIS with its multi-level modernization, which accommodates pedestrian, non-commercial vehicle, 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 community, avoiding both temporary and permanent closure of commercial traffic at this crossing.

As foreign trade users, we also suggest that modernization should consider three key areas:

- 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 chaos for 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.

We appreciate your attention to this matter in advance and remain at your disposal for any additional information.

Sincerely,

The El Paso Central Business Association - CBA

Janny Berg

By its Founder

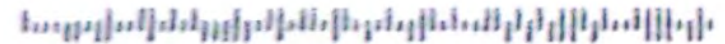
Tanny Berg  
1000 E Overland  
El Paso, TX 79901

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U.S. General Services Administration  
Attn: Karla Carmichael, NEPA Program  
Manager  
819 Taylor St, Room 12-B  
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76102-618199



October 16, 2024

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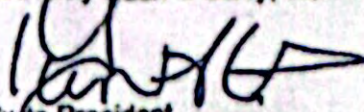
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We appreciate your attention to this matter in advance and remain at your disposal for any additional information.

Sincerely,


Economy Cash & Carry, Inc.

  
By its President

Paul Dipp  
1000 E Overland  
El Paso, TX 79901

EL PASO TX 798  
RIO GRANDE DISTRICT  
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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**

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PIRES International  
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El Paso, Texas 79901  
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Fax +1 915 843 8889  
piresintl.com

October 17<sup>th</sup>, 2024

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

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

Dear Ms. Carmichael:

GSA's decision to pursue Alternative 3 would close forty percent (12 of 30) of the commercial lanes between Juarez and El Paso. This will have a negative impact on a significant number of companies in our city.

An aerial view of El Paso and Juarez shows millions of square feet of factories in Juarez and warehouses in El Paso, which all use this facility.

According to the Hunt Institute, 2023 registered 12.3 million commercial crossings and BOTA handles a significant portion of that traffic.

[https://www.utep.edu/hunt-institute/resources/files/fact%20sheets/bordercrossings\\_2023\\_web.pdf](https://www.utep.edu/hunt-institute/resources/files/fact%20sheets/bordercrossings_2023_web.pdf)

The 235-page report that the GSA cited in determining their decision to pursue Alternative 3 which seeks to close the commercial lanes was primarily focused on environmental issues. There was no regional environmental impact study provided that sought to evaluate the resulting impact of rerouting commercial traffic through Juarez, El Paso and Dona Ana County, New Mexico. Travel times, fuel consumption and related exhaust emissions would certainly increase and should be weighed against that decision.

Note that the Atlantic Council published an economic study that projected that a mere 10-minute wait time reduction would have a significant economic benefit to the community.

[https://www.atlanticcouncil.org/wp-content/uploads/2023/02/The\\_Transformative\\_Power\\_Of\\_Reduced\\_Wait\\_Times\\_At\\_The\\_US-Mexico-Border.pdf](https://www.atlanticcouncil.org/wp-content/uploads/2023/02/The_Transformative_Power_Of_Reduced_Wait_Times_At_The_US-Mexico-Border.pdf)

- Where are the economic studies commissioned by the GSA that support closure of these vital commercial lanes? To commit to spend over six hundred million dollars (\$600,000,000 USD) of taxpayer funds for our Bridge of the Americas that envisions closure of the commercial lanes appears not well thought out from a business point of view.


Should GSA elect to pursue Alternative Number 3 or any plan which closes these commercial lanes, they have embarked on severing an economic umbilical cord that nurtures our two communities. That decision would be irreversible.

Sincerely,

Brett C. Preston, SIOR, CCIM  
Managing Partner

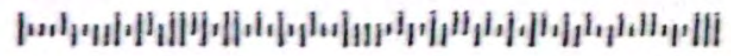
ECONOMY...  
Brett C Preston  
1000 E Overland  
El Paso, TX 79901

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RIO GRANDE DISTRICT  
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Gobierno Municipal 2024-2027

**ADMINISTRACIÓN DE SERVICIOS GENERALES DE EE.UU.**

**KARLA CARMICHAEL, DIRECTORA DEL PROGRAMA NEPA**

**PRESENTE.-**

**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

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"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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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 Córdova, 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 Córdova-De las Américas (BOTA) es una arteria vital para la industria manufacturera y los

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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 CO<sub>2</sub>, 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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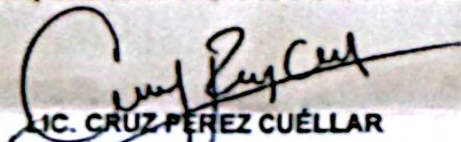
Esto va en contra de los esfuerzos por reducir la huella de carbono en el transporte.

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.


  
IC. CRUZ PÉREZ CUÉLLAR  
PRESIDENTE MUNICIPAL DE CIUDAD JUÁREZ



PRESIDENTIA MUNICIPAL  
MUNICIPIO DE JUÁREZ  
ESTADO DE CHIHUAHUA

"2024, Año de Felipe Camillo Puerto, Benemérito del Proletariado, Revolucionario y Defensor del Mayab"  
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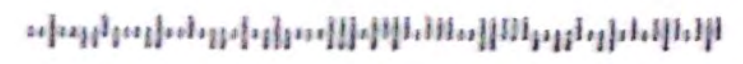
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76102-618199



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

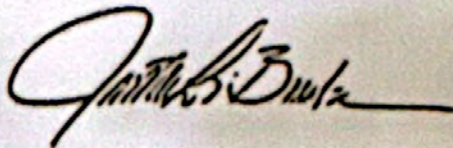
The elimination of commercial traffic at BOTA without addressing these fundamental concerns would severely impact our region's economic vitality. Our border economy relies heavily on efficient commercial operations, and any modifications must be implemented with careful consideration of all stakeholders'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

Jon Barela  
CEO  
The Borderplex Alliance

123 West Mills Ave, Suite 320 | El Paso, Texas 79901



**THE BORDERPLEX ALLIANCE**

Cd. Juárez • El Paso • Las Cruces

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



United States General Services Administration  
1800 F Street NW  
Washington, D.C. 20405  
Delivered electronically to [BOTA.NEPAcomments@gsa.gov](mailto: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](mailto:L.Negron@epcounty.com)