



INFORMATION SHEET

Draft Environmental Impact Statement for Improvements to the Andrade Port of Entry Andrade, California

AGENCY: General Services Administration (GSA)

PURPOSE AND NEED: The action to be evaluated by this Draft Environmental Impact Statement (EIS) is the proposed expansion, renovation, or replacement of the Andrade Port of Entry (POE). It would improve the safety, security, and operations of the POE, and provide better control over illegal activities at the border.

The facility serves vehicular and pedestrian traffic into and out of the Mexican town of Algodones. The existing POE facility is not equipped to provide a level of service consistent with the Federal Inspection Service's minimum standards for processing time and overall operational efficiency. GSA proposes to expand, renovate, or replace this facility in response to an anticipated increase in the flow of both vehicles and pedestrians through the POE. In addition, the current facility layout requires northbound pedestrians to cross both lanes of SR-186 upon exiting the pedestrian inspection facility, impeding vehicle circulation, hindering vehicle inspection efficiency, and presenting a hazard to the pedestrians. The proposed alternatives would eliminate or mitigate these deficiencies.

ALTERNATIVES: Five "action" alternatives for the proposed project are currently under consideration and have been analyzed in the Draft EIS for potential environmental impacts. In addition, the "no action" alternative was analyzed (continuing operations under the current facility configuration with only minor upgrades). The five action alternatives are as follows: (1) New Facility on Current Site and Adjacent Land to West (two variants), (2) New Facility on Current Site and Adjacent Land to East, (3) New Pedestrian and Vehicle Facility on Peninsula, (4) New Facility on Peninsula for Vehicles Only, and (5) New Facility in Arizona for Vehicles Only. Under all of the alternatives, the affected environment is within and immediately adjacent to the site.

The Draft EIS addresses the potential environmental impacts of project alternatives for the following natural and human resource areas: geology and soils, water, land use, biological resources, cultural resources, visual resources, infrastructure, traffic, air quality, noise, human health and safety, socioeconomics, and environmental justice.



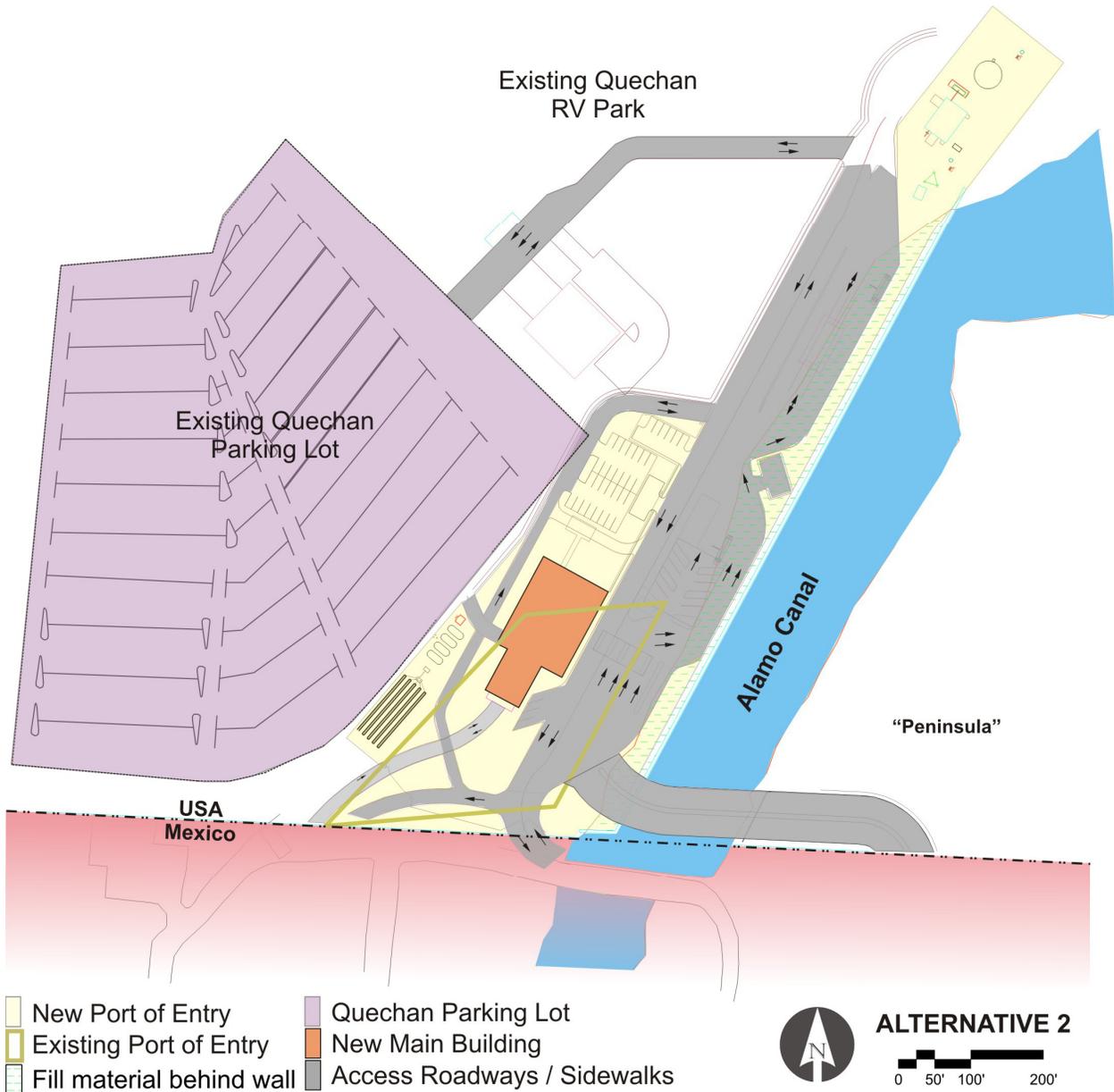
- New Port of Entry
- Quechan Parking Lot
- New Main Building
- Access Roadways / Sidewalks



**ALTERNATIVE 1
VARIANT A**

Alternative 1: New Facility on Current Site and Adjacent Land to West

This alternative would include construction of a new facility on a site approximately 7.5 acres in size on additional property north and west of the existing site. This would require vacating the right of way for SR-186 and leasing portions of the Quechan Tribe parking lot and recreational vehicle park overflow area. Approximately 200 of the 1,044 parking spaces would be eliminated by this alternative. There are two variants within this alternative, differing primarily in traffic flow direction. New bridges over the Alamo Canal, as well as a new vehicular inspection facility in Mexico, are required for this alternative to work.

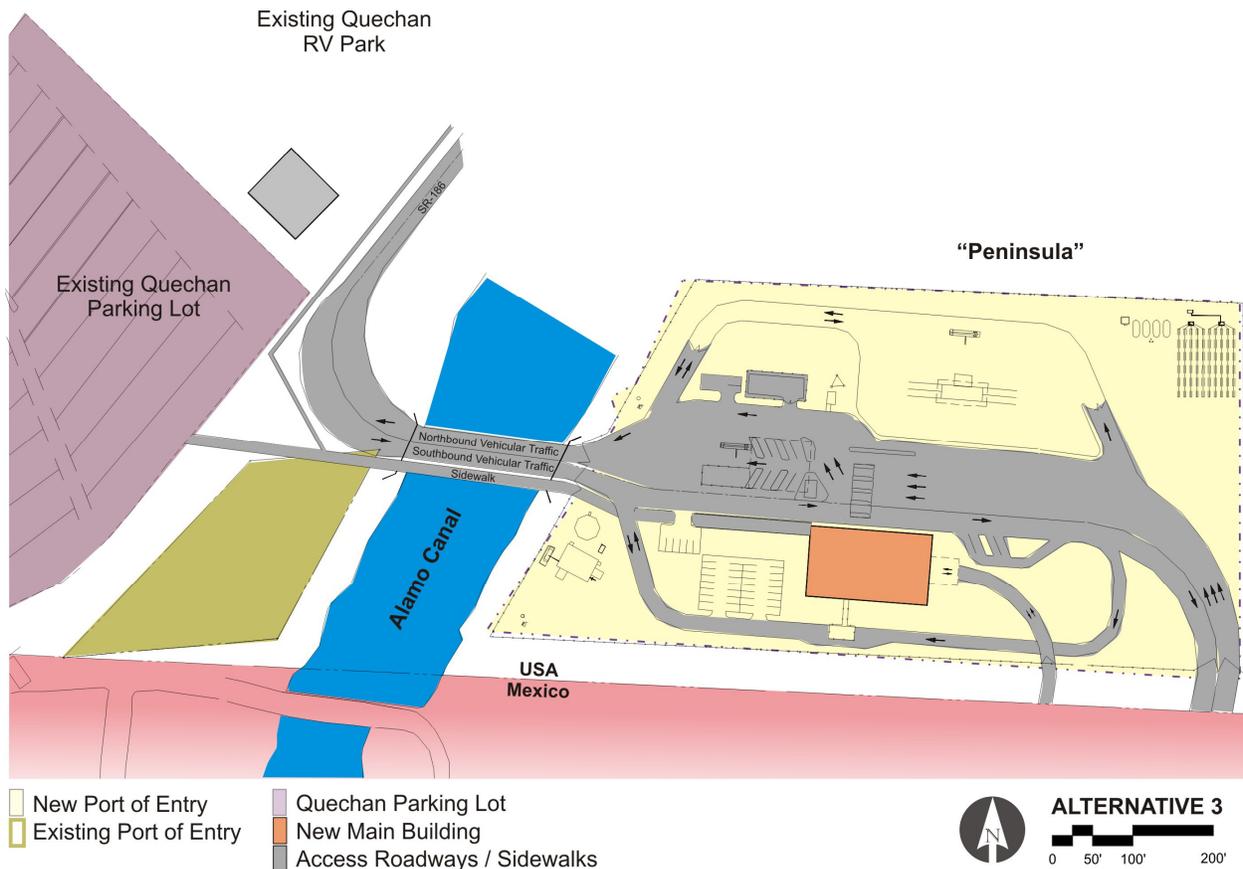


Alternative 2: New Facility on Current Site and Adjacent Land to East

Alternative 2 would also include construction of a new facility on a 7.5-acre parcel that includes the existing site. However, instead of expanding the facility west onto the Quechan Tribe parking lot, the western edge of the Alamo Canal would be filled to allow a foundation for the facility to the east. The area to be filled would extend approximately 1,000 ft along the canal, extending up to 100 ft into the canal. A 15-ft-high bulkhead would be constructed along the edge of the canal to stabilize and maximize the usable construction area. The Quechan parking lot area would remain the same under this alternative.

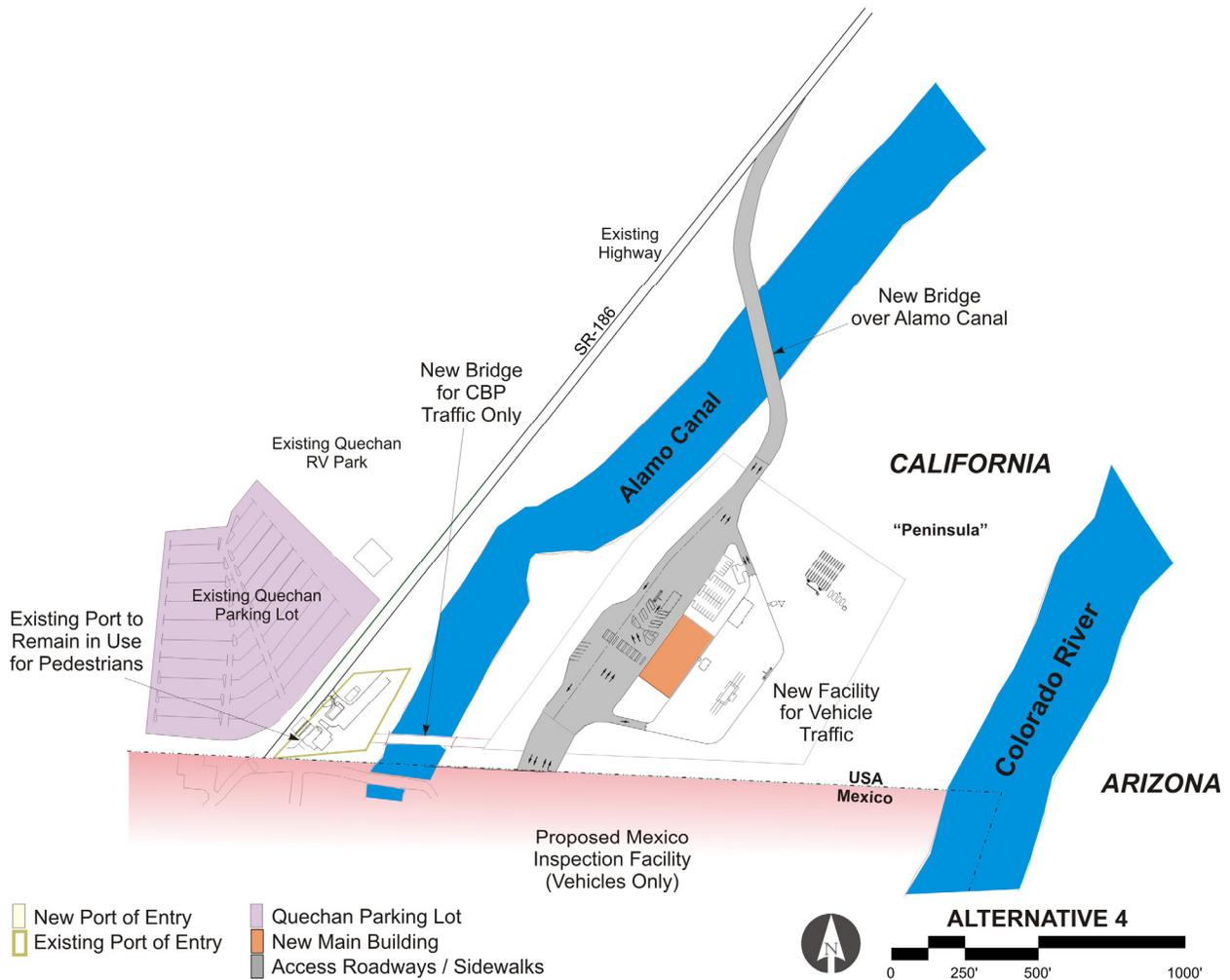


The vehicular traffic flow would be reversed by means of a new turnaround on SR-186 north of the facility. This places the southbound traffic on the west side adjacent to the main building and the northbound traffic on the east side of the site. New bridges over the Alamo Canal, as well as the planned new vehicular inspection facility in Mexico, are required for this alternative to work. Additionally, a highway turnaround would be needed on the Mexican side to return traffic to its normal orientation.



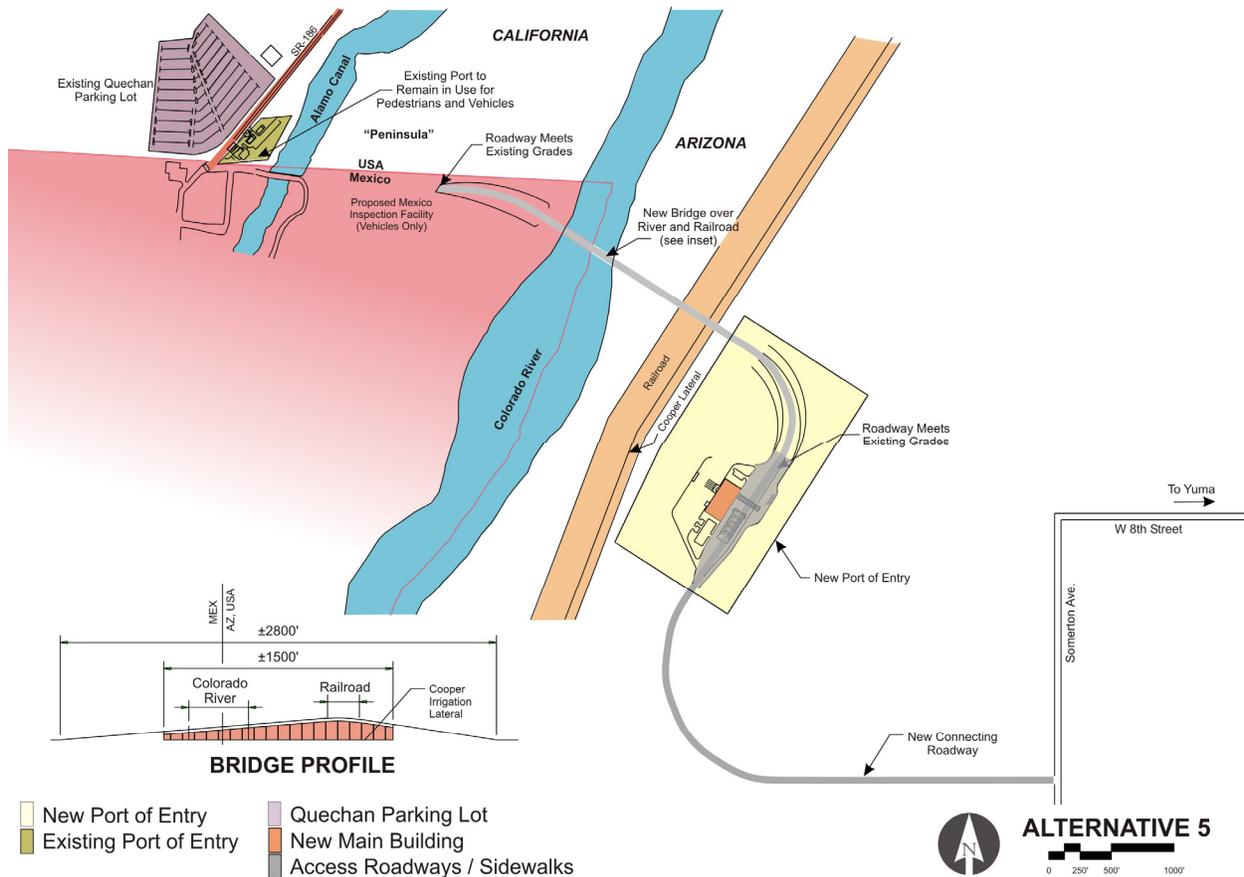
Alternative 3: New Facility on Peninsula

This alternative proposes the construction of a new facility on the peninsula east of the existing POE facility, across the Alamo Canal. Approximately 12 acres of land would be required to accommodate a new POE, however land acquisition in the Quechan Tribe parking lot would not be necessary. New bridges over the Alamo Canal would accommodate all vehicular and pedestrian traffic.



Alternative 4: New Facility on Peninsula for Vehicles Only

Alternative 4 proposes the construction of a new facility on the peninsula east of the existing POE facility, across the Alamo Canal. As with Alternative 3, approximately 12 acres of land would be leased from the Quechan Tribe to accommodate the new POE. However, the current facility would continue operation with reconfiguration as a pedestrian-only port. A new bridge over the Alamo Canal would accommodate all vehicular traffic and CBP personnel walking or driving between the two facilities. Approximately 1 acre of land north of the current POE would be leased from the Quechan Tribe to accommodate a new roadway connecting to SR-186 and the new bridge. The bridge over the Alamo Canal would accommodate all vehicular traffic and CBP foot traffic.



Alternative 5: New Facility in Arizona for Vehicles Only

This alternative calls for two ports. The Andrade POE would continue its current operating profile with only minor improvements to the facilities. A second port would be constructed to the east connecting Mexico with Arizona across the Colorado River. A new connecting roadway would provide access to 8th Street and to Yuma, Arizona. Approximately 50 acres would be required to accommodate the new facility, bridge, and connecting roadway.

It is anticipated that the majority of privately-owned vehicle and commercial traffic would be rerouted to the new port leaving the Andrade POE primarily a pedestrian crossing. Privately-owned vehicle traffic would not, however, be prohibited at the Andrade POE. No additional land would be required from the Quechan Tribe parking lot.

ENVIRONMENTAL CONSEQUENCES (see also summary table): Analyses indicate only minor environmental impacts and little difference in the impacts among Alternatives 1 through 4. Alternative 5 (New Facility in Arizona for Vehicles Only) would cause the elimination of approximately 50 acres of prime farmland. The GSA has not chosen a preferred alternative and seeks public input to assist in choosing a preferred alternative for the Final Environmental Impact Statement.

Summary of Environmental Consequences

Resource	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	No Action Alternative
Geology and Soils	Low to moderate, transitory, effects on soil due to construction No impacts	Low to moderate, transitory, effects on soil due to construction No impacts	Low to moderate, transitory, effects on soil due to construction No impacts	Low to moderate, transitory, effects on soil due to construction No impacts	Low to moderate, transitory, effects on soil due to construction No impacts	No impacts
Water	No impacts	No impacts	No impacts	No impacts	Potential disturbance of Colorado River flow (can be mitigated)	No impacts
Land Use	No impacts	No impacts	No impacts	No impacts	Permanent elimination of 50 acres of prime farmland	No impacts
Biological Resources	Removal of 4 acres of plant community, displacement of wildlife Significant impact to historical property if determined eligible for listing on National Register of Historic Places	Removal of 4 acres of plant community, displacement of wildlife Significant impact to historical property if determined eligible for listing on National Register of Historic Places	Removal of 14 acres of plant community, displacement of wildlife Significant impact to historical property if determined eligible for listing on National Register of Historic Places	Removal of 14 acres of plant community, displacement of wildlife Significant impact to historical property if determined eligible for listing on National Register of Historic Places	Removal of 2 acres of plant community, displacement of wildlife No impacts	No impacts
Cultural Resources	Significant impact to historical property if determined eligible for listing on National Register of Historic Places	Significant impact to historical property if determined eligible for listing on National Register of Historic Places	Significant impact to historical property if determined eligible for listing on National Register of Historic Places	Significant impact to historical property if determined eligible for listing on National Register of Historic Places	No impacts	No impacts
Visual Resources	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts
Infrastructure	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts
Traffic	Maximum peak-hour northbound queue in 2025 of 49 vehicles (980 feet) under Variant A or 127 vehicles (2,540 feet) under Variant B	Maximum peak-hour northbound queue in 2025 of 49 vehicles (980 feet)	Maximum peak-hour northbound queue in 2025 of 127 vehicles (2,540 feet)	Maximum peak-hour northbound queue in 2025 of 127 vehicles (2,540 feet)	Maximum peak-hour queues for 2025 of 14 (280 feet) and 18 vehicles (360 feet) at the existing facility and new facility, respectively	Maximum peak-hour northbound queue in 2025 of 205 vehicles (4,100) feet. Potential significant impact to traffic in Algodones.
Air Quality	Decrease in emissions by 2025 from current levels	Decrease in emissions by 2025 from current levels	Decrease in emissions by 2025 from current levels	Decrease in emissions by 2025 from current levels	Decrease in emissions by 2025 from current levels	Decrease in emissions by 2025 from current levels
Noise	Construction noise (daytime)	Construction noise (daytime)	Construction noise (daytime)	Construction noise (daytime)	Construction noise (daytime)	No impacts
Human Health and Safety	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts
Socioeconomics	80 permanent workers; no impacts	80 permanent workers; no impacts	80 permanent workers; no impacts	80 permanent workers; no impacts	100 permanent workers; no impacts	40 permanent workers; no impacts
Environmental Justice	No impacts	No impacts	No impacts	No impacts	Potential impact from increased traffic through minority-dominated neighborhoods in Yuma	No impacts
Cumulative Impacts	No impacts	No impacts	No impacts	No impacts	Increase traffic in Yuma residential areas	No impacts



PUBLIC INVOLVEMENT: Comments on the Draft Environmental Impact Statement may be submitted through the end of the 60-day comment period (January 9, 2006), that commenced with the publication of the *Federal Register* Notice of Availability for this document. Comments may be submitted in writing, orally, or by electronic mail to the General Services Administration at the address, phone number, or e-mail listed below. Oral or written comments may also be submitted at a public meeting to be held Wednesday, November 16, 2005, from 3:00 pm to 6:00 pm, at the Shilo Inn, Yuma Conference Room, 1550 South Castle Dome Road, Yuma, AZ. Comments submitted will be considered in preparation of the Final Environmental Impact Statement.

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