

**PROSPECTUS - SITE AND DESIGN
U.S. LAND PORT OF ENTRY - GATEWAY
BROWNSVILLE, TX**

Prospectus Number: PTX-BSD-BR12
Congressional District: 27

Description

The General Services Administration (GSA) proposes construction of new replacement land port of entry (LPOE) facilities in Brownsville, TX.

Project Summary

Site Information

Government Owned..... 7.2 acres
To Be Acquired..... 2 acres

Building Area

Building (including canopies)¹ 84,721 gsf
Building (excluding canopies) 62,761 gsf
Outside parking spaces 208

Cost Information

Site Development Cost² \$18,037,000
Building Costs (includes inspection canopies) (\$753/gsf)..... \$63,780,000

Project Budget

Site Acquisition..... \$17,000,000
Design and Review 9,090,000
Estimated Construction Cost (ECC) 81,817,000
Management and Inspection (M&I)..... 7,085,000
Estimated Total Project Cost (ETPC)* \$114,992,000

*Tenant agencies may fund an additional amount for alterations above the standard normally provided by the GSA.

¹ This project may contain a variance in gross square footage from that listed in this prospectus upon measurement and review of design drawings.

² Site development costs include grading, utilities, paving and demolition of existing facilities.

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Authorization Requested (Site and Design)..... \$26,090,000³

Prior Authority and Funding

None

<u>Schedule</u>	Start	End
Design	FY2012	FY2013
Construction	FY2014	FY2016

Overview of Project

The Gateway LPOE is located at the International Bridge between downtown Brownsville, Texas and downtown Matamoros, Mexico. The port is open 24 hours a day, seven days a week. It is the headquarters for the five inspection facilities that are part of the Brownsville Port of Entry: the Gateway crossing, the Veterans Crossing a mile downstream, the Brownsville-Matamoros crossing ¾ mile upstream, the Los Indios crossing 20 miles upstream, and the Port of Brownsville. The Gateway LPOE was originally placed into operation in the 1920s. The facility took its current shape with a revised design in 1957 and the site was expanded and modified in the early 1990s. The LPOE comprises 8 buildings and 279 parking spaces on a 7.2 acre site, and contains 79,138 gross square feet of building space.

The project consists of main building space expansion, construction of primary and secondary inbound non-commercial inspection, primary and secondary outbound non-commercial inspection, non-invasive inspection (NII), storage and other mission support facilities, parking, and upgraded and expanded utilities.

The Gateway LPOE must remain in continuous operation while the demolition and construction of the reconfigured port is underway. As a result, demolition and

³ GSA has worked closely with DHS program offices responsible for developing and implementing security technology at the Land Ports of Entry (LPOE's). These programs include United States Visitor and Immigrant Status Indicator Technology (US-VISIT), Radiation Portal Monitors (RPM's) and Advanced Spectroscopic Portal (ASPs) monitors, Western Hemisphere Travel Initiative (WHTI) and Non-Intrusive Inspection (NII). This prospectus contains the funding of infrastructure requirements for each program known at the time of prospectus development since these programs are at various stages of development and implementation. Additional funding by a Reimbursable Work Authorization (RWA) may be required to provide for as yet unidentified elements of each of these programs to be implemented at this port.

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construction work will be carefully phased and coordinated with the ongoing port operations.

Tenant Agencies

Department of Homeland Security - Customs and Border Protection; Fish and Wildlife Service; GSA.

Location

The site is located in Brownsville, TX at 1500 East Elizabeth Street.

Justification

Due to the port's location in downtown Brownsville, the Gateway Inspection Facility will continue to service the majority of the pedestrian traffic entering the U.S. from Matamoros during and after the proposed project. Inspection activity is expected to increase due to population growth (in both Brownsville and Matamoros) and economic development in the area. The City of Brownsville is concerned about the pedestrian processing capacity and security issues. The current site is extremely constrained, especially between the bridge abutment and Elizabeth Street which runs perpendicular to the inbound and outbound roadways that cross the border. Only about 500 feet exists to fit primary and secondary inspection spaces.

Current site configuration and building workspace are insufficient to accommodate tenant personnel, and facility inspection capacity is too small to meet current operational standards. Modifications in the 1990s were constructed to support both commercial and non-commercial traffic, however, the Gateway LPOE now is used exclusively for non-commercial vehicle and pedestrian traffic. Increasing vehicular and pedestrian traffic flow through the port has resulted in inefficient traffic patterns and safety concerns for pedestrian traffic. The port needs to be reconfigured to incorporate the land formerly used for commercial traffic into the non-commercial screening processes. Other deficiencies include: inadequate lighting and insufficient emergency power, deteriorated subsurface drainage that leads to local flooding, security concerns, and sub-standard radiation portal monitors and license plate readers.

An expanded and reconfigured Gateway LPOE will provide enhanced services and increased safety for both the traveling public and CBP agents working at the port.

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Summary of Energy Compliance

The proposed project will be designed to meet the requirements of the Facilities Standards for the Public Buildings Service and to earn Leadership in Energy and Environmental Design (LEED) certification. It will also meet energy efficiency and performance requirements in effect during design. GSA will encourage exploration of opportunities to gain increased energy efficiency above the measures achieved in the design.

Alternatives Considered

GSA believes these specialized facilities should be federally owned; thus, no alternatives other than Federal construction were considered.

Recommendation

SITE AND DESIGN

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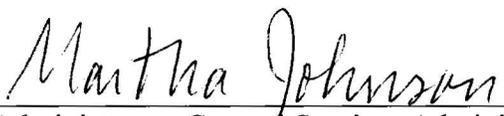
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Certification of Need

The proposed project is the best solution to meet a validated Government need.

Submitted at Washington, DC, on March 9, 2011

Recommended: 
Commissioner, Public Buildings Service

Approved: 
Administrator, General Services Administration