

**PROSPECTUS – CONSTRUCTION
U.S. LAND PORT OF ENTRY
LAREDO, TX**

Prospectus Number: PTX-BSC-LA14
Congressional District: 28

FY2014 Project Summary

The General Services Administration (GSA) proposes construction to expand and modernize two of the four U.S. Land Port of Entry (LPOE) facilities at the Port of Laredo in Laredo, Texas, the Convent Street (Laredo I) and Juarez/Lincoln (Laredo II) facilities to increase efficiency, improve safety and security for both vehicular and pedestrian traffic.

FY2014 House Committee Approval Requested

(ECC and M&I) \$61,686,000¹

FY2014 Senate Committee Approval Requested\$0

FY2014 Appropriation Requested

(ECC and M&I) \$61,686,000²

Overview of Project

There are four inspection facilities at the Port of Laredo – Convent Street (Laredo I), Juarez/Lincoln (Laredo II), Columbia (Laredo III), and World Trade Bridge (Laredo IV). This project proposes work at facilities within Laredo I and II.

Convent (Laredo I) - The proposed project will provide for the modernization of some existing facilities (historic main building) at the port, as well as expansion of the primary and secondary areas. The project will increase efficiency and improve safety and security

¹ Project for Laredo LPOE (Convent and Juarez/Lincoln) previously approved by Senate Committee on Environment and Public Works. Due to reduced CBP requirements, the project costs have decreased from previous version approved by the Senate. Request House approval.

² GSA has worked closely with DHS program offices responsible for developing and implementing security technology at the Land Ports of Entry (LPOEs). These programs include United States Visitor and Immigrant Status Indicator Technology (US-VISIT), Radiation Portal Monitors (RPMs), Advanced Spectroscopic Portal (ASPs) monitors, and Land Border Integration (formerly Western Hemisphere Travel Initiative (WHTI), Non-Intrusive Inspection (NII), Outbound Inspection, and Port Hardening/Absconder programs. 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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of vehicle processing, and expedite pedestrian processing, consolidate operations and improve security and safety of pedestrian traffic.

Juarez/Lincoln (Laredo II) - This project proposes to create new vehicle processing and overcome canopy shortcomings, enlarge the undersized and overcrowded head house, expand pedestrian lanes, including a turnstile and an inspection station per lane, and create a bus inspection and privately owned vehicle (POV) inspection, and passenger processing area.

Building Area³

Convent (Laredo I)

Site Area (Government-Owned)	5 acres
Building (including canopies).....	55,164 gsf
Building (excluding canopies)	36,555 gsf
Number of outside parking spaces	10

Juarez/Lincoln (Laredo II)

Site Area (Government-Owned)	20 acres
Building (including canopies).....	269,215 gsf
Building (excluding canopies)	139,425 gsf
Number of outside parking spaces	141

³ The project may contain a variance in gross square footage from that listed in this prospectus upon measurement and review of design drawings.

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Project Budget

Design ⁴	
Convent (Laredo I) (2011)	\$2,491,000
Juarez/Lincoln (Laredo II) (2011)	4,001,000
Total Design	\$6,492,000
Estimated Construction Cost (ECC) ⁵	
Site Development Cost ⁶	\$7,217,000
Building Costs (includes inspection canopies) (\$149/gsf)	48,301,000
Management and Inspection (M&I)	\$6,168,000
Estimated Total Project Cost (ETPC)*	\$68,178,000

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

Location/Port Details

The site is located in Laredo, TX at the existing ports (Laredo I and II). Both Laredo I and II are located in the heart of the city.

(Convent Street) Laredo I – Non-commercial traffic and pedestrians

(Juarez/Lincoln) Laredo II – Only non-commercial traffic and buses. No pedestrians.

(Columbia) Laredo III – Located about 20 miles north of the city of Laredo. Commercial and non-commercial traffic, and pedestrians.

(World Trade Bridge) Laredo IV – Also located outside of the city. Handles commercial traffic only.

<u>Schedule</u>	Start	End
Design	FY2012	FY2013
Construction	FY2014	FY2016/2017

⁴ Design was funded by a Reimbursable Work Authorization (RWA) from DHS-Customs and Border Protection.

⁵ ECC is broken into two parts – Site Development Costs and Building Costs

⁶ Site development costs include grading, utilities, paving and demolition of existing facilities.

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Tenant Agencies

DHS-Customs and Border Protection, Outlease (Texas Alcoholic Beverage Commission),
HHS-Food and Drug Administration, USDA–Animal & Plant Health Inspection Service,
GSA-PBS, Federal Motor Carriers Safety Administration.

Justification

Convent (Laredo I) - The current facilities at the Convent LPOE are old and have not been upgraded in many years. The proposed project will provide a total interior renovation of the historic Main Building for program areas that are dramatically undersized, outdated, or currently not being housed at all, such as pedestrian processing and permit processing. The project will address code and life safety concerns and replace systems.

The top priority for this project is to make the process of moving pedestrians faster, and safer especially during extreme temperatures. Pedestrian traffic has increased substantially, with the trend expected to continue. Long-time use of this crossing has become even more important to the locals and visitors due to increased crime in Nuevo Laredo. Specifically, people are very reluctant to venture off a known route that provides a heightened sense of safety. Long pedestrian lines at peak times during the day and during the heaviest times throughout the year are also a concern. The pedestrian area does not meet handicap accessibility or life safety standards.

Juarez/Lincoln (Laredo II) - This project will improve the flow and processing of vehicle traffic through the LPOE while enhancing safety and efficiency of operations for both the inspection agencies and the traveling public. The new vehicle processing area will accommodate the increased bus traffic and enhance officer safety during inbound vehicle inspections. The current facility processes approximately 100 passenger buses each day (200 buses during holidays). The current facility was not designed to accommodate this level of bus traffic. Current port operations require POV traffic to funnel to one path between existing canopies creating backups and safety issues for staff and pedestrians, and the processing takes place in unconditioned exterior spaces. Extreme heat, which is common to this area, combined with long wait times creates uncomfortable and unsafe conditions for staff as well as travelers.

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Summary of Energy Compliance

This project will be designed to conform to requirements of the Facilities Standards for the Public Buildings Service and will implement strategies to meet the Guiding Principles for High Performance and Sustainable Buildings. GSA encourages design opportunities to increase energy and water efficiency above the minimum performance criteria.

Prior Appropriations

None

Prior Committee Approvals

Laredo, TX Land Port of Entry Prior Committee Approvals			
Committee	Date	Amount	Purpose
Senate EPW	7/25/2012	\$74,947,000	Design, Construction

Alternatives Considered

GSA owns and maintains the existing facilities at this port of entry; thus no alternative other than Federal construction was considered.

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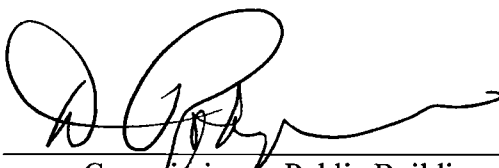
Recommendation

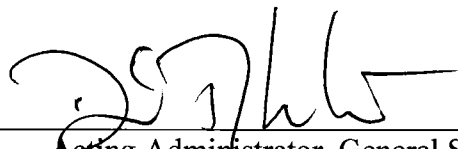
CONSTRUCTION

Certification of Need

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

Submitted at Washington, DC, on April 4, 2013

Recommended: 
Commissioner, Public Buildings Service

Approved: 
Acting Administrator, General Services Administration