

**PROSPECTUS – CONSTRUCTION
U.S. LAND PORT OF ENTRY
COLUMBUS, NM**

Prospectus Number: PNM-BSC-CO12
Congressional District: 2

Description

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

Project Summary

Site Information

Government-Owned..... 4.5 acres
To be acquired (via donation)..... 10.2 acres

Building Area

Building (including canopies).....69,243 gsf
Building (excluding canopies).....48,415 gsf
Number of outside parking spaces.....106

Cost Information

Site Development Cost¹\$29,655,000
Building Costs (includes inspection canopies) (\$362/gsf).....\$25,043,000

Project Budget

Design and Review (FY 2007 and FY 2009).....\$6,570,000
Estimated Construction Cost (ECC)54,698,000
Management and Inspection (M&I).....4,900,000
Estimated Total Project Cost (ETPC)*.....\$66,168,000

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

¹Site development costs include grading, utilities, paving, demolition of existing facilities, drainage ponds and culverts (including piping and structures), lighting, and fencing.

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Authorization Requested (M&I and Construction)..... \$59,598,000²

Prior Authority and Funding

- The House Committee on Transportation and Infrastructure authorized \$2,629,000 for design on April 5, 2006.
- The Senate Committee on Environment and Public Works authorized \$2,629,000 for design on May 23, 2006.
- Through Public Law 110-5, GSA’s Spending Plan included \$2,629,000 for design.
- Through Public Law 111-5, American Recovery and Reinvestment Act of 2009, GSA’s Spending Plan included \$3,941,000 for additional design.

Schedule

	Start	End
Design	FY2007	FY2010
Construction	FY2012	FY2015

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 (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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Overview of Project

The Columbus LPOE is a border inspection facility built in 1989 to screen visitors entering the United States. Existing building workspace, inspection facilities and parking capacity do not meet the tenant agency's operational need. The tenant has identified a current requirement of 69,243 gross square feet of building space while the existing facility provides 21,370 gross square feet. The project will consist of expanding existing facilities to handle future traffic volumes predicted for this port and site improvements to control storm water flow.

The project includes construction of a new main building, non-commercial primary inspection facility, non-commercial secondary inspection facility, pedestrian processing, a kennel, commercial inspection facilities, export facilities, Non Intrusive Inspection (NII) systems, hazardous materials containment area, new earthen berm and drainage basin, and enlargement of an existing culvert. The project also includes the expansion of primary and secondary inspection space and outside vehicle parking. Additionally, the relocation of an existing canopy structure and building and new paving for the Federal Motor Carrier Safety Administration is included in the project.

Tenant Agencies

Department of Homeland Security – Customs and Border Protection, Immigration and Customs Enforcement; U.S. Department of Agriculture – Animal & Plant Health Inspection Service, Plant Protection and Quarantine, U.S. Food and Drug Administration, Department of Transportation – Federal Motor Carrier Safety Administration, and General Services Administration.

Location

The site is bordered on the west by New Mexico State Highway 11 and on the east by a soon to be constructed bypass road, approximately 3 miles south of the village of Columbus, New Mexico, adjacent to the city of Palomas, Mexico.

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Justification

The Columbus LPOE is a full-service port that inspects privately owned and commercial vehicles and pedestrians. Since its construction in 1989, screening at this LPOE has increased significantly and advances in technology have led to significant changes in the inspection process and global communications and business practices have provided impetus for dramatic changes in trade policies.

Based in large part upon efficiencies and further analysis, the gross square footage requirement for this facility has been reduced by 44,959 square feet from the 114,202 square feet authorized for design. Since design was authorized, Department of Homeland Security (DHS) – Customs and Border Protection (CBP) has developed a new design guide, conducted a Strategic Resource Assessment, and devised a program of requirements which supersedes the requirements identified in the feasibility study. Additionally, the Border Patrol Processing Center has been deleted from the project. Parking numbers increased to provide for referral parking, and visitors to the port, and parking needs for the kennel.

The project, as originally authorized, included expansion and renovation of the existing main building. This prospectus proposes a new main building rather than renovation of the existing building, thus increasing the setback from the border. Constructing a new main building improves security, facilitates traffic and cueing, and expands critical drainage ways.

The Columbus LPOE is currently operating from outdated, deteriorating facilities that do not adequately meet the functional needs of the tenant agencies. Additionally, the POE is experiencing increased commercial traffic which is expected to grow over the next fifteen years. New and/or renovated facilities are required to provide operational facilities including inspection areas, docks and support space, as well as address drainage issues inherent to the site.

Expansions to the LPOE since its original construction have ultimately impaired future traffic movement throughout the site. It is also notable that efforts are underway by the government of Mexico to relocate port facilities south of the border further east. The design of a bypass road to access these new crossings is complete but construction has not yet begun. The new commercial traffic circulation that will result from the addition of the bypass road will be accommodated in the proposed port expansion project.

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The LPOE floods during high volume rainfall events. Since 2006, the area has been inundated twice, elevating the flooding problem to the attention of both the U.S. and Mexican governments and the State of New Mexico. Improvements to the port will be designed to protect structures, retain all new onsite storm water, and convey storm water flows across the site. The site drainage and grading improvements add significantly to the project facility cost but are needed to allow the project to proceed and respond timely to customer needs.

Summary of Energy Compliance

This project is designed for conformance to 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 owns and maintains the existing facilities at this port of entry; thus no alternative other than Federal construction was considered.

Recommendation

CONSTRUCTION

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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