

**PROSPECTUS - CONSTRUCTION
U.S. LAND PORT OF ENTRY
ALEXANDRIA BAY, NY**

Prospectus Number: PNY-BSC-AB12
Congressional District: 23

Description

The General Services Administration (GSA) proposes replacement of existing land port of entry (LPOE) facilities at Alexandria Bay, NY.

Project Summary

Site Information

Government Owned	5 acres
To Be Acquired	10 acres
Acquired	15 acres

Building Area

Building (including canopies and inside parking)	261,000 gsf
Building (excluding canopies and inside parking)	116,000 gsf
Outside parking spaces	50
Inside parking spaces	5
Structured parking spaces	134

Cost Information

Site Development Cost ¹	\$72,162,000
Building Costs (includes inspection canopies) (\$451/gsf)	\$88,828,000

Project Budget

Site Acquisition (FY2005 and FY2008)	\$2,965,000
Design (FY2005 and FY2008)	17,595,000
Estimated Construction Cost (ECC)	160,990,000
Management and Inspection (M&I)	<u>12,575,000</u>
Estimated Total Project Cost (ETPC)*	\$194,125,000

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

¹Site development costs include grading, utilities, paving, and demolition of existing facilities.

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Authorization Requested (ECC and M&I)..... \$173,565,000²

Prior Authority and Funding

- The House Committee on Transportation and Infrastructure authorized \$8,884,000 for site acquisition and design on July 21, 2004.
- The Senate Committee on Environment and Public Works authorized \$8,884,000 for site acquisition and design on November 17, 2004.
- The House Committee on Transportation and Infrastructure authorized \$11,676,000 for additional site acquisition and design to meet expanded scope requirements on September 20, 2006.
- The Senate Committee on Environment and Public Works authorized additional site acquisition and design to meet expanded scope requirements on September 27, 2006.
- Through Public Law 108-447, Congress appropriated \$8,884,000 in FY 2005.
- Through Public Law PL 110-161, Congress appropriated \$11,676,000 in FY 2008.

<u>Schedule</u>	Start	End
Design	FY2008	FY2010
Construction	FY2012	FY2015

²GSA 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 proposed project includes commercial inspection warehouse with eight inspection bays, seven lanes of commercial inspection (split-level booths for either commercial or non-commercial), a new veterinary services building, impound lot, main administration building, eight non-commercial inspection lanes, a new non-commercial secondary inspection plaza, two new non-intrusive inspection (NII) buildings, and employee and visitor parking areas. The project will meet the current and future operational requirements of the tenant agencies and be flexible to adapt to future changes.

The gross square footage requirement previously authorized has increased due to changes in program requirements identified by Customs and Border Protection (CBP) and revisions to the GSA standards for space measurement (canopies). These scope changes made it necessary to replace the existing facilities versus modernizing and expanding as previously anticipated. Site size decreased due to significant land costs and design efficiencies. Meeting the parking requirement on the smaller site required an innovative solution including construction of parking on top of the inspection canopy. This contributed to the increase in gross square footage and also changed the number and type of parking spaces needed. Design of Phases I and II has been completed along with site preparation.

Tenant Agencies

U.S. Department of Agriculture - Animal Plant Health Inspection Service; Department of Homeland Security – Immigration and Customs Enforcement; Customs and Border Protection; Food and Drug Administration; General Services Administration

Location

The site is located at the existing LPOE on Interstate 81 in Alexandria Bay, NY.

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Justification

The existing facility does not meet the current and future operational needs of the inspection agencies at the port. The lack of an adequate commercial cargo inspection facility is hampering the safe and secure execution of CBP and other tenant agencies' missions. New border security requirements demand more resources and flexibility at this port to meet mandated requirements and missions.

Inadequacies of the existing site include: close proximity of the facility to the international border (lack of queuing), and rocky topography. These factors limit current operations and expansion capability and require relocation of inspection areas further south. In addition, removal of significant amounts of rock is necessary to allow for increased program and vehicle circulation.

The short distance between the international border and the primary commercial inspection area is inadequate for vehicle queuing. Given the limited capacity of the US-bound bridges and roadways, the Thousand Island Bridge Authority (TIBA) currently limits the number of vehicles (in Canada) that can proceed through to the crossing. This results in significant queuing of commercial vehicles on the Canadian roadways entering the crossing and sometimes back to Highway 401.

The insufficient queuing space disrupts the flow of non-commercial traffic into the LPOE and causes the potential for damage to bridge infrastructure north of the crossing. The bridges are not designed to handle prolonged periods of dead load associated with stationary commercial traffic.

The existing main building does not accommodate the current and future needs of the tenants. The existing commercial building barely has enough space to unload even one truck and the office component is housed in mobile trailers. The projected increases in traffic volume and implementation of new security procedures necessitate an increase in the LPOE workforce beyond the capacity of the existing facility. Replacement of the facility will allow for the tenant agencies to better perform their missions, improve safety of the traveling public, and minimize the facilities' impact on the surrounding infrastructure.

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The proposed project will address traffic issues by expanding the queuing area, increasing the number of primary inspection lanes, increasing the area for secondary inspection, providing safe and secure vehicle parking, and a safe well-defined truck queuing and maneuvering areas.

Summary of Energy Compliance

This project is designed to conform to requirements of the Facilities Standards for the Public Buildings Service and to earn Leadership in Energy and Environmental Design (LEED) Silver certification. It will also meet energy efficiency and performance requirements in effect at the start of 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