Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

Bill Shuster
Chairman

Peter A. DeFazio
Ranking Member

Christopher P. Bertram, Staff Director

Katherine W. Dedrick, Democratic Staff Director

AMENDED COMMITTEE RESOLUTION

CONSTRUCTION
APHIS BUILDING
PEMBINA, ND
PND-0550-PE17

Resolved by the Committee on Transportation and Infrastructure of the U.S. House of Representatives, that pursuant to 40 U.S.C. §3307, additional appropriations are authorized for the acquisition of approximately eight acres of land, along with the design and construction of a new 6,685 gross square foot facility for the United States Department of Agriculture Animal and Plant Health Inspection Service located at the Pembina, North Dakota U.S. Land Port of Entry, at an additional cost of $392,000, a prospectus for which is attached to and included in this resolution. This resolution amends the resolution approved by the Committee on July 23, 2015 related to prospectus PND-0550-PE16.

Provided, that the General Services Administration shall not delegate to any other agency the authority granted by this resolution.

Adopted: **May 25, 2016**

Bill Shuster

Bill Shuster, M.C.
Chairman

PROSPECTUS – CONSTRUCTION
APHIS BUILDING
PEMBINA, ND

Prospectus Number: PND-0550-PE17
Congressional District: 01

FY2017 Project Summary

The General Services Administration (GSA) proposes the acquisition of approximately eight acres of land, along with the design and construction of a new 6,685 gross square foot facility for the United States Department of Agriculture (USDA) Animal and Plant Health Inspection Service (APHIS) at the Pembina, ND, U.S. Land Port of Entry (LPOE). Construction of this facility provides a permanent solution for APHIS at a secure location directly on the port, remedies a potential life safety concern with the current location of the temporary modular trailer, improves traffic configuration, places all APHIS operations on the U.S. side of the U.S./Canada border and eliminates rental payments to the private sector of approximately $317,000 annually.

This project was among those previously included in GSA's FY 2015 and FY 2016 Capital Investment Program. The prospectus was approved by the House Committee on Transportation and Infrastructure but not approved by the Senate Committee on Environment and Public Works. The project could not be accommodated within the enacted levels in FY 2015 and FY 2016. GSA is resubmitting the project in FY 2017 with no change in scope and a change in budget to account for escalation since its original submission.

FY2017 House Committee Approval Requested[1]
(Wetland Mitigation, Design, ECC and M&I) $392,000

FY2017 Senate Committee Approval Requested
(Wetland Mitigation, Design, ECC and M&I) $5,749,000

FY2017 Appropriation Requested
(Wetland Mitigation, Design, ECC and M&I) ..... $5,749,000[2]

[1] House Transportation and Infrastructure has already approved PND-0550-PE16. Additional approval for $392,000 is needed in this prospectus to account for project escalation.
[2] Additional funding by a Reimbursable Work Authorization (RWA) may be required to provide for as yet unidentified elements of this project.

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Overview of Project

The proposed permanent housing solution for APHIS at the Pembina LPOE will be constructed to include both on-load and off-load animal inspection facilities with an administrative support wing at one location. The new building will contain two main components: 1) an enclosed off-load animal inspection area with runways, pens, chutes, and loading ramps. 2) an administrative office area with a counter, waiting room, water fountain, and a unisex restroom for customers. The building will include infrastructure for modern mechanical, plumbing and electrical systems. It will adapt design elements that will conform to the rest of the existing port.

The project includes land acquisition and wetland construction. GSA will acquire up to eight acres of vacant land in the Pembina area and convert the land to designated wetlands per National Environmental Policy Act (NEPA) guidelines.

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Building Area[3]

Site Area (Government-Owned) ..... 3 acres
Building ..... 6,685 gsf
Number of outside commercial truck parking spaces 15
Number of outside standard vehicle parking spaces 8

Project Budget

Wetland Mitigation[4] **$580,000**
Site Acquisition $43,000
Wetland Construction $537,000

Design **$305,000**

Estimated Construction Cost (ECC)[5] **$4,611,000**
Site Development Cost[6] $2,828,000
Building Cost ($267/gsf) $1,783,000

Management and Inspection (M&I) **$253,000**

Estimated Total Project Cost (ETPC)* **$5,749,000**

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

[3]The project may contain a variance in gross square footage from that listed in this prospectus upon measurement and review of design drawings.
[4]Wetland Mitigation includes site acquisition costs for approximately eight acres of land and the construction of new wetlands to mitigate the loss of wetlands due to construction. This will occur simultaneously with the Design phase. Further details are dependent upon Design elements.
[4]ECC is broken into two parts – Site Development Cost and Building Cost
[6]Site development costs include paved commercial construction and circulation areas with space for 15 inspection lanes, extension of existing Port utilities to the new site area, site lighting, fencing and gates, and flood control features.

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Location

The proposed new facility will be located alongside southbound Interstate-29 on government-owned land at the southwest corner of the port.

Schedule	Start	End
Wetland Mitigation	FY 2017	FY 2018[7]
Design and Construction	FY 2017	FY 2019

Tenant Agencies

USDA APHIS

Justification

The Pembina, ND, U.S. LPOE is the busiest northern port between Blaine, Washington and Detroit, Michigan, and the fifth busiest along the U.S./Canada border. The port has seen a steady increase in traffic flow since its completion in 1997. In 2003, in response to the 9/11 terrorist attacks, the original APHIS building was demolished to accommodate new LPOE Vehicle and Cargo Inspection System (VACIS) requirements. A modular trailer was leased and moved to a landscape median island near the center of the port as a temporary housing solution for APHIS. On-load inspections are conducted at this location (in the median with traffic flowing on both sides). Off-load inspections are performed at the Emerson Canadian Port where GSA leases another facility for APHIS approximately one mile north and east of the Pembina LPOE. This is operationally inefficient.

Commercial truck parking and circulation are inadequate with little or no lane control. With the increase in traffic flow this has created a potential life safety concern for APHIS inspectors and truck drivers. In addition to the potential life safety concern, the temporary modular trailer is in poor condition and requires ongoing repairs to keep the building habitable. The proposed project will provide APHIS with a facility that is operationally safe and efficient. Construction of a permanent inspection facility will not materially hinder any operations at the port.

[7] Upon construction completion, the newly converted wetlands will be monitored for a period of at least five years to ensure a successful conversion.

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Approximately three acres of undeveloped government-owned wetlands on the southwest corner of the Pembina Port will be used to prepare the new project site. A thorough Feasibility Study has determined the proposed site to be the most advantageous location to maximize traffic flow and security for the Port and its stakeholders. To mitigate the reduction of wetlands to the environment, the NEPA requires the creation of two net new acres of wetlands per each acre of wetlands negatively affected by construction.

Since it is somewhat common for a small portion of newly created human-made wetlands to fail to convert properly to permanent wetlands, an extra two acres of site acquisition have been included in the project for contingency purposes, allowing for the acquisition of up to eight acres of land for wetland mitigation. The newly converted wetlands will be monitored for a period of at least five years to ensure a successful conversion.

Upon project completion, on-load inspections will take place in 15 open-air commercial truck parking stalls just outside of the new building. This will no longer require inspector personnel or truck operators to cross several lanes of oncoming traffic on foot.

Other alternatives (off of the port) pose security challenges to APHIS inspection personnel and U.S. Customs and Border Protection, and logistics issues for commercial truck operators. Alternatives locating the APHIS facility in different areas on the port were problematic due to traffic flow constraints. The proposed plan is in a strategically situated area to facilitate maximum traffic flow at the port.

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. The GSA encourages design opportunities to increase energy and water efficiency above the minimum performance criteria. The proposed project is Energy Independence and Security Act (EISA) and Energy Policy Act (EPACT) compliant.

Prior Appropriations

None

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Prior Committee Approvals

Prior Committee Approvals			
Committee	**Date**	**Amount**	**Purpose**
House T&I	7/23/2015	$5,357,000	Site, Design, Construction

Alternatives Considered

GSA owns and maintains the existing facilities at this Port of Entry; thus new Federal construction is in the best interest of the government and the taxpayer.

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 February 2016

Recommended: _____
Commissioner, Public Buildings Service

Approved: _____
Administrator, General Services Administration