NATIONWIDE

ENVIRONMENTAL ASSESSMENT

US-VISIT

IMPLEMENTATION AT

AIR PORTS OF ENTRY

OCTOBER 2003

US·VISIT

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

COMMONLY USED ACRONYMS AND ABBREVIATIONS

ADIS	Arrival and Departure Information System
APIS	Advanced Passenger Information System
CBP	U.S. Customs and Border Protection
DHS	Department of Homeland Security
DMIA	Data Management Improvement Act of 2000
DOT	Department of Transportation
EA	Environmental Assessment
ICE	U.S. Immigration and Customs Enforcement
IIRIRA	Illegal Immigration Reform and Immigrant Responsibility Act of 1996
NEPA	National Environmental Policy Act of 1969 as amended
NIV	Non-Immigrant Visa Holders
OTS Technology	Off-the-shelf Technology
TSA	Transportation Security Administration
USA PATRIOT ACT	Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act of 2001
US-VISIT	United States Visitor and Immigrant Status Indicator Technology

GLOSSARY OF TERMS

Biographical Information	Data collected and submitted by the air carriers via APIS for arrival and departure.
Biometric Information	Biometrics are automated methods of recognizing a person based on a physiological or behavioral characteristic. Among the features measured are: face, fingerprints, hand geometry, handwriting, iris, retinal, vein, and voice. For the US-VISIT program biometric information will include the collection of two fingerprints and a photograph during the entry process and two fingerprints during the exit process.
Environmental Assessment	A public document that analyzes a proposed federal action for the possibility of significant environmental impacts.
Foreign Nationals	Non-U.S. Citizens.
Legal Permanent Residents	A Foreign National who has been lawfully accorded the privilege of residing permanently in the U.S. as an immigrant in accordance with applicable U.S. immigration laws.
No Action Alternative	The No Action Alternative provides an environmental baseline against which impacts of the Proposed Action (and alternatives) can be compared.
Non-Immigrant Visa Holders	A subset of Foreign Nationals that require a visa to enter the country.
Preferred Alternative	An alternative that is found to best meet the stated purpose and need for the Proposed Action.
Proposed Action	A proposal made by DHS to authorize, recommend, or implement an action to meet a specific purpose and need.
Significance	As used in the National Environmental Policy Act (NEPA), requires consideration of both context and intensity.
Watch List	A lookout list containing biographical and/or biometric information (includes known and/or suspected terrorists/criminals).

THIS PAGE INTENTIONALLY LEFT BLANK.

EXECUTIVE SUMMARY

In accordance with the National Environmental Policy Act (1969), this Environmental Assessment (EA) evaluated the impact on the social, natural, and physical environs as a result of implementing a proposed interim business process at 115 arrival and 80 departure airports nationwide. The Department of Homeland Security (DHS) has established the United States Visitor and Immigrant Status Indicator Technology (US-VISIT) Program Office. US-VISIT's principal mission is to implement five legislative actions:

- Section 110 of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 (IIRIRA);

- The Data Management Improvement Act (DMIA);

- The Visa Waiver Permanent Program Act;

- The "Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism" (USA PATRIOT) Act; and

- The Enhanced Border Security and Visa Entry Reform Act.

The primary goals of the US-VISIT Program are to: secure our nation; facilitate legitimate trade, travel, and commerce; ensure the integrity of the immigration system; and respect U.S. privacy laws and policies. As part of this effort, US-VISIT will provide government officials with specific information about who is entering the country and who is staying past their period of authorized admission. To this end, DHS, through its US-VISIT Program, is proposing (Proposed Action) to modify both entry and exit processing of Non-Immigrant Visa holders (NIV) at airports nationwide. As capability increases, these procedures may be expanded to include additional foreign traveler groups, but the overall technology and process will remain the same during initial deployment.

In addition to the biographical information already captured through the U.S. Customs and Border Protection (CBP) arrival inspections and the Advanced Passenger Information System (APIS) submission by the air carriers, the US-VISIT program is proposing to collect biometric information for NIVs entering and exiting the U.S. through airports beginning in early January 2004. In doing so, the US-VISIT program will have the capability to collect biometrics, confirm the identity of NIV travelers, and provide the necessary data to search against both a biographical and biometric watch list. This data will help to prevent document fraud, identity theft, and unauthorized travelers from entering or remaining illegally in the U.S.

The US-VISIT Program Office has made a determination to implement an interim solution using existing off-the-shelf (OTS) technology and an interim business process. This is due to the complexity of the required undertaking, the absence of new technology, the need for timely implementation, and the expectation that a Prime Integrator (to be named in May 2004) will develop a permanent solution.

A number of interim arrival and departure alternatives for NIV travelers were initially investigated by DHS. These included the use of new technology, existing off-the-shelf (OTS) technology, new construction, increased CBP staffing, and increased Transportation Security Administration (TSA) staffing. From this initial class of alternatives it was determined that new technology and substantial new construction would not meet the needs of the program, represented an unacceptable impact to the traveling public, and could not be implemented within an acceptable timeframe.

For the new departure process, four (4) departure alternatives were evaluated in this Environmental Assessment (EA) in addition to the No Action alternative. Alternatives included: Ticket Counter Screening – Non-Governmental (Alternative 1); TSA Security Checkpoint (Alternative 2); Self-Service – US-VISIT Contract Support (Alternative 3); and Departure Gate Screening – TSA (Alternative 4). Since an existing process and

associated infrastructure is already in place for arrivals, all four project alternatives (arrival plus departure) include the same modification (i.e., the installation of an existing OTS technology) to the arrival process. It was determined that this modification to the arrival process would best meet the stated purpose and need for the Proposed Action.

All of the alternatives (excluding the No Action alternative) evaluated in this EA were found to have similar impacts on the natural, physical, and social environments (Table S-1). Therefore, the selection of a Preferred Alternative was based on each alternative's capacity to fulfill the stated purpose and need for the Proposed Action. That basis is summarized in Table S-2. Although the No Action alternative is not considered a viable alternative because it does not meet the purpose and need, it provided an environmental baseline against which impacts of the Preferred Alternative were compared.

Alternative 3 (Self-Service – US-VISIT Contract Support) was selected as the Preferred Alternative because it was found to best meet the purpose and need for the Proposed Action. Alternative 3 includes the deployment of self-service workstations beyond the TSA security checkpoint toward the departure gate. The information to be captured at the self-service workstations for NIVs will include biographical data and fingerprints. Alternative 3 also includes the deployment of contracted US-VISIT attendants who will be available in the vicinity of the workstations to assist NIV travelers in utilizing the workstation and understanding the departure process.

It was determined that the deployment, installation, and maintenance requirements necessary to implement the Preferred Alternative will have no permanent impact on: land use patterns; local or regional plans; zoning; residential, commercial, or community services; children, low-income, or minority populations; socioeconomics; air, noise, cultural resources; vegetation and wildlife; waters of the U.S. including wetlands; threatened and endangered species; floodways and floodplains; hazardous waste sites; or utilities. DHS has also concluded that the Preferred Alternative will not result in incremental impacts such that there would be a condition whereby individually minor but collectively significant impacts would result in a measurable impact nationwide.

In accordance with the National Environmental Policy Act (1969), this EA evaluated the impact on the social, natural, and physical environs as a result of implementing the proposed interim business process and associated technology. Results of this analysis demonstrate that there will be no significant impacts to the aforementioned resources. In summary, DHS has determined that the Proposed Action will not result in significant direct, indirect, temporary, or cumulative impacts to the environment.

TABLE S-1
SUMMARY OF POTENTIAL PROJECT ALTERNATIVE IMPACTS BY RESOURCE CLASS

Issue	ALTERNATIVES				
	1	2	3 (Preferred)	4	
	No Action	Ticket Counter Screening – Non-Governmental	TSA Security Checkpoint	Self-Service – US-VISIT Contract Support	Departure Gate Screening - TSA
Land Use:	No Impact	No Impact	No Impact	No Impact	No Impact
Environmental Justice and Protection of Children:	No Impact	No Impact	No Impact	No Impact	No Impact
Socioeconomics:	No Impact	No Impact	No Impact	No Impact	No Impact
Aesthetics And Visual Resources:	No Impact	No Impact	No Impact	No Impact	No Impact
Native American Resources:	No Impact	No Impact	No Impact	No Impact	No Impact
Relocations Residences: Community Facilities And Services: Businesses:	No Impact No Impact No Impact	No Impact No Impact Temporary Impact	No Impact No Impact Temporary Impact	No Impact No Impact Temporary Impact	No Impact No Impact Temporary Impact
Cultural Resources Architectural: Archaeological:	No Potential To Cause Effects	No Potential To Cause Effects	No Potential To Cause Effects	No Potential To Cause Effects	No Potential To Cause Effects
Air Quality:	No Impact	No Impact	No Impact	No Impact	No Impact
Noise:	No Impact	No Impact	No Impact	No Impact	No Impact
Threatened and Endangered Species:	No Potential To Effect	No Potential To Effect	No Potential To Effect	No Potential To Effect	No Potential To Effect
Wetland Impacts:	No Impact	No Impact	No Impact	No Impact	No Impact
Surface and Ground Water:	No Impact	No Impact	No Impact	No Impact	No Impact
Floodplain Encroachments:	No Impact	No Impact	No Impact	No Impact	No Impact
Hazardous Waste And Toxic Substances:	No Impact	No Impact	No Impact	No Impact	No Impact
Utilities:	No Impact	Potential Temporary Impact	Potential Temporary Impact	Potential Temporary Impact	Potential Temporary Impact
Cumulative Impacts:	No Incremental Impacts	No Incremental Impacts	No Incremental Impacts	No Incremental Impacts	No Incremental Impacts

TABLE S-2
ASSESSMENT OF PROJECT ALTERNATIVES BY US-VISIT DEPLOYMENT FACTORS AND CRITERIA

Factor/Criteria	Alternative 1 Ticket Counter Screening – Non-Governmental	Alternative 2 TSA Security Checkpoint	Alternative 3[*] Self-Service – US-VISIT Contract Support	Alternative 4 Departure Gate Screening - TSA
Cost[1]	Marginal[6]	Marginal	Acceptable	Marginal
Space[2]	Marginal	Marginal	Acceptable	Marginal
Staffing[3]	Marginal	Marginal	Acceptable	Marginal
Security[4]	Marginal	Acceptable	Acceptable	Acceptable
Technology[5]	Acceptable[7]	Acceptable	Acceptable	Acceptable

[1]US-VISIT funding is limited to those funds appropriated by Congress on an annual fiscal basis.

[2]Space at the airports is inherently limited. The allocation of suitable space to deploy the OTS technology will be evaluated and negotiated on a site-by-site basis.

[3]US-VISIT's ability to hire additional government personnel in an acceptable timeframe is constrained by Congressional funding and time.

[4]For deployment purposes, security is defined as the ability to accurately acquire and secure biographic and biometric data.

[5]Congressional Mandate of December 31, 2003 has limited the time available to develop and deploy technology.

[6]Marginal: An assessment score that does not adequately meet the stated purpose and need for the Proposed Action.

[7]Acceptable: An assessment score that meets the stated purpose and need for the Proposed Action.

[*]Preferred Alternative

1.0 PURPOSE, NEED, AND SCOPE

1.1   PURPOSE OF AND NEED FOR THE PROPOSED ACTION

Each year approximately 449 million people enter the U.S., of which approximately 276 million are non-citizens. Of the non-citizens, approximately 196 million are foreign nationals which make up approximately 44 percent of the total travelers entering the U.S. The remaining travelers (56 percent) include U.S. Citizens, Legal Permanent Residents, and travelers from visa waiver countries. The Department of Homeland Security (DHS) is currently charged with inspecting these travelers, both citizen and non-citizen, entering into the U.S. through 330 designated ports of entry: air, sea, and land. In 2000, Congress mandated that the Attorney General, through the Immigration and Naturalization Service, develop and implement an automated and integrated entry/exit data system to document the arrival and departure of non-immigrants at U.S. ports of entry. This mandate expanded upon an earlier requirement set forth in the Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA) in 1996. The intent of the mandate is to improve the ability of law enforcement to secure the nation's borders through improving available data while facilitating legitimate trade, travel, and commerce.

The responsibility for enforcing this mandate was transferred from the former Immigration and Naturalization Service to the Department of Homeland Security in 2003. The key federal laws mandating this system are the *Data Management Improvement Act* (DMIA, itself an amended portion of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996, or IIRIRA), the *Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism* (USA PATRIOT) Act, and the *Enhanced Border Security and Visa Entry Reform Act* (Border Security Act). The basic legislative requirements are to develop a system that contains available arrival and departure data on aliens transiting through land, air, and sea ports. The first milestone of the US-VISIT Program is to implement a system that records the arrival and departure of visa holders at the air and sea ports. The departmental goal is to implement the first deployment of this system at air and sea ports by early January 2004. Further deployments will follow until the system has been implemented at all air and sea ports where international entries and departures occur.

In order to implement these legislative requirements, DHS has established a U.S. Visitor and Immigrant Status Indicator Technology (US-VISIT) Program Office.

The goals of the US-VISIT Program are as follows:

- Secure our nation;

- Ensure the integrity of the immigration system; and

- Facilitate legitimate trade, travel, and commerce;

- Respect privacy laws and policies.

The US-VISIT Program Office has made a determination to implement an interim solution using existing off-the-shelf (OTS) technology and an interim business process. This is due to the complexity of the required undertaking, the absence of new technology, the need for timely implementation, and the expectation that a Prime Integrator (to be named in May 2004) will develop a permanent solution. The associated infrastructure will be dependent on the type of port: air, land or sea as well as the site-specific requirements at each deployment location. The first phase of this deployment will be an interim program at air and sea ports. This environmental assessment is restricted to an analysis of the deployment of an interim US-VISIT program at airports due to the unique deployment strategies and associated

environment at the airports relative to the land and sea locations. Future deployment plans are not dependent on decisions made for the implementation of the interim business process deployment at airports because US-VISIT is utilizing OTS technology within existing facilities that will not prejudice either the placement of future processing areas at land or sea ports, the associated business process, or the development of new technology. Furthermore, these projects are independent business actions that are separated by geography and, in some cases, timing.

Of the 330 ports of entry into the U.S., 115 are airports with arrival checkpoints (Figure 1) and 80 are departure airports (Figure 2). Airports process approximately 16 percent of the total travelers in and out of the U.S. (Figure 3). The selected airports constitute a significant percentage of the foreign nationals entering and departing from the U.S. and are therefore a vital link in securing the nation's borders.

Alaska

Ireland

UK

Pacific Ocean

Atlantic Ocean

BERMUDA

Hawaii

Guam

Gulf of Mexico

BAHAMAS

MEXICO

CANADA

UNITED STATES

Puerto Rico & Virgin Isl.

PR   U.S.V.I.

International arrival airports (115)

0   100 200 300 400 500 Miles

US·VISIT

Scale of main map..................1:25,000,000
Projection..............................Alber's Equal Area Conic
Central Meridian.....................-96
1st Standard Parallel...............29.5
2nd Standard Parallel..............45.5
Latitude of Origin....................37.5
Datum...................................NAD83
Spheroid................................GRS 1980

Sources: Airport locations from the Federal Aviation Administration (FAA) and the Bureau of Transportation Statistics (BTS) National Transportation Atlas Databases (NTAD) 2003, and the National Atlas of the United States and the U.S. Geological Survey, 2001.
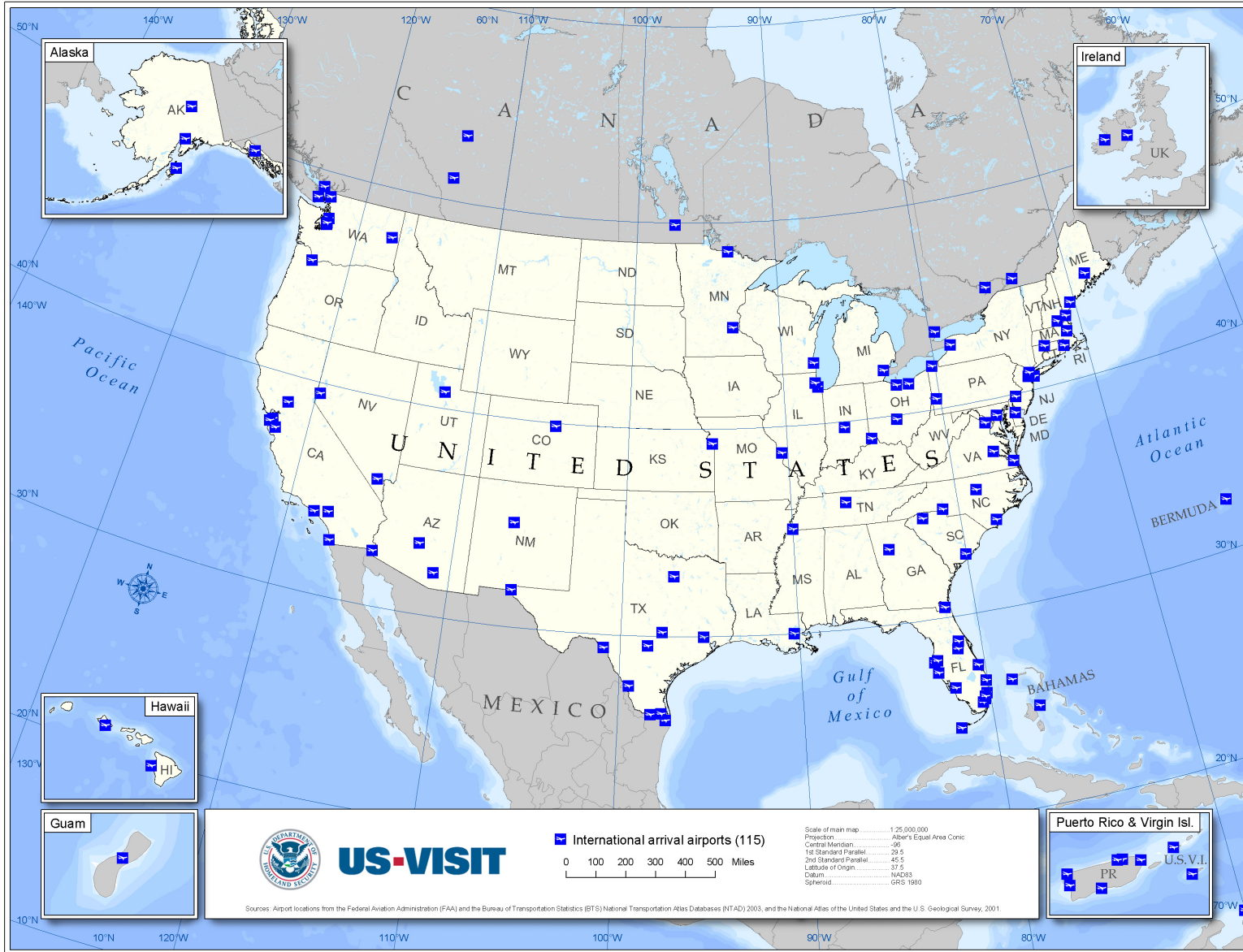
FIGURE 1
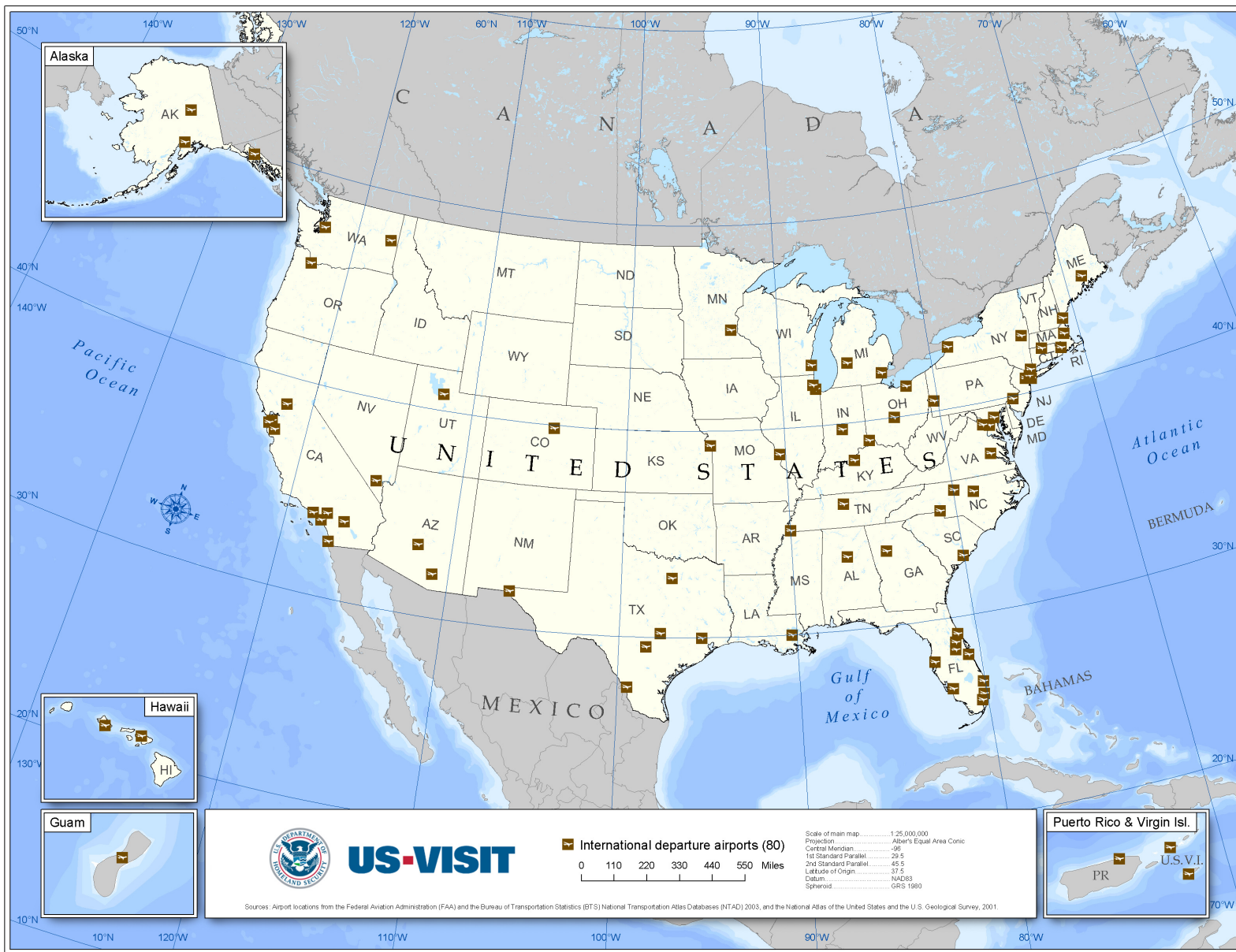PROJECT LOCATIONS – INTERNATIONAL AIRPORTS WITH FEDERAL INSPECTION SERVICE ARRIVAL CHECKPOINTS

FIGURE 2
PROJECT LOCATIONS – AIRPORTS FOR PROPOSED US-VISIT DEPARTURE CONTROLS

The current system uses passenger manifest systems, travel documents such as passports and visas, and inspector interviews to collect data for people entering the U.S. through airports. For foreign nationals, pre-arrival information is currently stored in the electronic Advanced Passenger Information System (APIS). This information is then verified through the use of travel documents and inspector interviews when the traveler arrives at the U.S. airport. The system needs to be improved with the use of biometrics in order to ensure the accuracy of collected information and prevent the use of fraudulent travel documents by foreign nationals. Few methods currently exist that provide departure data regarding those foreign nationals exiting the U.S. through airports. The only information currently available is from passenger manifests and Immigration forms (I-94). Information regarding the departure of foreign nationals from the U.S. is also necessary in order to identify individuals who have stayed in the country longer than permitted by law.
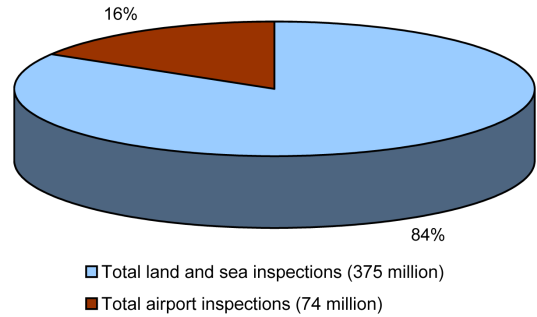
The current lack of accurate information presents a challenge to DHS and the law enforcement community's ability to respond effectively to potential terrorist threats. The absence of accurate data on individuals for both entry and exit makes it difficult to identify the location of foreign nationals who present a potential risk to the national security of the U.S. In order to make it more difficult for those intending to do harm to the U.S. to enter the country or overstay beyond the conditions permitted under their visa, and to provide law enforcement with the necessary data to help prevent terrorist attacks, DHS is proposing the implementation of a system that will collect biographic and biometric data on foreign visa holders entering and exiting the U.S. The major goal of this system is to secure the nation's borders while facilitating legitimate trade, travel, and commerce. With the attacks of September 11, 2001 the urgency for an effective arrival and departure data system rose dramatically. Ongoing threats from terrorist groups emphasize the continuing need for this system.

16%

84%

☐ Total land and sea inspections (375 million)
■ Total airport inspections (74 million)

Figure 3
Percent Airport Arrival Versus Total Arrivals

1.2 SCOPE OF ANALYSIS

During the development of the Proposed Action, the US-VISIT Program Office has coordinated closely with the Transportation Security Administration (TSA), the U.S. Customs and Border Protection (CBP), the Department of State, and the Department of Transportation (DOT). This coordination has led to an early and open process for determining the scope of issues to be evaluated and for identifying the significant issues related to the Proposed Action. As a result of this interagency scoping process and the environmentally limited nature of the Proposed Action, DHS has decided to prepare a Nationwide Environmental Assessment (EA)[1]. US-VISIT has also begun coordination with interested parties including the Airports Council International-North America, the American Association of Airport Executives, the Air Transport Association, and the Public.

As part of the public involvement process (40 CFR Sec. 1506.6), DHS will publish notification of the availability of the EA in nationally circulated newspapers and a project-specific website.

---

[1]DHS is currently in the process of developing departmental implementing regulations.

2.0 PROPOSED ACTION

The DHS, through its US-VISIT Program, is proposing to modify both entry and exit processing of Non-Immigrant Visa holders (NIV) at airports nationwide. The Proposed Action is to be implemented at 115 International airports with arrival checkpoints (Table 1), and 80 airports departing the U.S. (Table 2). The Proposed Action includes the collection of both biometric and biographic data for NIVs on both arrival and departure from international airports. As capability increases, these procedures may be expanded to include additional foreign traveler groups, but the overall technology and process will remain the same during initial deployment. Therefore, this analysis covers deployment of the system for all potentially affected travelers utilizing airports for arrival and departure.

Based on Legacy INS inspection data for 2002, a total of 37.5 million foreign nationals out of 74 million inspected passengers enter into the U.S. through approximately 115 U.S. airports and depart the country from approximately 80 U.S. airports. For arrivals, approximately 32.5 million or 47 percent of arrival inspections are Non-immigrant Visa Holders (NIV) (Figure 4).
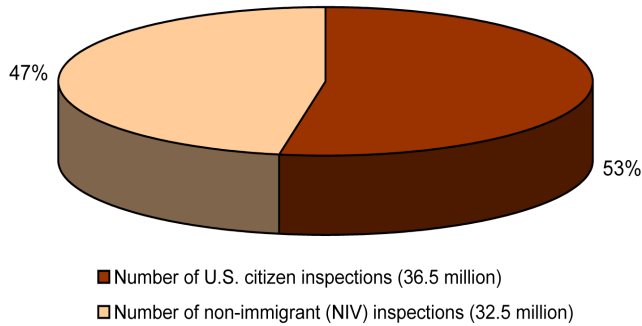
- ■ Number of U.S. citizen inspections (36.5 million)
- □ Number of non-immigrant (NIV) inspections (32.5 million)

Figure 4
Estimated Percent NIV Arrivals 115 U.S. Airports

Due to the fact that there is no immigration exit control at airports, the percentage of NIV departures was estimated based on the percentage of NIV departures collected by the Arrival and Departure Information System (ADIS) for a two-week period in May/June 2003. For departures, approximately 278,877/week or 87 percent of departing foreign nationals are NIV travelers (Figure 5).

In summary, the Proposed Action is to implement a new interim business process to collect biographic and biometric information on the arrival and departure of non-immigrant visa holders at 115 international arrival airports and 80 departure airports nationwide.

- □ Estimated weekly number of immigrant travelers (41,671)
- ■ Estimated weekly number of non-immigrant (NIV) travelers (278,877)
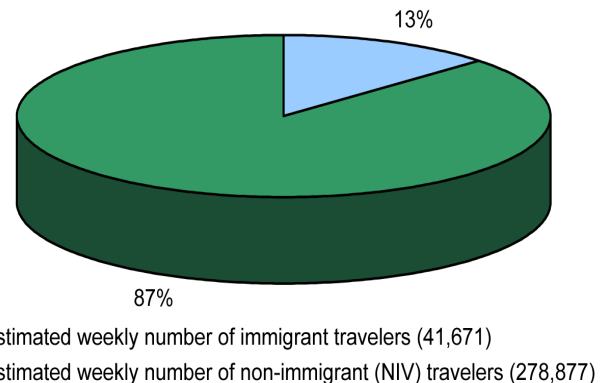
Figure 5
Estimated Percent NIV Departing 80 U.S. Airports

3.0 ALTERNATIVES

A number of interim arrival and departure alternatives for NIV travelers were initially investigated by DHS. These included the use of new technology, existing OTS technology, new construction, increased CBP staffing, and increased TSA staffing. From this initial class of alternatives it was determined that new technology and new construction would not meet the needs of the program, clearly represented an unacceptable impact to the traveling public, and could not be implemented within an acceptable timeframe. It was further determined that it was not feasible for US-VISIT to capture information on all foreign travelers within this timeframe. Therefore, a smaller group was chosen for initial deployment based on existing documentation requirements.

The remaining alternatives were evaluated further based on a number of defined factors and criteria that would meet the minimum requirements for deployment. These included:

- Cost: US-VISIT funding is limited to those funds appropriated by Congress on a fiscal basis;
- Space: space at the airports is inherently limited. The allocation of suitable space to deploy the OTS technology at airports will be evaluated and negotiated on a site-by-site basis;
- Staffing: US-VISIT's ability to hire additional government personnel in an acceptable timeframe is constrained by Congressional funding and time;
- Security: US-VISIT's ability to accurately acquire biographic and biometric data; and
- Use of technology: time and funding to develop new technology are not available in order to meet current security needs.

TABLE 1
INTERNATIONAL AIRPORTS WITH FEDERAL INSPECTION SERVICE ARRIVAL CHECKPOINTS

State	City	Airport	FAA Airport Code
Alaska	Anchorage	Ted Stevens Anchorage Intl	ANC
Alaska	Fairbanks	Fairbanks Intl	FAI
Alaska	Juneau	Juneau Intl	JUN
Alaska	Kodiak	Kodiak Muni	KDK
Arizona	Phoenix	Phoenix Sky Harbor Intl	PHX
Arizona	Tucson	Tucson Intl	TUS
Arizona	Yuma	Yuma Mcas/Yuma Intl	YUM
Aruba	Oranjestad	Reina Beatrix Intl	AUA
Bahamas	Nassau	Nassau Intl	NAS
Bahamas	Freeport	Freeport Intl	FPO
Bermuda	Hamilton	Kindley Field	DDA
California	Los Angeles	Los Angeles Intl	LAX
California	Oakland	Metropolitan Oakland Intl	OAK
California	Ontario	Ontario Intl	ONT
California	Sacramento	Sacramento International	SMF
California	San Diego	San Diego Intl-Lindbergh Field	SAN

State	City	Airport	FAA Airport Code
California	San Francisco	San Francisco International	SFC
California	San Jose	Norman Y. Mineta San Jose International	SJC
Canada	Calgary	Calgary Intl	YYC
Canada	Edmonton	Edmonton Intl	YES
Canada	Montreal	Montreal Dorval Intl	YUL
Canada	Ottawa	Ottawa Macdonald-Cartier Intl	YOW
Canada	Toronto	Toronto Lester B. Pearson Intl	YYZ
Canada	Richmond	Vancouver Intl	YVR
Canada	Sydney	Victoria Intl	YYJ
Canada	Winnipeg	Winnipeg Intl	YWG
Colorado	Denver	Denver Intl	DEN
Connecticut	Windsor Locks	Bradley Intl	BDL
Delaware	Dover	Dover AFB	DOV
Florida	Fort Lauderdale	Fort Lauderdale /Hollywood Intl	FLL

TABLE 1 (Continued)

INTERNATIONAL AIRPORTS WITH FEDERAL INSPECTION SERVICE ARRIVAL CHECKPOINTS

State	City	Airport	FAA Airport Code
Florida	Fort Myers	Southwest Florida Intl	RSW
Florida	Fort Pierce	St Lucie County Intl	FPR
Florida	Jacksonville	Jacksonville Intl	JAX
Florida	Key West	Key West Intl	EYW
Florida	Miami	Kendall-Tamiami Executive	TMB
Florida	Miami	Miami Intl	MIA
Florida	Miami	Opa Locka	OPF
Florida	Orlando	Orlando Intl	MCO
Florida	Orlando	Orlando Sanford	SFB
Florida	St Petersburg-Clearwater	St Petersburg-Clearwater Intl	PIE
Florida	Sarasota/Bradenton	Sarasota/Bradenton Intl	SRQ
Florida	Tampa	Tampa Intl	TPA
Florida	West Palm Beach	Palm Beach Intl	PBI
Georgia	Atlanta	The William B Hartsfield Atlanta Intl	ATL
Guam	Agana	Guam International	GUM
Hawaii	Honolulu	Honolulu Intl	HNL

State	City	Airport	FAA Airport Code
Hawaii	Kailua/Kona	Kona Intl At Keahole	KOA
Illinois	Chicago	Chicago Midway Intl	MDW
Illinois	Chicago	Chicago O'hare Intl	ORD
Indiana	Indianapolis	Indianapolis Intl	IND
Ireland	Dublin	Dublin Intl	DUB
Ireland	Shannon	Shannon Intl	SNN
Kentucky	Covington/Cincinnati, Oh	Cincinnati/Northern KY International	CVG
Louisiana	New Orleans	Louis Armstrong New Orleans Intl	MSY
Maine	Bangor	Bangor Intl	BGR
Maine	Portland	Portland Intl Jetport	PWM
Maryland	Baltimore	Baltimore-Washington Intl	BWI
Massachusetts	Boston	General Edward Lawrence Logan Intl	BOS
Michigan	Detroit	Detroit Metropolitan Wayne County	DTW
Minnesota	International Falls	Falls Intl	INL
Minnesota	Minneapolis	Minneapolis-St Paul International	MSP

TABLE 1 (Continued)
INTERNATIONAL AIRPORTS WITH FEDERAL INSPECTION SERVICE ARRIVAL CHECKPOINTS

State	City	Airport	FAA Airport Code
Missouri	Kansas City	Kansas City Intl	MCI
Missouri	St Louis	Lambert-St Louis Intl	STL
Nevada	Las Vegas	Mc Carran Intl	LAS
Nevada	Reno	Reno/Tahoe International	RNO
New Hampshire	Manchester	Manchester	MHT
New Hampshire	Portsmouth	Pease International Tradeport	PSM
New Jersey	Newark	Newark Liberty Intl	EWR
New Jersey	Teterboro	Teterboro	TEB
New Mexico	Albuquerque	Albuquerque Intl Sunport	ABQ
New York	Buffalo	Buffalo Niagara Intl	BUF
New York	New York	John F Kennedy Intl	JFK
North Carolina	Charlotte	Charlotte/Douglas Intl	CLT
North Carolina	Raleigh/Durham	Raleigh-Durham Intl	RDU
North Carolina	Wilmington	Wilmington Intl	ILM
Ohio	Cleveland	Cleveland-Hopkins Intl	CLE

State	City	Airport	FAA Airport Code
Ohio	Columbus	Rickenbacker International	LCK
Ohio	Sandusky	Griffing Sandusky	SKY
Oregon	Portland	Portland Intl	PDX
Pennsylvania	Erie	Erie Intl/Tom Ridge Field	ERI
Pennsylvania	Philadelphia	Philadelphia Intl	PHL
Pennsylvania	Pittsburgh	Pittsburgh International	PIT
Puerto Rico	Aguadilla	Rafael Hernandez	BQN
Puerto Rico	Fajardo	Diego Jimenez Torres	X95
Puerto Rico	Mayaguez	Eugenio Maria De Hostos	MAZ
Puerto Rico	Ponce	Mercedita	PSE
Puerto Rico	San Juan	Fernando Luis Ribas Dominicci	SIG
Puerto Rico	San Juan	Luis Munoz Marin Intl	SJU
Rhode Island	Providence	Theodore Francis Green State	PVD
South Carolina	Charleston	Charleston Afb/Intl	CHS

TABLE 1 (Continued)

INTERNATIONAL AIRPORTS WITH FEDERAL INSPECTION SERVICE ARRIVAL CHECKPOINTS

State	City	Airport	FAA Airport Code
South Carolina	Greer	Greenville-Spartanburg Intl	GSP
Tennessee	Memphis	Memphis Intl	MEM
Tennessee	Nashville	Nashville Intl	BNA
Texas	Austin	Austin-Bergstrom Intl	AUS
Texas	Brownsville	Brownsville/South Padre Island Int'l	BRO
Texas	Dallas-Fort Worth	Dallas/Fort Worth International	DFW
Texas	Del Rio	Del Rio Intl	DRT
Texas	El Paso	El Paso Intl	ELP
Texas	Harlingen	Valley Intl	HRL
Texas	Houston	George Bush Intercontinental Airport/Houston	IAH
Texas	Laredo	Laredo Intl	LRD
Texas	Mc Allen	Mc Allen Miller Intl	MFE
Texas	San Antonio	San Antonio Intl	SAT

State	City	Airport	FAA Airport Code
Utah	Salt Lake City	Salt Lake City Intl	SLC
Virgin Islands	Charlotte Amalie	Cyril E King	STT
Virgin Islands	Christiansted	Henry E Rohlsen	STX
Virginia	Herndon	Washington Dulles International	IAD
Virginia	Norfolk	Norfolk Intl	ORF
Virginia	Richmond	Richmond International	RIC
Washington	Bellingham	Bellingham Intl	BLI
Washington	Kenmore	Kenmore Air Harbor Inc	S60
Washington	Seattle	Seattle-Tacoma Intl	SEA
Washington	Seattle	Boeing Field/King County Intl	BFI
Washington	Spokane	Spokane Intl	GEG
Wisconsin	Milwaukee	General Mitchell International	MKE

TABLE 2
AIRPORTS FOR PROPOSED US-VISIT DEPARTURE CONTROLS

State	City	Airport	FAA Airport Code
Alabama	Birmingham	Birmingham Intl Airport	BHM
Alaska	Anchorage	Ted Stevens Anchorage Intl	ANC
Alaska	Fairbanks	Fairbanks Intl Airport	FAI
Alaska	Juneau	Juneau Intl	JNU
Arizona	Phoenix	Phoenix Sky Harbor Intl	PHX
Arizona	Tucson	Tucson Intl	TUS
California	Los Angeles	Los Angeles Intl	LAX
California	Oakland	Metropolitan Oakland Intl	OAK
California	Ontario	Ontario Intl	ONT
California	Palm Springs	Palm Springs Intl Airport	PSP
California	Sacramento	Sacramento International	SMF
California	San Diego	San Diego Intl-Lindbergh Fld	SAN
California	San Francisco	San Francisco International	SFO
California	San Jose	Norman Y. Mineta San Jose International	SJC
California	Santa Ana	John Wayne-Orange County Airport	SNA
Colorado	Denver	Denver Intl	DEN
Connecticut	Windsor Locks	Bradley Intl	BDL
Florida	Daytona Beach	Daytona Beach Intl	DAB
Florida	Fort Lauderdale	Fort Lauderdale /Hollywood Intl	FLL
Florida	Fort Myers	Southwest Florida Intl Airport	RSW
Florida	Melbourne	Melbourne Intl	MLB

State	City	Airport	FAA Airport Code
Florida	Miami	Miami Intl	MIA
Florida	Orlando	Orlando Intl	MCO
Florida	Orlando	Orlando Sanford	SFB
Florida	Tampa	Tampa Intl	TPA
Florida	West Palm Beach	Palm Beach Intl	PBI
Georgia	Atlanta	The William B Hartsfield Atlanta Intl	ATL
Guam	Agana	Guam International	GUM
Hawaii	Honolulu	Honolulu Intl	HNL
Hawaii	Kahului	Kahului Airport	OGG
Illinois	Chicago	Chicago Midway Intl	MDW
Illinois	Chicago	Chicago O'hare Intl	ORD
Indiana	Indianapolis	Indianapolis Intl	IND
Kentucky	Covington/Cincinnati, OH	Cincinnati/Northern Kentucky International	CVG
Kentucky	Louisville	Louisville Intl Airport-Standiford Field	SDF
Louisiana	New Orleans	Louis Armstrong New Orleans Intl	MSY
Maine	Bangor	Bangor Intl	PGR
Maryland	Baltimore	Baltimore-Washington Intl	BWI
Massachusetts	Boston	General Edward Lawrence Logan Intl	BOS
Michigan	Detroit	Detroit Metropolitan Wayne County	DTW
Michigan	Grand Rapids	Gerald R. Ford Intl	GRR
Minnesota	Minneapolis	Minneapolis-St Paul Intl	MSP

TABLE 2 (Continued)
AIRPORTS FOR PROPOSED US-VISIT DEPARTURE CONTROLS

State	City	Airport	FAA Airport Code
Missouri	Kansas City	Kansas City Intl	MCI
Missouri	St Louis	Lambert-St Louis Intl	STL
Nevada	Las Vegas	McCarran Intl	LAS
New Hampshire	Portsmouth	Pease International Tradeport	PSM
New Jersey	Newark	Newark Liberty Intl	EWR
New York	Albany	Albany Intl	ALB
New York	Buffalo	Buffalo-Niagara Intl Airport	BUF
New York	New York	John F Kennedy Intl	JFK
New York	New York	La Guardia	LGA
New York	White Plains	Westchester County	HPN
North Carolina	Charlotte	Charlotte/Douglas Intl	CLT
North Carolina	Greensboro	Piedmont Triad Intl Airport	GSO
North Carolina	Raleigh/ Durham	Raleigh-Durham Intl	RDU
Ohio	Cleveland	Cleveland-Hopkins Intl	CLE
Ohio	Columbus	Port Columbus Intl	CMH
Oregon	Portland	Portland Intl	PDX
Pennsylvania	Philadelphia	Philadelphia Intl	PHL
Pennsylvania	Pittsburgh	Pittsburgh International	PIT
Puerto Rico	San Juan	Luis Munoz Marin Intl	SJU
Rhode Island	Providence	Theodore Francis Green State	PVD

State	City	Airport	FAA Airport Code
South Carolina	Charleston	Charleston Intl Airport/AFB	CHS
Tennessee	Memphis	Memphis Intl	MEM
Tennessee	Nashville	Nashville Intl	BNA
Texas	Austin	Austin-Bergstrom Intl Airport	AUS
Texas	Dallas-Fort Worth	Dallas/Fort Worth International	DFW
Texas	El Paso	El Paso Intl	ELP
Texas	Houston	George Bush Intercontinental Arpt/Houston	IAH
Texas	Laredo	Laredo Intl	LRD
Texas	San Antonio	San Antonio Intl	SAT
Utah	Salt Lake City	Salt Lake City Intl	SLC
Virgin Islands	Charlotte Amalie	Cyril E King	STT
Virgin Islands	Christiansted	Henry E Rohlsen	STX
Virginia	Alexandria	Ronald Reagan Washington National	DCA
Virginia	Herndon	Washington Dulles International	IAD
Virginia	Richmond	Richmond International Airport	RIC
Washington	Seattle	Seattle-Tacoma Intl	SEA
Washington	Spokane	Spokane Intl	GEG
Wisconsin	Milwaukee	General Mitchell International	MKE

3.1   ALTERNATIVES CONSIDERED

For the new departure process, four (4) alternatives were considered (Figure 6). They included the use of a proven off-the-shelf (OTS) technology, the expanded use of TSA and CBP staff, and combinations thereof. Since an existing process and associated infrastructure is already in place for arrivals, all four alternatives include the same modification (i.e., the installation of an existing OTS technology) to the arrival process. It was determined that this modification to the arrival process would best meet the stated purpose and need for the Proposed Action.

3.1.1 Alternative 1

For departures, Alternative 1 will require departing NIV travelers to be screened at the air carrier ticket counter prior to passing through the TSA security checkpoint. Alternative 1 was evaluated based on the factors and criteria stipulated in Table 3 as well as for the potential to result in significant impacts on the natural, physical, and social environment. Alternative 1 would require the air carrier to modify their check-in process and require non-governmental personnel to administer the NIV departure process.

Because Alternative 1 would process NIV travelers prior to the TSA security checkpoint, there is a lower degree of security in that there is no assurance that NIV travelers will proceed through the TSA security checkpoint and enplane. Similarly, the use of non-government airline personnel to assist in the new departure process would also pose an added security risk because these employees have not been cleared through a government security process. Additionally, the cost to implement this alternative would require a negotiated agreement with international air carriers. As such, it is highly likely that such negotiations would exceed the acceptable timeframe in which to deploy the Proposed Action. Alternative 1 would also require the air carriers to modify space within their check-in area to facilitate the OTS technology in addition to the possibility of having to increase staff to process NIVs. For these reasons, Alternative 1 was not identified as the Preferred Alternative.

For arrivals, Alternative 1 will include the collection of fingerprint scans and a photograph for all NIVs. This additional process will require the installation of infrastructure (a small box measuring approximately 6x6x2-inches and a digital camera) at each existing inspection booth. The average processing time will not increase because biometric data will be collected concurrently with the biographical information already captured through the CBP arrival inspection process. A pilot test of the new entry process is planned prior to full deployment in order to test the new system and verify that the average processing time will not exceed the current baseline condition of 60 seconds.

3.1.2 Alternative 2

For departures, Alternative 2 will require departing NIVs to be screened at the TSA security checkpoint. This will require TSA staff to conduct a security screening and identify NIVs through a document scan. NIVs would then be directed to a US-VISIT processing area where biometrics would be taken and checked against database information. Alternative 2 was evaluated based on the factors and criteria stipulated in Table 3 as well as for the potential to result in significant impacts on the natural, physical, and social environment. Unlike Alternative 1, Alternative 2 would require NIVs to pass through the TSA security checkpoint, thus, providing an increased confidence level that the traveler will depart the U.S. Alternative 2 would meet an acceptable timeframe and utilize OTS technology. However, Alternative 2 would require TSA to increase staffing at the security checkpoint and modify existing protocols and procedures. The deployment of the workstations within

this area could result in delays for processing the traveling public through the TSA security checkpoint, which could result in rescheduling air carrier departure flight times due to increased wait times. Alternative 2 was not selected as the Preferred Alternative due to the requirement for additional TSA staff (increased costs), potential increased wait times to the traveling public, and the deployment of OTS technology in an area that is inherently space-limited.

For arrivals, Alternative 2 will be similar to Alternative 1, which will include the collection of fingerprint scans and a photograph for all NIVs. This additional process will require the installation of infrastructure (a small box measuring approximately 6x6x2-inches and a digital camera) at each existing inspection booth. The average processing time will not increase because biometric data will be collected concurrently with the biographical information already captured through the CBP arrival inspection process. A pilot test of the new entry process is planned prior to full deployment in order to test the new system and verify that the average processing time will not exceed the current baseline condition of 60 seconds.

3.1.3 Alternative 3

Alternative 3 will include the deployment of self-service workstations beyond TSA's security checkpoint toward the departure gate. Alternative 3 is self-service in that the NIV traveler is not required to use the workstation prior to departure. However, when returning to the U.S., the traveler will be identified as an individual who did not use the workstation when departing the U.S. on their previous visit. The information to be captured at the self-service workstations for NIVs will include biographical data and fingerprints. Alternative 3 will include the deployment of contracted US-VISIT attendants who will be available in the vicinity of the workstations to assist NIV travelers in utilizing the workstation and understanding the departure process. The presence of the attendants is intended to make the process easier for the traveler and expedite processing time. Alternative 3 was also evaluated based on the factors and criteria stipulated in Table 3 as well as for the potential to result in significant impacts on the natural, physical, and social environment. Similar to Alternative 2, Alternative 3 will provide an acceptable level of security, while not requiring new technology and additional TSA staff to administer the process. Alternative 3 would also meet an acceptable timeframe and result in lower deployment costs to that of Alternatives 1, 2, and 4. The workstations will be deployed in such a manner so as to minimize disruption to non-NIV pedestrian flow. The cost to contract US-VISIT attendants and deploy/maintain workstations will be within acceptable spending limits.

For arrivals, Alternative 3 will include the collection of fingerprint scans and a photograph for all NIVs. This additional process will require the installation of infrastructure (a small box measuring approximately 6x6x2-inches and a digital camera) at each existing inspection booth. The average processing time will not increase because biometric data will be collected concurrently with the biographical information already captured through the CBP arrival inspection process. A pilot test of the new entry process is planned prior to full deployment in order to test the new system and verify that the average processing time will not exceed the current baseline condition of 60 seconds.

Through consultation with TSA, CBP, and analysis of potential impacts to the traveling public and airport operations, it was decided that Alternative 3, which will use a proven OTS technology at new workstations coupled with US-VISIT attendants, will best meet the stated purpose and need for the Proposed Action with respect to NIV arrival and exit control. Alternative 3 provides a non-intrusive method to collect and verify NIV information upon arrival and departure from the U.S. while minimizing impacts on airport operations and the traveling public.
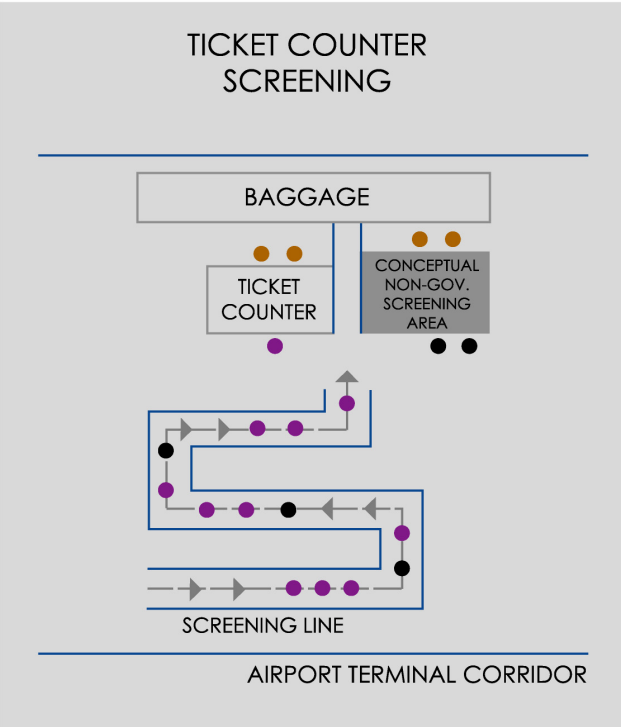
3.1.4 Alternative 4

Alternative 4 proposes to conduct NIV screening at the departure gate. Under this alternative, airline personnel at each departure gate would identify NIVs by a manual passport check. Non-immigrant visa holders would then be directed to an area where TSA staff would collect biometric information and deliver it to a US-VISIT system. Alternative 4 was also evaluated based on the factors and criteria stipulated in Table 3 as well as for the potential to result in significant impacts on the natural, physical, and social environment. Similar to Alternatives 2 and 3, Alternative 4 would provide an acceptable level of security and meet an acceptable timeframe. However, similar to Alternative 2, Alternative 4 would cost more to deploy and require the addition of TSA security staff to administer the NIV departure process in a space-limited area. Additionally, because there is an added requirement to manually collect data at the departure gate prior to departing flights, there is the potential for flight delays. For these reasons, Alternative 4 was not identified as the Preferred Alternative.
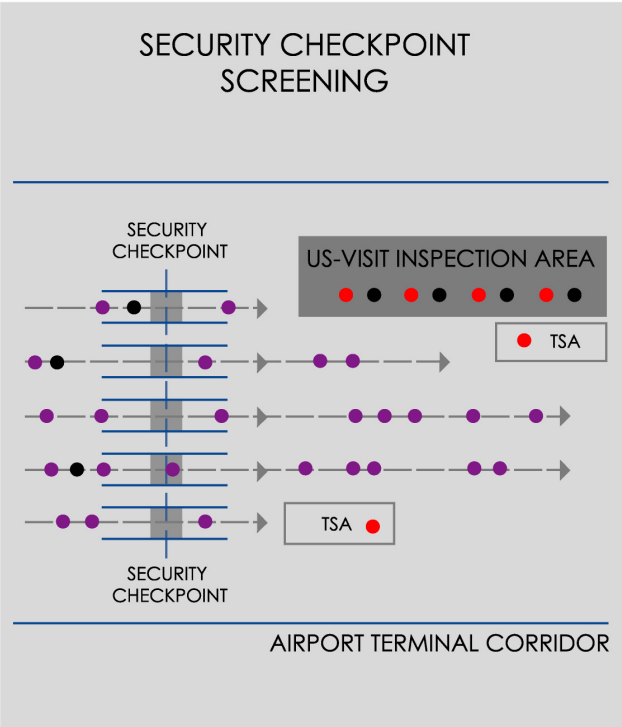
For arrivals, Alternative 4 will include the collection of fingerprint scans and a photograph for all NIVs. This additional process will require the installation of infrastructure (a small box measuring approximately 6x6x2-inches and a digital camera) at each existing inspection booth. The average processing time will not increase because biometric data will be collected concurrently with the biographical information already captured through the CBP arrival inspection process. A pilot test of the new entry process is planned prior to full deployment in order to test the new system and verify that the average processing time will not exceed the current baseline condition of 60 seconds.
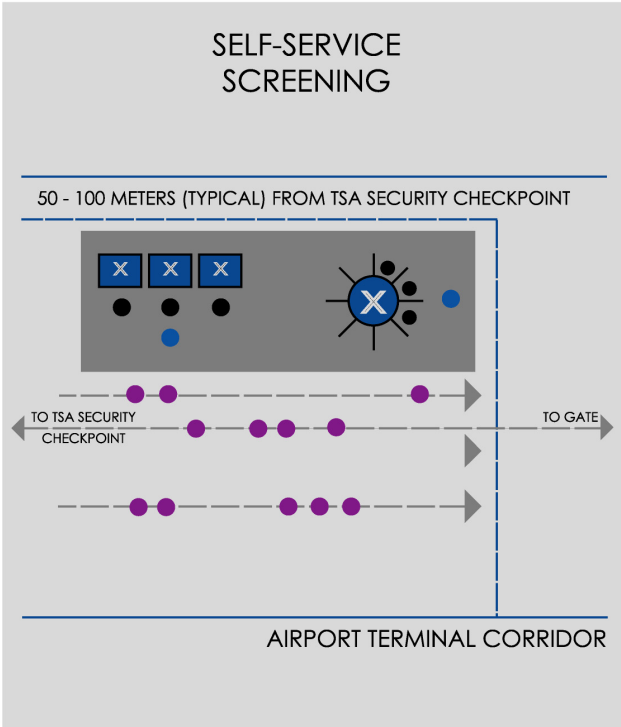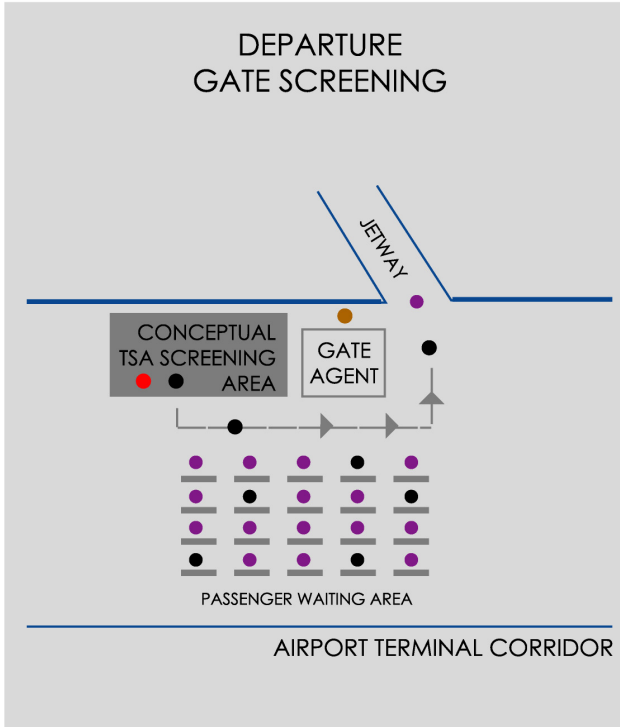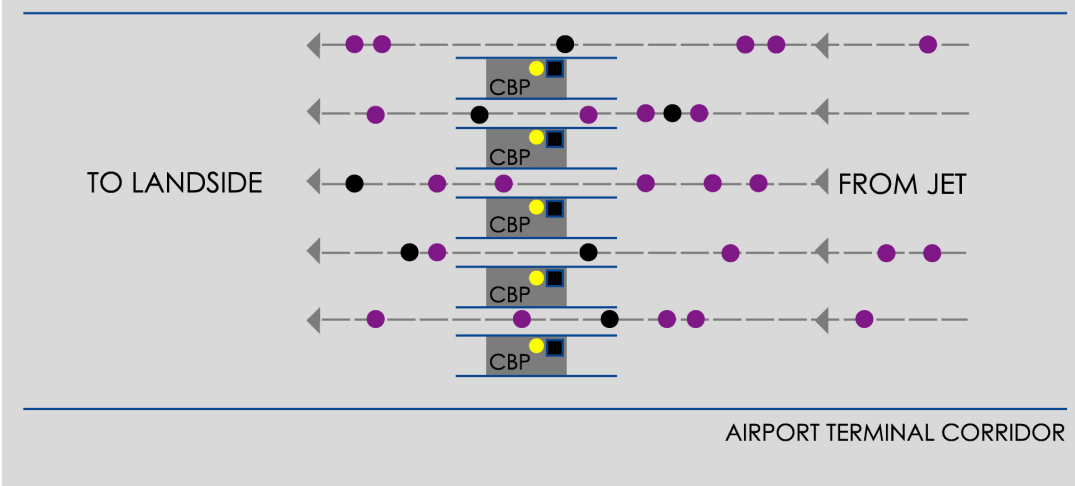
DEPARTURE ALTERNATIVES

ALTERNATIVE 1

TICKET COUNTER SCREENING

BAGGAGE

TICKET COUNTER

CONCEPTUAL NON-GOV. SCREENING AREA

SCREENING LINE

AIRPORT TERMINAL CORRIDOR

ALTERNATIVE 2

SECURITY CHECKPOINT SCREENING

SECURITY CHECKPOINT

US-VISIT INSPECTION AREA

● TSA

TSA ●

SECURITY CHECKPOINT

AIRPORT TERMINAL CORRIDOR

ALTERNATIVE 3

SELF-SERVICE SCREENING

50 - 100 METERS (TYPICAL) FROM TSA SECURITY CHECKPOINT

TO TSA SECURITY CHECKPOINT

TO GATE

AIRPORT TERMINAL CORRIDOR

ALTERNATIVE 4

DEPARTURE GATE SCREENING

JETWAY

CONCEPTUAL TSA SCREENING AREA

GATE AGENT

PASSENGER WAITING AREA

AIRPORT TERMINAL CORRIDOR

ARRIVAL ALTERNATIVE

CUSTOMS & BORDER PROTECTION

TO LANDSIDE

CBP
CBP
CBP
CBP
CBP

FROM JET

AIRPORT TERMINAL CORRIDOR

LEGEND

⊠ WORKSTATION	● CUSTOMS & BORDER PROTECTION STAFF
■ CONCEPTUAL DEPLOYED BIOMETRIC EXISTING TECHNOLOGY	● TRANSPORTATION SECURITY ADMINISTRATION
● US-VISIT ATTENDANT	● NON IMMIGRANT VISA HOLDERS
● OTHER TRAVELERS	● NON-GOVERNMENTAL EMPLOYEE

Homeland Security

US-VISIT

NOTES:
1. DRAWING NOT TO SCALE
2. CONCEPTUAL (NOT FOR PLANNING/DESIGN PURPOSES)

FIGURE 6
DEPARTURE AND ARRIVAL ALTERNATIVES

THIS PAGE INTENTIONALLY LEFT BLANK.

TABLE 3
ASSESSMENT OF PROJECT ALTERNATIVES BY US-VISIT DEPLOYMENT FACTORS AND CRITERIA

Factor/Criteria	Alternative 1 Ticket Counter Screening – Non-Governmental	Alternative 2 TSA Security Checkpoint	Alternative 3[*] Self-Service – US-VISIT Contract Support	Alternative 4 Departure Gate Screening - TSA
Cost[1]	Marginal[6]	Marginal	Acceptable	Marginal
Space[2]	Marginal	Marginal	Acceptable	Marginal
Staffing[3]	Marginal	Marginal	Acceptable	Marginal
Security[4]	Marginal	Acceptable	Acceptable	Acceptable
Technology[5]	Acceptable[7]	Acceptable	Acceptable	Acceptable

[1]US-VISIT funding is limited to those funds appropriated by Congress on an annual basis.

[2]Space at the airports is inherently limited. The allocation of suitable space to deploy the OTS technology will be evaluated and negotiated on a site-by-site basis.

[3]US-VISIT's ability to hire additional government personnel in an acceptable timeframe is constrained by Congressional funding and time.

[4]For deployment purposes, security is defined as the ability to accurately acquire biographic and biometric data.

[5]Congressional Mandate of December 31, 2003 has limited the time available to develop and deploy technology.

[6]Marginal: An assessment score that does not adequately meet the stated purpose and need for the Proposed Action.

[7]Acceptable: An assessment score that meets the stated purpose and need for the Proposed Action.

[*]Preferred Alternative

3.2   THE PREFERRED ALTERNATIVE

All of the alternatives evaluated in this EA would have similar impacts on the natural, physical, and social environments. Therefore, the selection of a Preferred Alternative was based on each alternative's capacity to fulfill the purpose and need for the Proposed Action. That basis is summarized in Table 3. Alternative 3 was selected as the Preferred Alternative because it best achieves the stated purpose and need for the Proposed Action.

The Preferred Alternative provides, to the extent practicable, a non-intrusive method to collect and verify NIV information upon arrival and departure from the U.S. For departure, the Preferred Alternative will include the deployment of self-service workstations (beyond the TSA security checkpoint) at the previously described 80 U.S. airports with international departure flights (Figure 2).

The Transportation Security Administration (TSA) will be the agency within DHS assisting the US-VISIT Program with the implementation of this action to collect information from departing NIVs. The information to be captured at the self-service workstations will include biographical data and fingerprints. The processing time is expected to be one minute per traveler. US-VISIT attendants will be available in the vicinity of the workstations to assist travelers in utilizing the technology and understanding the departure process. The presence of the attendants is intended to make the process easier for the traveler and expedite processing time.

For arrival, the Preferred Alternative will include the collection of fingerprint scans and a photograph at 115 airports for all NIVs (Figure 1). This additional process will require the installation of nominal infrastructure (a small box measuring approximately 6x6x2-inches and a digital camera) at each existing inspection booth. The processing time to capture this additional data is not expected to increase the average processing time of a passenger upon arrival to the U.S. A pilot test of the new entry process is planned prior to full deployment in order to test the new system and verify that the average processing time will not exceed the current baseline condition of one minute. The U.S. Customs and Border Protection (CBP) will be the agency within DHS executing this US-VISIT function and will be integrated into CBP's current inspection duties at the airports.

The Preferred Alternative will provide the US-VISIT program a means to collect and verify visa holder identities. Through its deployment, the US-VISIT Program will have the capability to collect biometrics, confirm the identity of NIV travelers, and provide the necessary data to search against both a biographical and biometric watch list. This data will help to prevent document fraud, identity theft, and unauthorized travelers from entering or remaining illegally in the U.S.

3.3   THE NO ACTION ALTERNATIVE

Under this alternative, the processing of NIVs would not occur at the 80 departure airports and additional processing including the collection of biometrics would not occur at the 115 arrival airports. The existing processes would remain in place and additional data regarding the status of foreign nationals into and out of the U.S. would not be collected. The absence of this data would continue to make it more difficult for DHS to identify the location of foreign nationals who present a potential security risk to the U.S. This alternative therefore does not satisfy the purpose and need of the Proposed Action nor the underlying legal requirements mandated by federal law (IIRIRA, DMIA, Visa Waiver Permanent Program Act, USA PATRIOT Act, Enhanced Border Security and Visa Entry Reform Act). Although the No Action Alternative is not considered a viable alternative, it provides an environmental baseline against which impacts of the Proposed Action (and alternatives) will be compared (40 CFR 1502.14[d]).

4.0 AFFECTED ENVIRONMENT AND CONSEQUENCES

Evaluations were conducted to identify the degree of impact (if any) that the No Action and the Preferred Alternative would have on the natural, physical and socio-economic environments. Table 4 provides a summary of potential impacts to the social, natural, and physical environs as a result of the No Action Alternative, Alternatives considered, and the Preferred Alternative (Alternative 3). Although the No Action Alternative is not considered a viable alternative, it provides an environmental baseline against which impacts of the Proposed Action (and alternatives) will be compared (40 CFR 1502.14[d]).

US-VISIT has determined that approximately 700 workstations would be required to facilitate processing NIV travelers for exiting the 80 departure airports. This determination is based on a US-VISIT wait time model that resulted in acceptable peak wait times for workstation processing while minimizing disruptions to NIV travelers and connecting flights. The wait time model evaluated a number of factors such as:

- Official Airline Guide Schedules;
- Time of day of each departure;
- Seats per departure;
- NIV passenger load factors based on ADIS arrival data for May/June 2003; and
- Airlines and flights allocated to terminals and concourses.

The wait time model predicted the number of workstations to be deployed such that there would be no more than a five to ten minute processing/queuing wait time during peak international travel periods. It is also anticipated that there will be no queues during average or low volume periods. To achieve this, the deployment of the workstations will be on a site-by-site basis that provides suitable processing time based on airport-specific flight schedules, terminal-specific constraints, and pedestrian flow.

Currently, all international travelers are suggested to arrive at an airport two hours prior to departure. The additional processing time will not impact NIV travelers that are departing directly from an airport. It is anticipated that there may be a minimal impact on NIV travelers that would utilize the workstations between connecting flights. Although workstation locations will be determined on a site-by-site basis, US-VISIT will attempt to mitigate potential impacts to connecting passengers through strategic placement of the workstations, appropriate signage, and processing assistance with US-VISIT attendants. Any such delays will be minimized through the assistance of contracted US-VISIT attendants who will be available in the vicinity of the workstations to assist NIV travelers in utilizing the workstation and understanding the departure process.

The Proposed Action will be implemented within the confines of a secure area within each airport's air-side terminal. For exit control, the Proposed Action will require the installation of workstations between the TSA security checkpoint and the departure gates. For arrival, the Proposed Action will require the installation of a small box (to collect biometric data) within an existing inspection booth. The workstations will be Americans with Disabilities Act (ADA) compliant and Energy Star compliant. The maximum amperes used by a workstation will be approximately 3.1 amperes and the material used to house the technology will be supplied by a fabricator that is in compliance with Federal and state environmental regulations and permitting.

There are four airport structures listed in the National Register of Historic Places (NRHP): Newark Metropolitan Airport Building; Albuquerque Municipal Airport Building; Rhode Island State Airport Terminal; and the Washington National Airport Terminal and South Hangar Line. In addition to the airports listed in the NRHP, there are also additional airports that are recommended as eligible for listing in the NRHP. DHS has determined that the associated equipment and construction activities necessary to implement the Proposed Action will have no potential to affect listed or potentially eligible properties because the manner in which the self-service work stations at international arrival and departure airports will be installed will not involve ground disturbance or modifications to existing structures.

The deployment, installation, and maintenance requirements necessary to implement the Proposed Action will have no permanent impact on: land use patterns; local or regional plans; zoning; residential, commercial, or community services; children, low-income, and minority populations; socioeconomics; air, noise, cultural resources; vegetation and wildlife; waters of the U.S. including wetlands; threatened and endangered species; floodways and floodplains; or hazardous waste sites (Table 4).

However, there is the possibility of temporary impacts on airport utilities or leaseholders (e.g., retail shops) due to the necessary placement of the workstations between the security checkpoint and the departing gate. The installation of the technology will require power from the existing electrical network. Integrating the system into each airport's electrical grid will result in minor (both in time and space) disruptions. In addition to power requirements, the Preferred Alternative may require the installation of cable in public areas. This would result in a temporary impact to pedestrian flow. The temporary impacts described above will be minimized by limiting construction activities to low/no traffic periods on an airport-by-airport basis. Similarly, potential impacts to leaseholders are airport-specific and will be addressed by US-VISIT. Coordination with potentially affected leaseholders will be accomplished through cooperation with the appropriate airport management authorities.

4.1 CUMULATIVE IMPACTS

The regulatory guidelines for the implementation of NEPA (Environmental Quality Improvement Act of 1970, as amended; 42 U.S.C. 4371 et seq.; sec. 309 of the Clean Air Act, as amended; 42 U.S.C. 7609; and E.O. 11514, March 5, 1970, as amended by E.O. 11991, May 24, 1977) define cumulative impact as the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions (40 CFR 1508.7). Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

The deployment of US-VISIT technology at sea ports of entry is a reasonably foreseeable action that must be considered in an analysis of cumulative impacts. Since the proposed action is not expected to adversely impact any of the associated ecosystems and will have only temporary and insignificant impacts on utilities, no incremental impacts to the associated ecosystem or resources is anticipated. The temporary impacts on utilities and the possible impacts to leaseholders are restricted to the airport environment and should not result in additive or cumulative impacts when considered in light of a future deployment at sea ports of entry.

A future deployment of US-VISIT at land ports of entry is also anticipated. However, this effort is in the preliminary planning stages and therefore insufficient information is available regarding the proposed action at land ports to support a meaningful analysis of potential cumulative impacts. Given the absence of significant impacts as a result of the proposed action at airports as well as the difference in location of many of the associated land ports of entry, it is expected that no cumulative impacts would result as it relates to a future deployment at land ports of entry.

US-VISIT has concluded that neither the Proposed Action nor the Preferred Alternative will result in cumulative impacts. Although US-VISIT will be modifying entry and exit procedures at the nation's sea and land ports of entry, there will be no incremental impacts as a result of the Proposed Action at airports. This conclusion is based on the lack of significant direct or indirect impacts on the environment and airport operations. Thus, the Proposed Action will not result in incremental impacts such that there would be a condition whereby individually minor but collectively significant impacts would result in a significant measurable impact nationwide. An assessment of the other port environments will be undertaken as required.

5.0 CONCLUSIONS

This Environmental Assessment (EA) evaluated the impact on the social, natural, and physical environs as a result of implementing the proposed interim business process and associated technology. In summary, DHS has determined that the Proposed Action will not result in significant direct, indirect, temporary, or cumulative impacts to the environment.

TABLE 4
SUMMARY OF POTENTIAL PROJECT ALTERNATIVE IMPACTS BY RESOURCE CLASS

Issue	ALTERNATIVES				
	1	2	3 (Preferred)	4	
	No Action	Ticket Counter Screening – Non-Governmental	TSA Security Checkpoint	Self-Service – US-VISIT Contract Support	Departure Gate Screening - TSA
Land Use:	No Impact	No Impact	No Impact	No Impact	No Impact
Environmental Justice and Protection of Children:	No Impact	No Impact	No Impact	No Impact	No Impact
Socioeconomics:	No Impact	No Impact	No Impact	No Impact	No Impact
Aesthetics And Visual Resources:	No Impact	No Impact	No Impact	No Impact	No Impact
Native American Resources:	No Impact	No Impact	No Impact	No Impact	No Impact
Relocations Residences: Community Facilities And Services: Businesses:	No Impact No Impact No Impact	No Impact No Impact Temporary Impact	No Impact No Impact Temporary Impact	No Impact No Impact Temporary Impact	No Impact No Impact Temporary Impact
Cultural Resources Architectural: Archaeological:	No Potential To Cause Effects	No Potential To Cause Effects	No Potential To Cause Effects	No Potential To Cause Effects	No Potential To Cause Effects
Air Quality:	No Impact	No Impact	No Impact	No Impact	No Impact
Noise:	No Impact	No Impact	No Impact	No Impact	No Impact
Threatened and Endangered Species:	No Potential To Effect	No Potential To Effect	No Potential To Effect	No Potential To Effect	No Potential To Effect
Wetland Impacts:	No Impact	No Impact	No Impact	No Impact	No Impact
Surface and Ground Water:	No Impact	No Impact	No Impact	No Impact	No Impact
Floodplain Encroachments:	No Impact	No Impact	No Impact	No Impact	No Impact
Hazardous Waste And Toxic Substances:	No Impact	No Impact	No Impact	No Impact	No Impact
Utilities:	No Impact	Potential Temporary Impact	Potential Temporary Impact	Potential Temporary Impact	Potential Temporary Impact
Cumulative Impacts:	No Incremental Impacts	No Incremental Impacts	No Incremental Impacts	No Incremental Impacts	No Incremental Impacts

6.0 LIST OF PREPARERS

PREPARER	COMPANY	QUALIFICATIONS
Mr. Manuel M. Rodriguez	DHS US-VISIT Facilities	Director US-VISIT Facilities & Engineering B.S. Industrial Engineering with over 23 years experience in Facilities and Engineering Planning.
Ms. Lisa J. Mahoney	DHS US-VISIT Facilities	Environmental Program Manager B.S. in Ecology, J.D., and M.S. in Environmental Law with 8 years experience in environmental studies and NEPA.
Mr. Russell R. D'Hondt	DHS US-VISIT Facilities	Environmental Program Manager BPS Environmental & Safety Administration, MPA, REM Border Security Enhancement Program Over 15 years Environmental and Project Management experience.
Mr. David McFayden	Michael Baker Jr., Inc.	Director of Environmental Services B.Eng. in Chemical Engineering with 16 years experience in environmental compliance, remediation, NEPA and aviation environmental issues.
Mr. Laurence D. Gale	Michael Baker Jr., Inc.	Environmental Manager M.S. in Marine Biology with over 15 years experience in NEPA and environmental studies.
Ms. Lisa Folb	Michael Baker Jr., Inc.	Cultural Resource Manager M.A. in Anthropology with 13 years experience in cultural resource analysis and documentation.
Mr. Jeffery P. Tepsic	Michael Baker Jr., Inc.	Environmental Manager M.S. in both Environmental Analysis and Policy and Public Management with over 15 years experience in environmental resource analyses and documentation.

7.0 DISTRIBUTION LIST

FEDERAL AGENCIES

DEPARTMENT OF HOMELAND SECURITY

Mr. Donald Bathurst
Under Secretary for Management
Department of Homeland Security
Administrative Services
245 Murray Drive, Building 410
Washington, DC 20528

Mr. Bill McGovern
Environmental Manager
Department of Homeland Security
Office of Safety and Environment
301 7th Street SW
Washington, DC 20528

US-VISIT PROGRAM

Mr. James L. Williams
Director
US-VISIT Program Management Office
425 I Street, NW Room 5237
Washington, DC 20536

Mr. Robert Mocny
Deputy Director
US-VISIT Program Management Office
425 I Street, NW Room 5237
Washington, DC 20536

Ms. Elizabeth Gaffin
Legal Counsel
US-VISIT Program Management Office
425 I Street, NW Room 5237
Washington, DC 20536

Mr. John Neal Latta
Deputy IDENT Program Manager
US-VISIT Program Management Office
425 I Street, NW Room 7228
Washington, DC 20536

Ms. Patrice Ward
Increment 1 Exit Manager
US-VISIT Program Management Office
425 I Street, NW Room 5237
Washington, DC 20536

Mr. Troy Potter
Increment 1 Technical Lead
US-VISIT Program Management Office
425 I Street, NW Room 5237
Washington, DC 20536

Mr. Shonnie Lyon
Increment 1 Manager
US-VISIT Program Management Office
425 I Street, NW Room 5237
Washington, DC 20536

U.S. CUSTOMS AND BORDER PROTECTION
Ms. Colleen Manaher
Supervisor - Passenger Operations, US-VISIT Liaison
U.S. Customs and Border Protection
1300 Pennsylvania Avenue N.W. Room 5.5 C
Washington, DC 20229

Ms. Elizabeth Tritt
Program Manager
U.S. Customs and Border Protection
1300 Pennsylvania Avenue NW Room 5.4D
Washington, DC 20229

Mr. Phlemon T. Wright, Jr.,
Executive Director CBP/US-VISIT
U.S. Customs and Border Protection
1525 Wilson Blvd. Suite 425
Arlington, VA. 22209

TRANSPORTATION SECURITY ADMINISTRATION
Mr. Gregg Hawrylko
TSA Program Manager, US-VISIT Line of Business
Transportation Security Administration
TSA Headquarters
701 S. 12th Street, 664N
Arlington, VA 22202

Mr. Jay Goyal,
TSA Program Manager, Air Exit
Transportation Security Administration
TSA Headquarters
701 South 12th Street
TSA-9 1154N
Arlington, VA 22202

GENERAL SERVICES ADMINISTRATION
Mr. Paul Chistolini
Deputy Commissioner, Public Buildings Service
U.S. General Services Administration
1800 F Street, NW
Room 6340
Washington, DC 20405

Mr. James L. Oberg
Program Executive
U.S. General Services Administration
Rocky Mountain Region (8PF-N)
Building 41, Room 275
Denver Federal Center
Denver, CO 80225

Ms. Wendy Liebl
Land Realty Specialist
U.S. General Services Administration
Office of Realty Services
1800 F St, NW
Washington, DC 20405

DEPARTMENT OF TRANSPORTATION
Mr. James J. Zok
Associate Administrator for Financial Approvals and Cargo Preference
U.S. Dept of Transportation, Maritime Administration
400 Seventh St., SW
Room 8114
Washington, D.C. 20590

FEDERAL AVIATION ADMINISTRATION
Mr. Ralph Thompson
Community and Environmental Needs Manager
Federal Aviation Administration - Airports
800 Independence Avenue SW
Washington, DC 20591

FEDERAL HIGHWAY ADMINISTRATION
Ms. Jill Hochman
Director of Interstate & Border Planning
Federal Highways Administration
400 7th Street, SW
Room 3301
Washington, DC 20590

OFFICE OF FINANCE
Ms. Renee Smoot
Executive Director of Asset Management
Office of Finance
1300 Pennsylvania Ave, NW
Room 3.5B
Washington, DC 20229

ORGANIZATIONS AND TRADE GROUPS

Mr. Charles Barclay
President
American Association of Airport Executives
601 Madison Street
Alexandria, VA 22314

Mr. David Z. Plavin
President
Airports Council International - North America
1775 K Street, NW - Suite 500
Washington, DC 20004

Ms. Dawn Lucini
Senior Manager, Regulatory Affairs
Airports Council International - North America
1775 K Street, NW - Suite 500
Washington, DC 20004

Ms. Barbara Kostuk
Director, Federal Affairs & Facilitation
Air Transport Association of America
1301 Pennsylvania Avenue, N.W. Suite 1100
Washington, DC 20004

Mr. James C. May
President and CEO
Air Transport Association
1301 Pennsylvania Avenue, NW Suite 1100
Washington, DC 20004