

**FACT SHEET - CONSTRUCTION  
CALEXICO WEST U.S. LAND PORT OF ENTRY PHASE II  
CALEXICO, CA**

Congressional District:

51

**FY 2017 Project Summary**

The General Services Administration (GSA) requests funding to undertake Phase II of a two-phase construction project for the reconfiguration and expansion of the existing land port of entry (LPOE) in downtown Calexico, CA. The project includes new pedestrian processing and privately owned vehicle (POV) inspection facilities, a new head house to provide supervision and services to the non-commercial vehicle inspection area, new administration offices, and a parking structure. The expanded facilities will occupy both the existing inspection compound and the site of the former commercial inspection facility, decommissioned in 1996 when commercial traffic was redirected to the newly completed LPOE six miles east of downtown Calexico.

**FY 2017 Appropriation Requested**

**(Phase II Construction and Management & Inspection) ..... \$248,213,000<sup>1</sup>**

**Overview of Project**

The existing LPOE is a pedestrian and vehicle inspection facility constructed in 1974. It comprises a main building and a decommissioned commercial inspection building. The project includes the creation of new pedestrian and POV inspection facilities and expansion of the port onto the site of the former commercial inspection facility. The commercial inspection operation was moved to Calexico East in 1996. POV inspection facilities will include expanded northbound inspection lanes, new southbound inspection lanes, and a parking structure. There will be new administration space, a new head house and design guide-mandated secondary inspection stations serving both northbound and southbound traffic. The project will be constructed in two phases.

<sup>1</sup> GSA has worked closely with the Department of Homeland Security program offices responsible for developing and implementing security technology at LPOEs. These programs include United States Visitor and Immigrant Status Indicator Technology (US-VISIT), Radiation Portal Monitors (RPMs) and Advanced Spectroscopic Portal (ASP) monitors, and Land Border Integration [formerly Western Hemisphere Travel Initiative (WHTI)] and Non-Intrusive Inspection (NII), Outbound Inspection and Port Hardening/Absconder programs. This prospectus contains the funding of infrastructure requirements for each program known at the time of prospectus development since these programs are at various stages of development and implementation. Additional funding by a reimbursable work authorization 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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The first phase included a head house, ten of the project’s northbound POV inspection lanes, all southbound POV inspection lanes with temporary asphalt paving, and a bridge across the New River for southbound POV traffic. The second phase will include the balance of the project, including the remaining northbound POV lanes, southbound POV inspection islands, booths, canopies and concrete paving, an administration building, an employee parking structure, a pedestrian processing building with expanded northbound pedestrian inspection stations, and a photovoltaic generation facility.

**Site Information**

Government-Owned..... 13.5 acres  
To be Acquired ..... 4.3 acres

**Building Area**

Building (including canopies and structured parking)<sup>2</sup> .....333,719 gsf  
Building (excluding canopies and structured parking) .....162,015 gsf  
Outside parking spaces .....79  
Structured parking spaces .....264

<sup>2</sup> GSF in this Fact Sheet was developed from the final construction drawings. It reflects a 2.63 percent increase in total GSF from that listed in Prospectus No. PCA-BSC-CA15 (where square footage was developed from the concept drawings).

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**Project Budget****Site Acquisition**

Site Acquisition (FY 2007) .....	\$2,000,000
Additional Site Acquisition (FY 2010) .....	<u>3,000,000</u>
<b>Total Site Acquisition .....</b>	<b>\$5,000,000</b>

**Design**

Design (FY 2007) .....	\$12,350,000
Additional Design (FY 2010) .....	<u>6,437,000</u>
<b>Total Design .....</b>	<b>\$18,787,000</b>

**Estimated Construction Cost (ECC)**

Phase I .....	\$90,838,000
Phase II .....	<u>240,813,000</u>
<b>Total ECC<sup>3</sup> .....</b>	<b>\$331,651,000</b>

Site Development Costs <sup>4</sup> .....	\$215,595,000
Building Costs (includes inspection canopies) (\$348/gsf) .....	\$116,056,000

**Management and Inspection (M&I)**

Phase I .....	\$7,224,000
Phase II .....	<u>\$7,400,000</u>
<b>Total M&amp;I .....</b>	<b>\$14,624,000</b>

**Estimated Total Project Cost (ETPC)\* .....** **\$370,062,000**

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

<sup>3</sup> ECC is broken into two parts – Site Development Costs and Building Costs.

<sup>4</sup> Site development costs include grading, utilities, paving, extensive fill work for soil stabilization, and demolition of existing facilities.

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**Location**

The site is located at the existing LPOE in Calexico, CA, at 200 First Street.

**Schedule**

	<b>Start</b>	<b>End</b>
<b>Design</b>	FY 2007	FY 2013
<b>Construction</b>		
Phase I	FY 2015	FY 2018
Phase II	FY 2017	FY 2020

**Tenant Agencies**

Department of Homeland Security—Customs and Border Protection, and Immigration and Customs Enforcement; and GSA

**Justification**

On an average day, over 11,000 POVs and nearly 13,000 pedestrians enter the U.S. through this LPOE. The existing facilities are undersized relative to existing traffic loads and obsolete in terms of inspection officer safety and border security. The space required to accommodate modern inspection technologies is not available in the existing facility. When completed, the project will provide the port operation with adequate operational space, reduced traffic congestion, and a safe environment for port employees and visitors.

**Summary of Energy Compliance**

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

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**Prior Appropriations**

<b>Prior Appropriations</b>			
<b>Public Law</b>	<b>Fiscal Year</b>	<b>Amount</b>	<b>Purpose</b>
110-5	2007	\$14,350,000	Site acquisition & design
111-117	2010	\$9,437,000	Additional site acquisition & design
113-235	2015	\$98,062,000	Phase I Construction
<b>Appropriations to Date</b>		<b>\$121,849,000</b>	

**Prior Committee Approvals**

<b>Prior Committee Approvals</b>			
<b>Committee</b>	<b>Date</b>	<b>Amount</b>	<b>Purpose</b>
House T&I	4/5/2006	\$14,350,000	Design = \$12,350,000; Site acquisition = \$2,000,000
Senate EPW	5/23/2006	\$14,350,000	Site Acquisition & Design
House T&I	11/5/2009	\$9,437,000	Additional design = \$6,437,000; additional site acquisition = \$3,000,000
Senate EPW	2/4/2010	\$9,437,000	Additional site acquisition & design
House T&I	12/2/2010	\$274,463,000	Construction = \$246,344,000; M&I = \$28,119,000
Senate EPW	11/30/2010	\$274,463,000	Construction = \$246,344,000; M&I = \$28,119,000
House T&I	07/16/2014	\$85,307,000	Additional Construction of \$85,307,000
Senate EPW	04/28/2015	\$85,307,000	Additional Construction of \$85,307,000
<b>Approvals to Date</b>		<b>\$370,062,000</b>	