

**FACT SHEET - CONSTRUCTION
SAN YSIDRO U.S. LAND PORT OF ENTRY
SAN YSIDRO, CA**

Congressional District: 51

FY2015 Project Summary

The General Services Administration (GSA) is seeking funds to complete design and construction of the reconfiguration and expansion in support of Phase II of the existing U.S. Land Port of Entry (LPOE) facility in San Ysidro, CA.

FY2015 Appropriation Requested

(Design, ECC, M&I) \$216,828,000¹

Overview of Project

The project proposes the reconfiguration and expansion of the existing San Ysidro LPOE facility in three phases.

Phase I expands the capacity of the port to process northbound vehicular traffic and develops a new southbound pedestrian crossing on the east side adjacent to the historic customs house. The work involves the now completed demolition of the administration building that crossed the I-5 freeway, the 24 existing primary inspection booths, and secondary inspection facilities. It also involves construction of 46 new primary inspection booths with new canopy; a new secondary inspection area, which includes the main head house (auto building) and canopy; with development of a new north/south pedestrian facility and adjacent transit facilities on the west side of the port; and an east-west public pedestrian bridge crossing the I-5.

Phase II replaces the northbound processing buildings that were not demolished during the previous phases. Phase II involves the construction of a new administration and pedestrian processing building, a central holding facility and a connection between the pedestrian and auto facilities. All remaining structures other than the historic port building will be demolished. The historic port building and a pedestrian plaza adjacent to the pedestrian processing building will be renovated.

¹ GSA has worked closely with DHS program offices responsible for developing and implementing security technology at the Land Ports of Entry (LPOEs). These programs include United States Visitor and Immigrant Status Indicator Technology (US-VISIT), Radiation Portal Monitors (RPMs), Advanced Spectroscopic Portal (ASPs) monitors, and Land Border Integration (formerly Western Hemisphere Travel Initiative (WHTI), 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 (RWA) may be required to provide for as yet unidentified elements of each of these programs to be implemented at this port.

**FACT SHEET - CONSTRUCTION
SAN YSIDRO U.S. LAND PORT OF ENTRY
SAN YSIDRO, CA**

Congressional District: 51

Phase III creates a new southbound connection to Mexico, with inspection facilities, which will provide 17 additional northbound primary inspection booths. It involves demolition of all structures remaining on existing private and public properties being acquired west

of the existing port and east of the Virginia Avenue site; realignment of the southbound roadway to enter Mexico at the newly completed El Chaparral inspection facility; construction of southbound inspection facilities including canopies; and a covered employee parking structure including sustainability elements necessary for compliance with the Energy Independence and Security Act.

This project will also accommodate the needs of Federal Motor Carrier Safety Administration.

Site Information

Additional Site To Be Acquired² 23 acres

Building Area

Building (including canopies and inside parking) ³	402,754 gsf
Building (excluding canopies and inside parking).....	254,955 gsf
Outside parking spaces	150
Secured outside parking spaces	50
Structured parking spaces	400

² Some of the site has already been purchased.

³ The project may contain a variance in gross square footage from that listed in this prospectus upon measurement and review of design drawings.

**FACT SHEET - CONSTRUCTION
SAN YSIDRO U.S. LAND PORT OF ENTRY
SAN YSIDRO, CA**

Congressional District: 51

Project Budget

Site Acquisition

Site Acquisition (FY2004 and FY 2008).....	\$40,000,000
Additional Site Acquisition (FY2014).....	\$49,000,000
Total Site Acquisition	\$89,000,000

Design and Review

Phase 1 (FY2004 and FY 2008).....	\$15,762,000
Phase 1C (ARRA Funded).....	\$536,000
Phase 2 (FY2008)	\$11,931,000
Phase 2 (FY2015)	\$15,158,000
Phase 3 (FY2008)	\$8,847,000
Phase 3 (FY2014)	\$7,500,000
Total Design and Review	\$59,734,000

Estimated Construction Cost (ECC)

Phase 1 (FY2008 and FY2009).....	\$204,706,000
Phase 1C (ARRA Funded).....	\$4,894,000
Phase 2 (FY2015)	\$187,050,000
Phase 3 (Reprogram).....	\$97,700,000
Phase 3 (FY2014)	\$58,800,000
Total ECC⁴	\$553,150,000

Site Development Costs ⁵	\$226,080,000
Building Costs (includes inspection canopies) (\$813/gsf).....	\$327,070,000
(ECC for Phase 2 includes \$18.4 million for Federal Motor Carrier Safety Administration facilities at San Ysidro)	

Management and Inspection (M&I)

Phase 1 (FY2008 and FY2009).....	\$11,054,000
Phase 1C (ARRA Funded).....	\$613,000
Phase 2 (FY2015)	\$14,620,000
Phase 3 (FY2014)	\$13,000,000
Total M&I.....	\$39,287,000

Estimated Total Project Cost (ETPC)*.....\$741,171,000

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

⁴ ECC is broken into two parts – Site Development Costs and Building Cost.

⁵ Site Development costs include grading, utilities, paving and demolition of existing facilities.

**FACT SHEET - CONSTRUCTION
SAN YSIDRO U.S. LAND PORT OF ENTRY
SAN YSIDRO, CA**

Congressional District: 51

FY2015 Appropriation Requested

(Design, ECC, M&I) \$216,828,000⁶

Location

The site is located in San Diego, California, at 701 E San Ysidro Boulevard.

Schedule

Design	FY2007	FY2016
Ph 1	FY2007	FY2009
Ph 2	FY2015	FY2016
Ph 3	FY2014	FY2015
Construction	FY2010	FY2019
Ph 1	FY2010	FY2014
Ph 2	FY2015	FY2018
Ph 3	FY2014	FY2016

Tenant Agencies

DHS - Customs and Border Protection; DHS - Immigration and Customs Enforcement; Fish and Wildlife; Joint Use; and GSA.

⁶ GSA has worked closely with DHS program offices responsible for developing and implementing security technology at the Land Ports of Entry (LPOEs). These programs include United States Visitor and Immigrant Status Indicator Technology (US-VISIT), Radiation Portal Monitors (RPMs), Advanced Spectroscopic Portal (ASPs) monitors, and Land Border Integration (formerly Western Hemisphere Travel Initiative (WHTI), 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 (RWA) may be required to provide for as yet unidentified elements of each of these programs to be implemented at this port.

**FACT SHEET - CONSTRUCTION
SAN YSIDRO U.S. LAND PORT OF ENTRY
SAN YSIDRO, CA**

Congressional District: 51

Justification

The current facility, constructed in 1973, no longer effectively supports the CBP facilitation and enforcement missions. It is unsafe, undersized, outdated, unhealthy and unsightly. It does not adequately support CBP's unified organization or other key programs (U.S. VISIT). Public safety needs to be addressed due to the lack of circulation separation between suspected offenders and the traveling public, while federal employee safety also needs to be addressed to relocate office space from directly above public traffic lanes. The facility is unable to process visitors in a timely manner as is and process times will worsen as passenger and pedestrian volumes are projected to grow significantly during the coming years. Currently, northbound vehicle wait times are routinely 45 minutes and can reach up to two hours during peak traffic periods.

The proposed expansion and configuration will improve throughput of pedestrian and non-commercial traffic and help improve officer safety. With its huge traffic volume and high seizure, arrest and apprehension rates, San Ysidro is CBP's highest priority for new construction funding and represents the best opportunity at an LPOE to reduce threats to the nation while facilitating legitimate travel. Since submittal of the FY2009 prospectus, local real estate values have increased significantly, customer space requirements have increased, and escalation in costs over time have resulted in substantial upward revision of the project budget. Phase II is being completed after Phase III in order to provide connection (part of Phase III scope) to Mexico's newly completed El Chaparral inspection facility.

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. GSA encourages design opportunities to increase energy and water efficiency above the minimum performance criteria.

**FACT SHEET - CONSTRUCTION
SAN YSIDRO U.S. LAND PORT OF ENTRY
SAN YSIDRO, CA**

Congressional District: 51

Prior Appropriations

San Ysidro Land Port of Entry Prior Appropriations			
Public Law	Fiscal Year	Amount	Purpose
108-199	2004	\$34,211,000	Site, relocation, design
110-161	2008	\$37,742,000	Additional Site acquisition and relocation, additional design, M&I, and construction
110-161	2008	\$161,437,000 (Emergency Designation)	
111-8	2009	\$58,910,000	Additional Phase I ECC and M&I
111-5	2009 (ARRA)	\$6,043,000	Phase I construction
Reprogram	2014	\$97,700,000	Portion of Phase III construction
113-76	2014	\$128,300,000	Phase III additional site, design, ECC, and M&I)
Appropriations to Date		\$524,343,000	

**FACT SHEET - CONSTRUCTION
SAN YSIDRO U.S. LAND PORT OF ENTRY
SAN YSIDRO, CA**

Congressional District: 51

Prior Committee Approvals

San Ysidro Land Port of Entry Prior Committee Approvals			
Committee	Date	Amount	Purpose
House T & I	7/23/2003	\$34,211,000	Site and relocation = \$25,630,000; Design = \$8,581,000
Senate EPW	7/30/2003	\$34,211,000	Site and relocation = \$25,630,000; Design = \$8,581,000
House T & I	5/23/2007	\$37,742,000	Additional Site/relocation= 8,670,000; Additional Design = \$14,822,000; M&I = \$935,000; Construction = \$13,315,000; 300-space parking garage
Senate EPW	9/20/2007	\$37,742,000	Additional Site/relocation = 8,670,000; Additional Design = \$14,822,000; M&I = \$935,000; Construction = \$13,315,000; 300-space parking garage
House T & I	9/24/2008	\$343,323,000	M&I = \$17,590,000; Construction = \$325,733,000
Senate EPW	5/21/2008	\$343,323,000	M&I = \$17,590,000; Construction = \$325,733,000
House T & I	2/11/14	\$149,087,000	Site = \$49,000,000 Design = \$22,000,000 ECC = \$65,659,000 M&I = \$12,428,000
Senate EPW	Pending Committee approval	\$149,087,000	Site = \$49,000,000 Design = \$22,000,000 ECC = \$65,659,000 M&I = \$12,428,000
Approvals to Date⁷		\$564,363,000⁸	

⁷ Approvals to Date include \$161,437,000 funded in 2008 via Emergency Designation; \$6,043,000 via ARRA in 2009; approval for each is inherent in the applicable public law.

⁸ The funding requested in this Fact Sheet reflects a 1.27% increase in project costs from the FY 2014 approved amount, within the 10% allowable increase threshold.