

**PROSPECTUS – CONSTRUCTION  
OTAY MESA U.S. LAND PORT OF ENTRY  
SAN DIEGO, CA**

Prospectus Number: PCA-BSC-SA18  
Congressional District: CA51

**FY 2018 Project Summary**

The General Services Administration (GSA) requests approval for construction of facilities to modernize and expand the Otay Mesa Land Port of Entry (LPOE) in San Diego, CA. The project includes expansion of the pedestrian processing facilities, construction of a commercial annex building, relocation of detention and Secure Electronic Network for Travelers Rapid Inspection (SENTRI) facilities and hazardous material processing, construction of surface or structured parking for employees and visitors, and commercial import lot improvements. The project will meet the current and future operational requirements of the Federal agencies.

**FY 2018 Committee Approval and Appropriation Requested**

**(Design, Construction, Management & Inspection) ..... \$121,848,000<sup>1</sup>**

**Overview of Project**

The Otay Mesa LPOE was constructed in 1987 (non-commercial and export facilities) and 1994 (commercial import building and associated improvements). The LPOE is the busiest commercial port in California, processing over \$15.6 billion in exports and \$27.6 billion in imports in Fiscal Year (FY) 2016. In addition, the LPOE processes approximately 3.5 million pedestrians and 7.6 million vehicles annually.

In 2009, under the American Recovery and Reinvestment Act (ARRA) Otay Mesa received site and design funding. The project scope has been refined through a value engineering process. The proposed project will increase the number of pedestrian lanes and relocate the existing SENTRI and I-94 permit processing from the secure processing area to the new commercial annex building. This will free up space to expand pedestrian and detention operations to improve throughput and enhance traveler and officer safety.

Improvements to the commercial import lot include the construction of a new commercial annex building, relocation of hazardous materials processing, paving of a 10-acre site to improve commercial vehicle circulation, and a dedicated return to Mexico lane for trucks denied entry into the United States. In addition, structured parking will be added for employees and visitors.

<sup>1</sup>GSA works closely with Department of Homeland Security program offices responsible for developing and implementing security technology at LPOEs. This prospectus contains the funding of infrastructure requirements known at the time of prospectus development. Additional funding by a reimbursable work authorization may be required to provide for as yet unidentified security technology elements to be implemented at this port.

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

**Site Area**

Government-Owned ..... 51 acres

**Building Area**

Building (including canopies and structured parking).....404,026 gsf  
Building (excluding canopies and structured parking)<sup>2</sup> ..... 181,604 gsf  
Outside parking spaces (est.) .....367  
Structured parking spaces (est.) .....231

**Project Budget**

Site and Design (ARRA) .....\$ 12,753,000  
Additional Design .....10,062,000  
Estimated Construction Cost (ECC)<sup>3</sup> .....100,718,000  
    Site Development Cost.....29,993,000  
    Building Costs (includes inspection canopies) (\$178/GSF) .....70,725,000  
  
Management and Inspection (M&I) .....11,068,000  
**Estimated Total Project Cost (ETPC)\* .....\$134,601,000**

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

**Location**

The site is located at 2500 Paseo International, San Diego, CA.

**Schedule**

	<b>Start</b>	<b>End</b>
Design and Construction	FY 2018	FY 2021

<sup>2</sup> Program includes 12,695 gross square foot (GSF) U.S. Department of Agriculture (USDA) Plant Inspection Station that is funded by USDA and not included in the budget for this prospectus submission.

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

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**Tenant Agencies**

Department of Homeland Security – Customs and Border Protection (CBP) and Immigration and Customs Enforcement, USDA – Animal & Plant Health Inspection Service, U.S. Food and Drug Administration, Federal Motor Carrier Safety Administration, and GSA

**Justification**

Non-commercial pedestrian processing is undersized and the planned development of a new locally developed transit center (adjacent to the LPOE) is expected to increase significantly the congestion in the pedestrian processing facilities. Detention areas in the main building do not meet current CBP design guide standards and expose the traveling public and officers to unnecessary risk.

The port averages 2,400 northbound trucks, 21,000 northbound privately owned vehicles and 9,500 pedestrians on a daily basis. Total commercial flows have increased an average of 2.25% a year since 2005. Circulation within the commercial port is extremely congested, which impedes processing of commercial vehicles and creates dangerous conditions for officers. Due to a constrained site and the need to maintain sufficient area for commercial vehicle circulation, structured parking is proposed.

**Summary of Energy Compliance**

This project will be designed to conform to requirements of the *Facilities Standards for the Public Buildings Service*. GSA encourages design opportunities to increase energy and water efficiency above the minimum performance criteria.

**Prior Appropriations**

<b>Prior Appropriations</b>			
<b>Public Law</b>	<b>Fiscal Year</b>	<b>Amount</b>	<b>Purpose</b>
111-5 (ARRA)	2009	\$12,753,000	Site Acquisition and Design

**Prior Committee Approvals**

Approval of the above-mentioned funding was inherent in Public Law 111-5.

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**Alternatives Considered**

GSA has jurisdiction, custody and control over and maintains the existing facilities at this LPOE. No alternative other than Federal construction was considered.

**Recommendation**

CONSTRUCTION

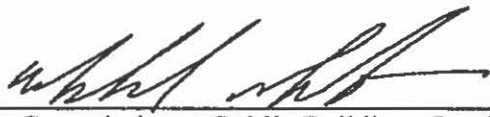
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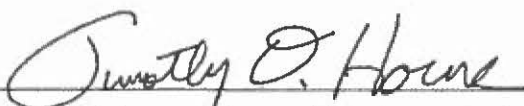
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**Certification of Need**

The proposed project is the best solution to meet a validated Government need.

Submitted at Washington, DC, on May 17, 2017

Recommended:   
Acting Commissioner, Public Buildings Service

Approved:   
Acting Administrator, General Services Administration