



San Ysidro Land Port of Entry

fact sheet

Location

720 East San Ysidro Boulevard
San Diego, CA 92173-3116

Facility Size (Planned)

~ 402,754 Authorized Gross
Square Feet
~ 50 Acres (Project Area)

Funding Status

Phase 1 - Fully Funded
Phase 2 - Fully Funded
Phase 3 - Fully Funded

Project Cost

Approximately \$741 Million

Project Phasing & Completion Schedule

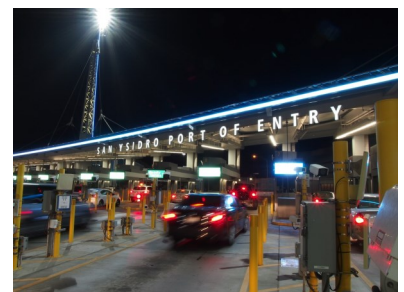
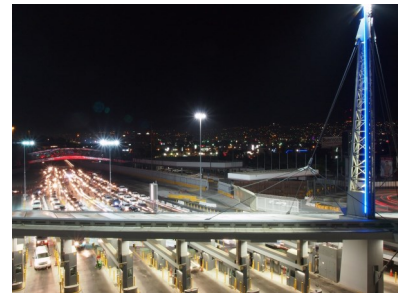
Phase 1A: Pedestrian Bridge – Completed April 2011
Phase 1B: Northbound Vehicular Inspection – Completed December 2014
Phase 1C: Southbound Pedestrian Crossing – Completed August 2012
Phase 1D: PedWest – July 2016
Phase 1E: Virginia Ave Transit Center - July 2016
Phase 2: Administration & Pedestrian Building – Summer 2019
Phase 3: I-5 North & Southbound Inspection Facilities – Summer 2019

Project Overview

The San Ysidro Land Port of Entry (LPOE) is the busiest land border crossing in the Western Hemisphere; currently processing an average of 70,000 northbound vehicle passengers and 20,000 northbound pedestrians per day. The San Diego Association of Governments (SANDAG) projects an 87% increase in vehicle traffic in San Ysidro by the year 2030.

To accommodate that growth and to better meet the changing needs of the tenant agencies and the traveling public, GSA is conducting a complete reconfiguration and expansion of the port. The scope includes the demolition and construction of the LPOE, including primary and secondary inspection areas, administration and pedestrian buildings, and all other support structures. The project will expand pedestrian processing facilities including a new pedestrian crossing on the east side of the LPOE that will connect with a new multimodal transportation hub in Mexico and expanded northbound inspection facilities. Additionally, there will be a new bi-directional crossing at El Chaparral/Virginia Avenue with an associated transit center.

Once all three phases are complete, the new port will boast 62 northbound vehicle primary inspection booths, one dedicated bus lane and inspection booth spread over 34 lanes, as well as improved processing facilities for bus and Secure Electronic Network for Travelers Rapid Inspection (SENTRI) travelers. The LPOE will have over 110,000 square feet of new primary and secondary vehicle inspection canopy utilizing state-of-the-art materials that will both conserve and produce energy. In addition, a portion of the Interstate 5 South freeway will be realigned and expanded from the current five lanes to ten lanes which will connect to Mexico's new El Chaparral facility. A corresponding southbound inspection canopy will be constructed to support the U.S. Customs and Border Protection's (CBP) southbound vehicle inspection efforts.



GSA recently collaborated with local agencies to develop the additional pedestrian improvements on the west side of the port and is constructing a bi-directional pedestrian crossing (PedWest) and the Virginia Avenue Transit Center (VATC). PedWest includes ten northbound and two reversible pedestrian processing lanes and serves the traveling public crossing into the U.S. from Mexico's El Chaparral Inspection Station. The VATC accommodates taxis, buses, pedicabs and privately owned vehicles dropping off and picking up passengers. This transit center was jointly funded by GSA and the Caltrans District 11 using Coordinated Border Infrastructure program funds administered by Federal Highway Administration. The facility is a collaborative effort that involves the federal government, Caltrans, the city of San Diego, the San Diego Metropolitan Transit System, and SANDAG.

In designing the new San Ysidro LPOE, GSA is committed to build the "Port of the Future" and strives to build a facility that is sustainable, operationally scalable, and will dramatically reduce the Port's carbon footprint, while at the same time enhancing CBP's ability to conduct their mission. With the innovative applications of energy production projects, as well as sustainable energy and water-saving features, the San Ysidro LPOE aspires to receive the Leadership in Energy and Environmental Design (LEED) Platinum certification.

Primary Tenants

U.S. Department of Homeland Security - Customs and Border Protection (CBP)
 U.S. Department of Homeland Security - Immigration and Customs Enforcement (ICE)

Energy & Sustainability Goals

Energy

- Solar photovoltaic system
- Solar thermal hot water system
- Geothermal heat exchange system

Water

- Ultra-low flow fixtures
- Rainwater retention and reuse system
- Onsite waste water treatment system
- Xeriscape landscaping (drought tolerant plants)

Architect

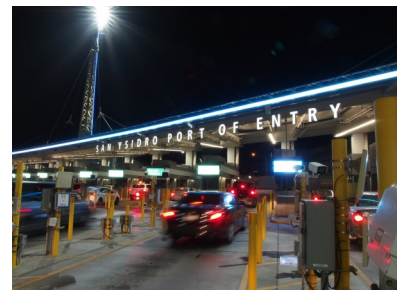
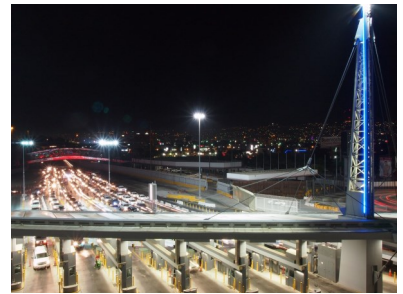
Master Plan - Miller|Hull Partnership
 Phase 1 - Miller|Hull Partnership
 Phase 2 - Stantec
 Phase 3 - Miller|Hull Partnership

General Contractor

Phase 1A - Clark Atkinson
 Phases 1B & 1C - Hensel Phelps Construction Co.
 Phase 1D - Halbert Construction Company, Inc.
 Phase 1E - Hensel Phelps Construction Co.
 Phase 2 - Hensel Phelps Construction Co.
 Phase 3 - Atkinson/Clark

Construction Management

Phase 1 - URS Corporation
 Phase 2 - Heery International
 Phase 3 - Jacobs



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