

**PROSPECTUS - CONSTRUCTION
U.S. LAND PORT OF ENTRY
CALEXICO, CA**

Prospectus Number: PCA-BSC-CA11
Congressional District: 51

Description

The General Services Administration (GSA) proposes 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 headhouse 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.

Project Summary

Site Information

Government Owned	13.5 acres
To Be Acquired	4.0 acres

Building Area

Building (including canopies).....	260,410 gsf
Building (excluding canopies and inside parking).....	106,605 gsf
Outside parking spaces ¹	76
Structured parking spaces	264

Cost Information

Site Development Cost ²	\$164,238,000
Building Costs (includes inspection canopies) (\$315/gsf).....	\$82,106,000

¹ Parking configuration has changed from that stated in Prospectus No. PCA-BSD-CA10. Additional southbound lanes will displace surface parking stalls and require construction of a parking deck. Therefore, the prospectus realigns the number of outside spaces and structured spaces.

² Site development costs include grading, utilities, paving, extensive fill work for soil stabilization, and demolition of existing facilities.

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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>
Total Site Acquisition	\$5,000,000

Design

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

Estimated Construction Cost (ECC)

Phase I	\$78,462,000
Phase II (future fiscal year request)	<u>167,882,000</u>
Total ECC	\$246,344,000

Management and Inspection (M&I)

Phase I	\$5,897,000
Phase II (future fiscal year request)	<u>22,222,000</u>
Total M&I	\$28,119,000

Estimated Total Project Cost (ETPC)*.....\$298,250,000

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

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Authorization Requested

(Phases I & II ECC; Phases I & II M&I) \$274,463,000³

Funding Requested (Phase I ECC; Phase I M&I)\$84,359,000

Prior Authority and Funding

- The House Committee on Transportation and Infrastructure authorized \$14,350,000, including \$2,000,000 for site acquisition and \$12,350,000 for design, on April 5, 2006.
- The House Committee on Transportation and Infrastructure authorized \$9,437,000, including \$3,000,000 for additional site acquisition and \$6,437,000 for additional design on November 5, 2009.
- The Senate Committee on Environment and Public Works authorized \$14,350,000 for site acquisition and design on May 23, 2006.
- The Senate Committee on Environment and Public Works authorized \$9,437,000 for additional site acquisition and design on February 4, 2010.
- Through Public Law 110-5, GSA's Spending Plan included \$14,350,000 for site acquisition and design.
- Through Public Law 111-117, Congress appropriated \$9,437,000 in FY 2010 for additional site acquisition and design.

³ GSA has worked closely with DHS program offices responsible for developing and implementing security technology at the Land Ports of Entry (LPOE's). These programs include United States Visitor and Immigrant Status Indicator Technology (US-VISIT), Radiation Portal Monitors (RPM's) and Advanced Spectroscopic Portal (ASPs) monitors, Western Hemisphere Travel Initiative (WHTI) and Non-Intrusive Inspection (NII). 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.

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<u>Schedule</u>	Start	End
Design	FY 2007	FY 2010
Construction		
Phase I	FY 2011	FY 2013
Phase II	TBD	TBD

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. Primary POV inspection facilities will include 16 northbound inspection lanes, five southbound inspection lanes, and a parking structure. There will be new administration space, a new headhouse, and 32 secondary inspection stations serving both northbound and southbound traffic.

The project will be constructed in two phases. Phase I will consist of ten northbound POV inspection lanes, a headhouse and site work necessary to accommodate those facilities on the sloping site. Phase II will consist of the balance of the project, including additional site work, a pedestrian processing facility, administrative offices, five southbound POV inspection lanes, six additional northbound POV inspection lanes and the parking structure.

Tenant Agencies

Defense–Joint Mexican-U.S. Commission; Department of Homeland Security–Animal Plant Health Inspection Service; Customs and Border Protection; Immigration and Customs Enforcement; United States Department of Agriculture–Food Safety and Inspection; State Department–Consular Affairs.

Location

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

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Justification

On an average day, over 16,000 privately operated vehicles and 20,000 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 will be designed to conform to the requirements of the Facilities Standards for the Public Buildings Service and to earn Leadership in Energy and Environmental Design (LEED) certification. It will also meet energy efficiency and performance requirements in effect during design. GSA will encourage exploration of opportunities to gain increased energy efficiency above the measures achieved in the design.

Alternatives Considered

GSA owns and maintains the existing facilities at this port of entry; thus no alternative other than Federal construction was considered.

Recommendation

CONSTRUCTION

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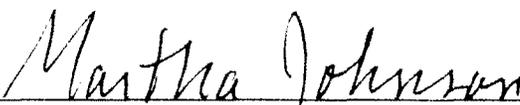
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Certification of Need

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

Submitted at Washington, DC, on May 13, 2010

Recommended: 
Commissioner, Public Buildings Service

Approved: 
Administrator, General Services Administration