# fact sheet


**Location**

720 East San Ysidro Blvd.
San Diego, CA 92173-3116

**Facility Size (Planned)**

~ 227,000 Gross Square Feet
~ 50 Acres (Project Area)

**Funding Status**

Phase 1 - fully funded
Phase 2 - unfunded
Phase 3 - unfunded

**Project Cost**

Approximately - $577 Million

**Project Phasing & Completion Schedule**

Phase 1A: Pedestrian Bridge – Completed April 2011
Phase 1B: Northbound Vehicular Inspection – February 2011 to September 2014
Phase 1C: Southbound Pedestrian Crossing – Completed August 2012
Phase 2: Administration & Pedestrian building – To be determined
Phase 3: I-5 South & Southbound Inspection Facilities – To be determined

**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 50,000 northbound vehicles and 25,000 northbound pedestrians per day. A study conducted by the San Diego Association of Governments (SANDAG) projects an 87% increase in vehicle traffic in San Ysidro by the year 2030.

In order to accommodate that growth in traffic and better meet the changing needs of the tenant agencies and the general public, GSA will be conducting a complete reconfiguration and expansion of the existing port. This consists of 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 pedestrian path and additional inspection stations. The new north and southbound crossing at El Chaparral/Virginia Avenue and the relocated crossing in the east will connect to new multimodal transportation hubs in Mexico.

Once all three phases are complete, the new port will boast 62 northbound vehicle primary inspection booths, one dedicated bus lane and inspection booth (currently 24), and improved processing facilities for bus and Secure Electronic Network for Travelers Rapid Inspection (SENTRI) travelers. The LPOE will also have 110,000 square feet of new primary and secondary vehicle inspection canopy made from 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 expandable to 12 lanes (currently) that will connect to Mexico's El Chaparral facility. Twelve corresponding southbound inspection units will be constructed to support Customs and Border Protection's (CBP) southbound vehicle inspection efforts.

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 and Net Zero energy status.

**Project Update**

On November 1, 2012, Mexico shifted operations to their new inspection station, El Chaparral. Without the funds to construct Phase 3 of the U.S. project and realign the I-5 freeway to connect to El Chaparral, American government agencies worked closely with their Mexican counterparts to develop a curve and temporary connection. Concurrently, a new walkway and southbound pedestrian crossing was constructed on the east side of the port to replace the old crossing on the west side. GSA is collaborating with local agencies to develop a plan for improvements at Virginia Avenue to support northbound and southbound pedestrian crossing.

**Primary Tenants**

U.S. Department of Homeland Security - Customs and Border Protection (CBP)
U.S. Department of Homeland Security - Immigration and Customs Enforcement (ICE)
U.S. Department of Agriculture - Animal & Plant Health Inspection Services (APHIS)

**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**

Miller|Hull Partnership

**Construction Management**

URS Corporation

**General Contractor**

Phase 1A – Clark Atkinson
Phase 1B – Hensel Phelps Construction Co.
Phase 1C – Hensel Phelps Construction Co.
Phase 2 & 3 – To be determined