

gsa 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 \$732 Million Including \$6 Million in ARRA Funds

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 expanded to six or ten lanes which will connect to Mexico's El Chaparral facility. Corresponding southbound inspection canopy 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

In November 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, U.S. 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 currently collaborating with local agencies to develop a plan for improvements at Virginia Avenue to support northbound and southbound pedestrian crossing on the west side of the port. The proposed design includes ten northbound and two reversible southbound pedestrian processing lanes and conveniently serves the traveling public on the west side of San Ysidro. The concept also includes an intermodal transit center for buses and taxis and will include a pedestrian drop off and pickup area. Furthermore, the 2014 fiscal year President's budget features a \$226 million request to fund Phase 3 of the project.

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

Architect

Miller | Hull Partnership

Construction Management

URS Corporation

Water

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

General Contractor

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

















