

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

Prospectus Number: PCA-BSC-CA21
Congressional District: 51

FY 2021 Project Summary

The General Services Administration (GSA) requests additional approval and funding for construction of Phase IIB of a two-phase project to reconfigure and expand 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 head house 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.

FY 2021 Committee Approval Requested

(Additional Design, Construction, Management & Inspection)..... \$14,807,000¹

This prospectus amends Prospectus No. PCA-BSC-CA19. GSA is requesting approval of additional design cost of \$3,279,000, additional estimated construction of \$6,978,000, and additional management and inspection cost of \$4,550,000 for a total additional cost of \$14,807,000 to account for cost escalations and design/constructability review.

FY 2021 Appropriation Requested

(Additional Design, Construction, Management & Inspection)..... \$99,707,000²

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

¹ Prospectus No. PCA-BSC-CA19 was approved by the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate on September 27, 2018, and February 5, 2019, respectively, for additional design cost of \$970,000, additional construction cost of \$14,847,000, and a reduction of management and inspection cost of \$1.625,000 for a total additional cost of \$14,192,000. Full funding was not enacted in FY 2019.

² GSA works closely with Department of Homeland Security program offices responsible for developing and implementing security technology at LPOEs. This prospectus contains funding for 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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commercial inspection operation was moved to Calexico East in 1996. POV inspection facilities will include expanded northbound inspection lanes, new southbound inspection lanes, and a parking structure. There will be new administration space, a new head house and design guide-mandated secondary inspection stations serving both northbound and southbound traffic. The project will be constructed in two phases.

The first phase included a head house, 10 of the project’s northbound POV inspection lanes, all southbound POV inspection lanes with temporary asphalt paving, and a bridge across the New River for southbound POV traffic.

Due to split funding of the second phase in FY 2019, Phase II has been broken further into two sub-phases: Phase IIA, funded in 2019, includes the remaining northbound POV lanes, expansion of the secondary inspection canopy, southbound POV inspection islands, booths, canopies and concrete paving, an administration building, an employee parking structure, and a vehicle seizure lot.

Phase IIB includes a pedestrian processing building with expanded northbound pedestrian inspection stations, demolition of legacy facilities, and significant earthwork.

Site Information

Government-Owned 13.5 acres
Acquired as part of Phase I 4.3 acres

Building Area

Building (including canopies and indoor parking)³ 349,827 GSF
Building (excluding canopies and indoor parking) 162,015 GSF
Outside parking spaces 79
Structured parking spaces 264

³ GSF has changed since Prospectus No. PCA-BSC-CA19 to include recovery of the Historic Custom House (HCH) into the GSA inventory. The HCH is being used for temporary pedestrian processing and will be used for housing other Federal agencies in the future.

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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)	6,437,000
Additional Design Phase IIA (FY 2019)	2,000,000
Additional Design Phase IIB (FY 2021)	<u>2,249,000</u>
Total Design	\$23,036,000

Estimated Construction Cost (ECC)

Phase I (FY 2015)	\$90,838,000
Phase IIA (FY 2019).....	172,000,000
Phase IIB (FY2021).....	<u>90,638,000</u>
Total ECC⁴	\$353,476,000
Site Development Costs.....	\$149,501,000
Building Costs (includes inspection canopies) (\$583/GSF)	\$203,975,000

Management & Inspection (M&I)

Phase I (FY 2015)	\$7,224,000
Phase IIA (FY 2019).....	17,000,000
Phase IIB (FY 2021).....	<u>6,820,000</u>
Total M&I	\$31,044,000

Estimated Total Project Cost (ETPC)* **\$412,556,000**

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

Location

The site is located at 200 East 1st Street, Calexico, CA.

⁴ ECC is broken into two parts – Site Development Costs and Building Costs.

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<u>Schedule</u>	Start	End
Design		
Phase I	FY 2007	FY 2012
Design/Constructability Review		
Phase IIA	FY 2019	FY 2020
Phase IIB	FY 2021	FY 2022
Construction		
Phase I	FY 2015	FY 2018
Phase IIA	FY 2019	FY 2023
Phase IIB	FY 2021	FY 2026

Tenant Agencies

Department of Homeland Security – Customs and Border Protection, and Immigration and Customs Enforcement; GSA

Justification

On an average day, 12,250 POVs and approximately 12,000 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

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

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Prior Appropriations

Prior Appropriations			
Public Law	Fiscal Year	Amount	Purpose
110-5	2007	\$14,350,000	Site acquisition & design
111-117	2010	\$9,437,000	Additional site acquisition & design
113-235	2015	\$98,062,000	Phase I Construction
116-6	2019	\$191,000,000	Phase IIA Design, Construction, & M&I
Appropriations to Date		\$312,849,000	

Prior Committee Approvals

Prior Committee Approvals			
Committee	Date	Amount	Purpose
House T&I	4/5/2006	\$14,350,000	Design = \$12,350,000; Site acquisition = \$2,000,000
Senate EPW	5/23/2006	\$14,350,000	Site Acquisition & Design
House T&I	11/5/2009	\$9,437,000	Additional design = \$6,437,000; additional site acquisition = \$3,000,000
Senate EPW	2/4/2010	\$9,437,000	Additional site acquisition & design
House T&I	12/2/2010	\$274,463,000	Construction = \$246,344,000; M&I = \$28,119,000
Senate EPW	11/30/2010	\$274,463,000	Construction = \$246,344,000; M&I = \$28,119,000
House T&I	7/16/2014	\$85,307,000	Additional Construction of \$85,307,000
Senate EPW	4/28/2015	\$85,307,000	Additional Construction of \$85,307,000
House T&I	9/27/2018	\$14,192,000	Additional Design = \$970,000; Additional Construction = \$14,847,000 M&I reduction = (1,625,000).
Senate EPW	2/5/19	\$14,192,000	Additional Design = \$970,000; Additional Construction = \$14,847,000 M&I reduction = (1,625,000).
Approvals to Date		\$397,749,000	

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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

Certification of Need

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

Submitted at Washington, DC on February 4, 2020

Recommended:



Commissioner, Public Buildings Service

Approved:



Administrator, General Services Administration