



Committee on Transportation and Infrastructure
U.S. House of Representatives

Washington, DC 20515

Bill Shuster
Chairman

Nick J. Rahall, III
Ranking Member

AMENDED COMMITTEE RESOLUTION

Christopher P. Bertram, Staff Director

James H. Zoia, Democrat Staff Director

CONSTRUCTION
U.S. LAND PORT OF ENTRY
CALEXICO, CA
PCA-BSC-CA15

Resolved by the Committee on Transportation and Infrastructure of the U.S. House of Representatives, that pursuant to 40 U.S.C. §3307, appropriations are authorized in support of a two-phase construction project, including new pedestrian processing and privately owned vehicle 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, to reconfigure and expand the existing U.S. Land Port of Entry located in Calexico, California, at an additional Phase I estimated construction cost of \$12,376,000 and an additional Phase II estimated construction cost of \$72,931,000 for a total additional project cost of \$85,307,000, a prospectus for which is attached to and included in this resolution. This resolution amends the Committee on Transportation and Infrastructure resolution of December 2, 2010.

Provided, that the General Services Administration shall not delegate to any other agency the authority granted by this resolution.

Adopted: July 16, 2014

Bill Shuster, M.C.
Chairman

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

Prospectus Number: PCA-BSC-CA15
Congressional District: 51

FY2015 Project Summary

Through amended prospectus, General Services Administration (GSA) requests additional approval for construction of the reconfiguration and expansion of the existing land port of entry (LPOE) in downtown Calexico, CA and funding in support of Phase I of this two-phase project. 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.

This prospectus amends Prospectus No.PCA-BSC-CA11, approved in FY 2011, to reflect budget increases subsequent to preparation of the FY 2011 prospectus. Increased costs are the result of delays in funding, increased construction costs associated with an improving construction market, and to account for project phasing complexities, and costs associated with bridging the New River.

FY2015 Committee Approval Requested

(Additional Phase I & II ECC) \$85,307,000¹

FY2015 Appropriation Requested

(Phase I ECC; Phase I M&I) \$98,062,000²

¹ Total committee approval to date equals \$298,250,000. Balance of approval needed for project = \$85,307,000 (\$12,376,000 Phase I ECC difference from 2011; \$72,931,000 Phase II ECC difference from 2011). M&I has already been authorized via Prospectus No. PCA-BSC-CA11 (includes \$13,495,000 more than current estimate), therefore, no additional authorization is requested related to M&I.

² 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, and Land Border Integration (formerly Western Hemisphere Travel Initiative (WHTI) and Non-Intrusive Inspection (NI), Outbound Inspection, and Port Hardening/Absconder programs. 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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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. 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 will include a head house, ten 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. The second phase will include the balance of the project, including the remaining northbound POV lanes, southbound POV inspection islands, booths, canopies and concrete paving, an administration building, an employee parking structure, a pedestrian processing building with expanded northbound pedestrian inspection stations and a photovoltaic generation facility.

Site Information

Government Owned	13.5 acres
To Be Acquired	4.3 acres

Building Area

Building (including canopies and structured parking) ³	325,172 gsf
Building (excluding canopies and structured parking)	201,991 gsf
Outside parking spaces	79
Structured parking spaces	264

³ Gross square footage has changed from that stated in Prospectus No. PCA-BSC-CA11. The total now includes a pedestrian tunnel and the area devoted to 264 structured parking spaces.

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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.....	\$90,838,000
Phase II (future year request).....	<u>240,813,000</u>
Total ECC⁴	\$331,651,000⁵
Site Development Cost ⁶	\$215,595,000
Building Costs (includes inspection canopies) (\$357/gsf).....	\$116,056,000

Management and Inspection (M&I)

Phase I	\$7,224,000
Phase II (future funding request)	<u>\$7,400,000</u>
Total M&I	\$14,624,000

Estimated Total Project Cost (ETPC)*.....\$370,062,000

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

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

⁵ Increase in ECC from the 2011 prospectus reflects costs associated with an improving construction market and impacts of the New River on Construction and project and phasing complexities in the final design.

⁶ Site development costs include grading, utilities, paving, extensive fill work for soil stabilization, and demolition of existing facilities.

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FY2015 Committee Approval Requested

(Additional Phase I & II ECC)\$85,307,000

FY2015 Appropriation Requested

(Phase I ECC; Phase I M&I)\$98,062,000

Location

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

Schedule

	Start	End
Design	FY2007	FY2013
Construction		
Phase I	FY2015	FY2018
Phase II	FY2017	FY2020

Tenant Agencies

Department of Homeland Security--Customs and Border Protection; Immigration and Customs Enforcement; Department of Army; and GSA.

Justification

On an average day, over 11,000 privately operated vehicles and nearly 13,000 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 is designed to conform to requirements of the Facilities Standards for the Public Buildings Service and implement strategies to meet the Guiding Principles for High Performance and Sustainable Buildings. GSA encourages design opportunities to increase energy and water efficiency above the minimum performance criteria.

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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
Appropriations to Date		\$23,787,000	

Prior Committee Approvals

Calexico West Land Port of Entry 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
Approvals to Date		\$298,250,000	

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Alternatives Considered

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

Recommendation

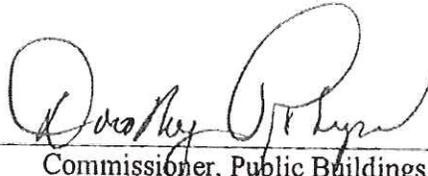
CONSTRUCTION

Certification of Need

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

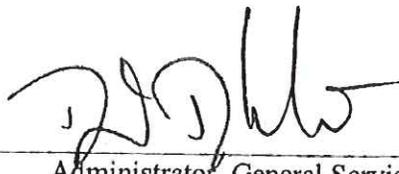
Submitted at Washington, DC, on March 6, 2014

Recommended:



Commissioner, Public Buildings Service

Approved:



Administrator, General Services Administration

March 2014

Housing Plan
Calexico Land Port of Entry

PCA-BSC-CA15
Calexico, CA

	CURRENT						PROPOSED					
	Personnel		Usable Square Feet (USF)				Personnel		Usable Square Feet (USF)			
	Office	Total	Office	Storage	Special	Total	Office	Total	Office	Storage	Special	Total
Calexico LPOE												
DHS-Customs & Border Protection	155	155	31,569	31,455	10,164	73,193	479	479	6,016	506	158,887	219,895
DHS - Immigration and Customs Enforcement	-	-	-	-	-	-	35	35	2,705	-	734	3,342
Joint Use	-	-	2,180	-	796	2,976	-	-	-	-	-	-
Total	155	155	33,749	31,455	10,965	76,169	514	514	62,709	506	159,722	222,937

Special Space	USF
Lab Hazmat	1,664
Holding Cell	13,258
Restroom	5,156
Fitness	5,570
Conference	3,980
ADP	1,141
Vehicle Lift	536
Canopy	123,181
Control Booth	992
Vaults	401
Sallyports Secure elevator	667
Interview Room	2,405
Break Rooms	990
Total	159,722

Notes:

¹ USF means the portion of the building available for use by a tenant's personnel and furnishings and space available jointly to the occupants of the building

² Office Utilization Rate = total office space available for office personnel. UR calculation excludes office support space (SF)

³ Total Building USF Rate = total building USF (office, storage, special) available for all building occupants (office, and non-office personnel).

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United States Senate

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

WASHINGTON, DC 20510-6175

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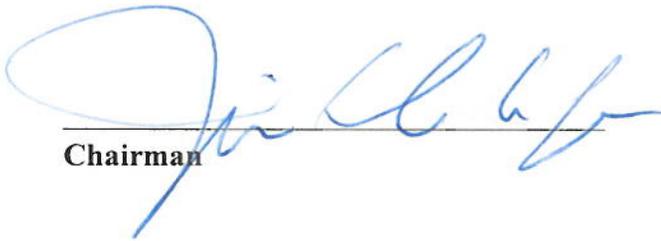
COMMITTEE RESOLUTION

CONSTRUCTION
U.S. LAND PORT OF ENTRY
CALEXICO, CA
PCA-BSC-CA15

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for a two-phase construction project, including new pedestrian processing and privately owned vehicle 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, to reconfigure and expand the existing U.S. Land Port of Entry located in Calexico, California, at a cost not to exceed an additional Phase I estimated construction cost of \$12,376,000 and an additional Phase II estimated construction cost of \$72,931,000 for a total additional project cost of \$85,307,000, a description of which is attached hereto and by reference made part of this resolution, is approved.

Provided, that the Administrator shall not delegate to any other agency the authority granted by this resolution.



Chairman



Ranking Member

Adopted: April 28, 2015