



Douglas

Land Port of Entry

Border crossing station in Douglas, Arizona

Facility Details

Port Size: 80 acres

Estimated Budget: \$170M - \$220M



Border Crossings

Primary Tenants



Commercial



Project Overview

The new Douglas Land Port of Entry (LPOE) is a planned commercial port construction project 5 miles west of the existing Raul Hector Castro LPOE in Douglas, Arizona. Upon its completion, U.S. Customs and Border Protection (CBP) will permanently relocate commercial inspection operations from the Castro LPOE to the newly constructed dedicated commercial Douglas LPOE. The project, funded by the [Bipartisan Infrastructure Law](#) (BIL), will significantly expand commercial vehicle inspection capacity and allow the processing of oversized mining equipment too large to cross through the Castro LPOE. Furthermore, relocating commercial operations to the Douglas LPOE and away from downtown will support municipal redevelopment plans for its historic downtown district and help transform Douglas into a 21st-century regional tourism gateway and commercial transportation hub.

The U.S. General Services Administration (GSA) is developing a master plan for both projects in Douglas to ensure seamless project delivery and provide the best value for the American taxpayer. The port project is already spurring additional investments with the construction of a new utility corridor along State Route 80, a new industrial warehouse and business park zone, the installation of broadband internet infrastructure, as well as the chance to bring new construction, service, and manufacturing jobs to this remote region in Southeast Arizona.

Current Status

GSA began its programmatic Environmental Impact Statement process in Spring 2022 and will continue to evaluate the potential impact of the port construction project through May 2024. As part of the EIS process, GSA will conduct public meetings to gather input from the local community and key stakeholders.

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Administration Priorities

Bipartisan Infrastructure Law

The Bipartisan Infrastructure Law includes \$3.4 billion for GSA to make long-overdue improvements for our nation’s land ports. It will drive the creation of good-paying union jobs that will add \$3.23 billion in total labor income across the United States. It will grow the economy sustainably and equitably by contributing an additional \$4.5 billion to the National Gross Domestic Product. Investments in these projects will incorporate sustainability features that will sharply reduce greenhouse gas emissions and mitigate environmental impact.

Sustainability Opportunities

This project will be designed to conform to requirements of the Facilities Standards for the Public Buildings Service. GSA encourages design opportunities to increase energy and water efficiency (including renewable energy and fossil fuel free measures), adherence to sustainable design principles, and minimizing climate risk liabilities above the minimum performance criteria in a manner that is life cycle cost-effective.

Community Impact

The Douglas and Castro LPOE projects jointly represent the most significant port infrastructure federal investment in a generation. Not only will the Douglas LPOE address past environmental justice issues by relocating commercial operations away from downtown communities, but it also sets the stage to boost the regional economy with a commercial inspection capacity that will exceed that of the Castro LPOE.

The port’s economic potential is attracting private investment in nearby supporting commercial infrastructure and the installation of new utilities.

Project Timeline

