



Environmental Impact Statement for the Modernization and Expansion of the Nogales DeConcini Land Port of Entry in Nogales, Arizona

Public Scoping Meeting Handout July 22, 2026, 4:00 p.m. – 6:00 p.m. MST

Introduction

The United States (U.S.) General Services Administration (GSA) is preparing an Environmental Impact Statement (EIS) to analyze the potential impacts resulting from the modernization and expansion of the Nogales DeConcini Land Port of Entry (LPOE) in Nogales, Arizona. This handout provides information about the Proposed Action and how to provide comments regarding the scope of the EIS.

Project Background

The Nogales DeConcini LPOE is owned and managed by GSA and operated by the U.S. Department of Homeland Security's Customs and Border Protection (CBP). The Nogales DeConcini LPOE is a port of entry for vehicles and pedestrians crossing the U.S. – Mexico border, between Nogales, Arizona and Heroica Nogales, Sonora in Mexico. The port is a multi-modal facility where CBP officers inspect privately-owned vehicles (POVs), commercial buses (from 10:00 p.m. to 6:00 a.m.), and pedestrians. Commercial traffic from 6:00 a.m. to 10:00 p.m. is processed at the Nogales Mariposa LPOE just west of the Nogales DeConcini LPOE. The port has been operating since 1903, with existing facilities constructed during facility renovations in the 1990s. The existing U.S. Custom House and Morley Gate were built in 1930s and are listed on the National Register of Historic Places.

The facilities at the Nogales DeConcini LPOE no longer function adequately and pose safety and security risks for CBP officers and the public due to steady increases in traffic, lack of separations between traffic types (commercial buses, POVs, and pedestrians), persistent flooding and drainage issues resulting in safety and operational concerns, and undersized and outdated facilities and technologies. Therefore, GSA is proposing to modernize and expand the Nogales DeConcini LPOE to address these deficiencies in accordance with a 2025 Feasibility Study conducted for the project.

Proposed Alternatives

The EIS will consider two “action” alternatives and one “no action” alternative. The two “action” alternatives are described as follows:

- **Alternative 1.** Modernization and expansion of the LPOE in accordance with the 2025 Feasibility Study, including construction of 17 primary inbound (to U.S.) POV / commercial bus lanes, with space for the optional future expansion of up to five inbound lanes in the event of future increases in traffic and latent demand of POVs to utilize the LPOE.
- **Alternative 2.** Modernization and expansion of the LPOE similar to as described for Alternative 1, but with construction of 22 primary inbound POV / commercial bus lanes, instead of 17, to account for future increases in traffic and latent demand of POVs to utilize the LPOE.

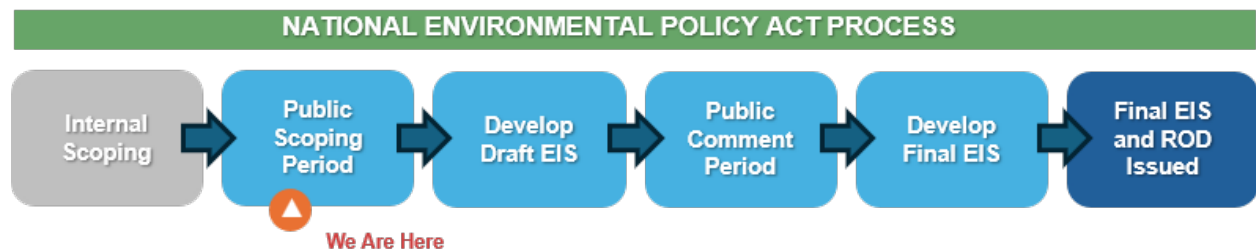
Under both “action” alternatives, the LPOE would expand to include eight primary outbound (to Mexico) POV / commercial bus lanes, and approximately 16 pedestrian lanes at the main Nogales DeConcini LPOE. The historic Morley Gate structure would remain in place and retain its existing function, to include four pedestrian processing lanes, but would be renovated. Additional pedestrian lanes may be included at

either the main port or Morley Gate based on the findings of an ongoing pedestrian origin and destination study. The pedestrian bridge from Morley Gate to the main port area would be reconstructed. Both “action” alternatives include consideration for multistory buildings, a parking garage with rooftop solar photovoltaic panels, advanced security / processing technology, designated SENTRI and Trusted Traveler lanes, potential reuse of the U.S. Custom House, and an expanded facility at Morley Gate that would be available to process bus passengers to improve processing times. The project footprint is the same for both “action” alternatives (see Figure 1).

GSA will also consider a “no action” alternative, which assumes that GSA would not modernize or expand the DeConcini LPOE and that operations would continue under current conditions. The “no action” alternative is included and analyzed to provide a baseline for comparison with impacts from the Proposed Action and also to satisfy federal requirements for analyzing “no action” under the National Environmental Policy Act (NEPA). The “no action” alternative assumes that the current issues with the Nogales DeConcini LPOE would not be addressed and that operations would continue under current conditions.

National Environmental Policy Act (NEPA) Process

We are currently in the Public Scoping process phase of the NEPA process. The views and comments of the public are necessary to help determine the scope and content of the environmental analysis. An important objective of scoping is to identify specific elements of the environment that might be affected if the proposal is carried out. Potentially significant impacts raised during scoping will be analyzed in detail in the EIS.



Scoping Comments

Scoping comments must be received by **August 8, 2026** and may be submitted by one of the following methods:

- In writing. Submit comments at the scoping meeting.
- By e-mail. Send to osmahn.kadri@gsa.gov. Please reference “2026-0002” in the subject line.
- By U.S. mail. Send to:

Attention: Osmahn Kadri, NEPA Project Manager
General Services Administration
c/o Potomac-Hudson Engineering, Inc.
77 Upper Rock Circle, Suite 302
Rockville, MD 20850

Project-related communication and documentation will be made available on the GSA website at: <https://www.gsa.gov/real-estate/ongoing-construction-projects/dennis-deconcini-land-port-of-entry>

For further information, please contact Osmahn Kadri, GSA NEPA Project Manager, at (415) 522-3617.



Figure 1. Alternatives 1 and 2 Project Footprint