



WELCOME

ENVIRONMENTAL IMPACT STATEMENT
FOR THE
MODERNIZATION AND EXPANSION OF THE
NOGALES DECONCINI LAND PORT OF ENTRY
NOGALES, ARIZONA
PUBLIC SCOPING MEETING



July 22, 2026

Nogales Recreation Center

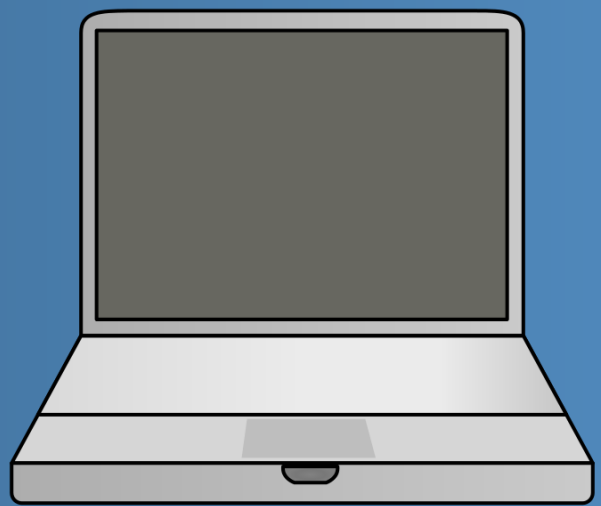
4:00 PM to 6:00 PM



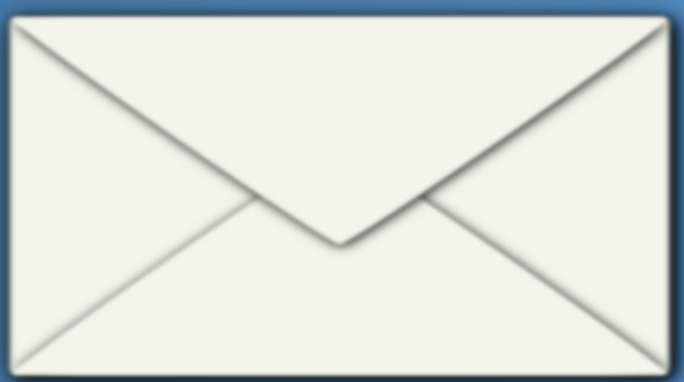
HOW TO COMMENT



In Writing. Fill out a comment form and submit at this scoping



By E-mail. Send comments to:
osmahn.kadri@gsa.gov
(Please include “2026-0002” in subject line.)



By Mail. Send comments 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

GSA welcomes public input on the resources and issues that are important to you.

Public scoping comments must be postmarked by **August 8, 2026.**



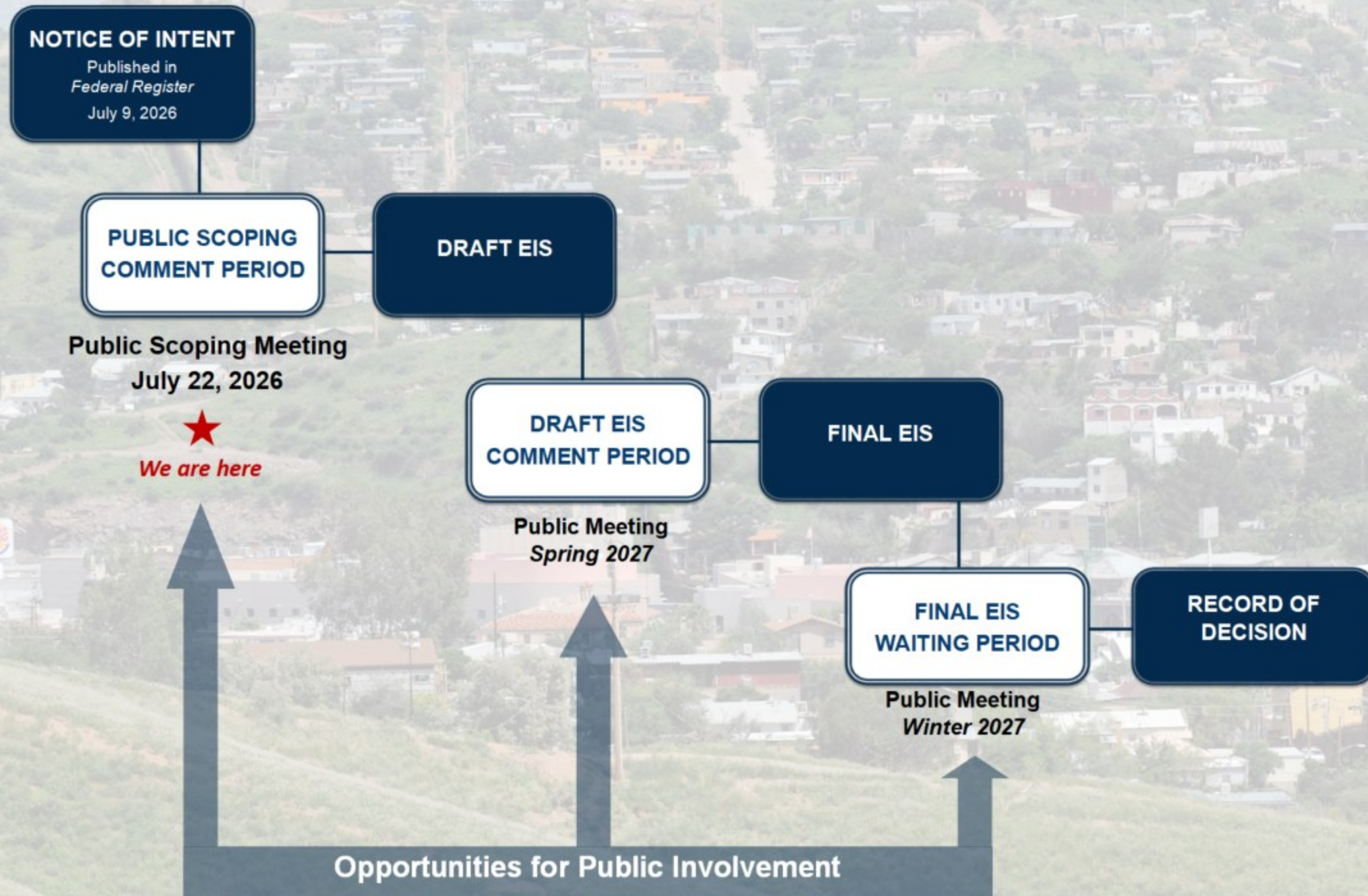
Refer to the project website at the QR code for more information.



NEPA TIMELINE

Nogales DeConcini LPOE

Environmental Impact Statement





KEY STEPS

Internal Scoping

- The U.S. General Services Administration (GSA) identifies a need to update the Nogales DeConcini Land Port of Entry (LPOE) to address concerns related to steady increases in traffic, lack of separations between traffic types (commercial buses, privately owned vehicles, and pedestrians), persistent flooding and drainage issues resulting in safety and operational concerns, and undersized and outdated facilities and technologies.

Public Scoping Period

- GSA published a Notice of Intent on July 9, 2026 in the *Federal Register* to prepare an Environmental Impact Statement (EIS) and announce a Public Scoping Meeting to describe the project, solicit comments, and listen to community concerns and interests before preparation of the EIS.
- The Public Scoping Period begins on July 9, 2026; during this period the public may submit comments on issues that should be considered in the EIS. The Public Scoping Period ends August 8, 2026.
- July 22, 2026, GSA conducts a Public Scoping Meeting at the Nogales Recreation Center.
[WE ARE HERE]

Develop Draft EIS

- Draft EIS developed to analyze potential impacts to the natural and human environment.
- Public comments received during the Public Scoping Period are considered during the preparation of the Draft EIS.
- Required consultations initiated with federal and state agencies to comply with laws and regulations (e.g., Endangered Species Act, National Historic Preservation Act).

Public Comment Period

- GSA publishes a Notice of Availability in the *Federal Register* and local media informing the public that the Draft EIS is available for public review (anticipated *Spring 2027*).
- 45-day Public Comment Period, which will include a public meeting.
- Written comments on the contents of the Draft EIS accepted via U.S. mail, e-mail, or in-person at the public meeting.

Develop Final EIS

- Complete required consultations with agencies.
- Review, consider, and address, as appropriate, the public comments received.
- Revise and finalize the EIS.

Final EIS and ROD Issued

- Final EIS is completed (anticipated *Winter 2027*).
- Prepare a Record of Decision (ROD).
- 30-day waiting period, which may include a public meeting.
- Written comments on the contents of the Final EIS accepted via U.S. mail, e-mail, or in-person at a public meeting.
- After no less than 30 days, sign the ROD.
- Implement the decision selected in the ROD.

Federal agencies are required under the National Environmental Policy Act to integrate environmental values into planning and decision-making processes by considering the environmental impacts of proposed actions and reasonable alternatives to those actions through a systematic, interdisciplinary approach.

Purpose. The purpose of the Proposed Action is for GSA to support CBP's mission by bringing the Nogales DeConcini LPOE operations in line with current land port design standards and operational requirements of CBP while addressing existing deficiencies identified with the ongoing port operations.

Need. The Proposed Action is needed because:

- The current facilities at the Nogales DeConcini LPOE no longer function adequately given the site constraints, steady increase in traffic, and outdated facilities and technologies.
- The LPOE is undersized for current and future (projected) traffic demand and grapples with influxes of daily border-crossers.
- The interaction between privately owned vehicles, commercial buses, bus passengers, and pedestrian traffic combined with inadequate pathways and separations between traffic types is a safety and processing concern.
- Persistent flooding and drainage issues result in processing, safety, and operational concerns.
- Downtown Nogales is located just north and east of the Nogales DeConcini LPOE; traffic congestion and secure, efficient operation at the LPOE is a concern in the community.

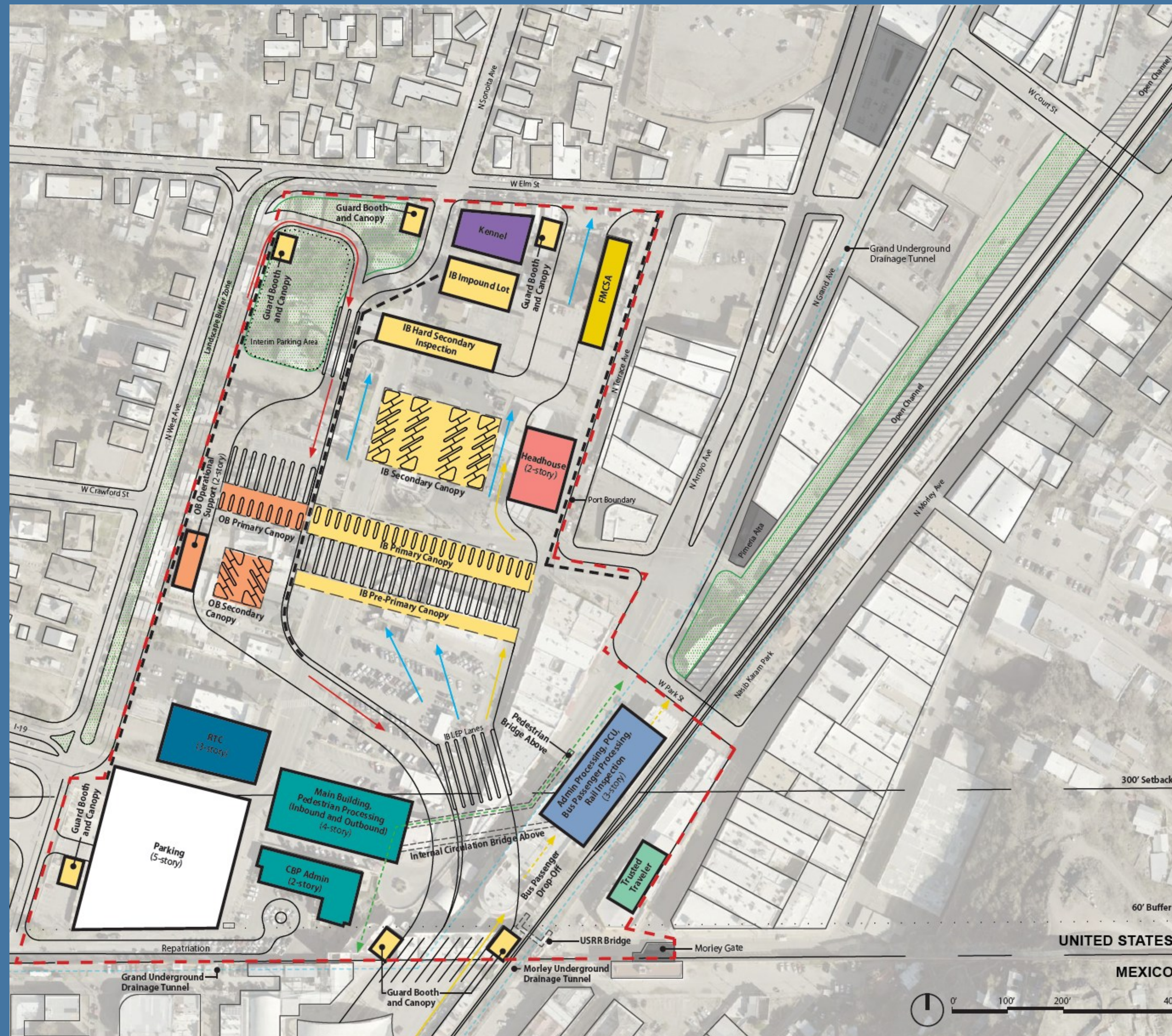




PROJECT FOOTPRINT



CONCEPTUAL SITE LAYOUT



This layout is conceptual only and subject to change during the design process. GSA is in the process of conducting a revised Feasibility Study that may result in a modified program of requirements and could adjust building layouts. Any changes will be considered in the EIS.

The **Proposed Action** is defined as the modernization and expansion of the Nogales DeConcini LPOE. Two “**action**” alternatives will be considered in the EIS:

- **Alternative 1:** Modernization and expansion of the LPOE in accordance with the Customs & Border Protection (CBP) program of requirements established in the 2025 Feasibility Study, including construction of 17 primary inbound (to U.S.) privately owned vehicle (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 would be constructed, instead of 17, to account for future increases in traffic and latent demand of POVs to utilize the LPOE.

Under both “**action**” alternatives, GSA would:

- Expand the LPOE to include eight primary outbound (to Mexico) POV / commercial bus lanes and approximately 16 pedestrian lanes at the main Nogales DeConcini LPOE.
- Renovate Morley Gate but retain its existing function, to include four pedestrian processing lanes.
- Reconstruct the pedestrian bridge from Morley Gate to the main port.
- Include multistory buildings, a parking garage with rooftop solar photovoltaic panels, advanced security / processing technology, designated SENTRI and Trusted Traveler lanes, and potential reuse of the U.S. Custom House.

The project footprint is the same for both “action” alternatives.

“No Action” Alternative: Assumes the current issues with the Nogales DeConcini LPOE would not be addressed and that operations would continue under current conditions.



National Historic Preservation Act

The Section 106 Process: Steps, Participation, and Outcomes

The Four Basic Steps

1. **Initiate the Process.** GSA establishes the project is an “undertaking,” sets the area of potential effects, and identifies parties to consult.
2. **Identify Historic Properties.** Survey area and determine which resources are listed on or eligible for the National Register of Historic Places (NRHP).
3. **Assess Adverse Effects.** Apply regulatory criteria to decide whether the undertaking will harm the properties.
4. **Resolve Adverse Effects.** Consult to avoid, minimize, or mitigate harm, and record commitments in a binding agreement.

How Adverse Effects Are Determined

An effect is adverse when the undertaking may alter the characteristics that qualify a property for the NRHP.

Examples include:

- Physical destruction, damage, or alteration of all or part of a property
- Removal from its historic location, or change of use or setting
- Introduction of visual, atmospheric, or audible elements that diminish historic features

GSA makes the finding **in consultation** with the SHPO/THPO and consulting parties.

Public Outreach Requirements

At a minimum, GSA must:

- Seek and consider the views of the public in a manner appropriate to the project’s scale and effects
- Provide **notice and opportunity to comment**
- Make information reasonably available
- Hold meetings or hearings where there is substantial public interest or controversy
- Coordinate with public involvement required under NEPA

How Adverse Effects Are Resolved

If **adverse effects** are found, parties consult to address them, generally in this order of preference:

- **Avoid:** redesign/relocate so historic properties are not affected
- **Minimize:** reduce the degree or extent of the harm
- **Mitigate:** offset harm through documentation, covenants, interpretation, salvage, or other measures
- **Record the Outcome:** agreed measures become binding in an **Memorandum of Agreement** or **Programmatic Agreement** for complex projects
- GSA may then proceed, legally obligated to carry out agreed upon measures.

How Consulting Parties Are Involved

Approved consulting parties have a **right to review information, raise concerns, and help shape outcomes**. Consulting parties may include:

- **SHPO/THPO:** State or Tribal Historic Preservation Officer
- **Tribal Nations:** Consulted on properties of religious or cultural significance, on or off tribal land
- **Local Governments** and permit/funding partners with local jurisdiction
- **ACHP:** Advisory Council on Historic Preservation may enter on significant or contested projects
- **Public:** Individuals/groups may request consulting party status in writing. All requests will be considered by GSA.

How To Participate Effectively

- Submit **written comments** by the posted deadline. Specific, fact-based concerns carry the most weight
- Request **consulting party status** in writing to GSA to stay involved throughout the duration of the project
- Share local knowledge of historic resources the surveys may have missed
- Attend meetings and sign up for project notices/updates

If you are interested in requesting consulting party status, please take one of the provided handouts and follow the guidance.

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects on historic properties of projects they carry out, assist, fund, permit, license, or approve throughout the country.

PROJECT BACKGROUND

The Nogales DeConcini Land Port of Entry (LPOE) is owned and managed by the U.S. General Services Administration (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.

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.

