



U.S. General Services  
Administration

July 9, 2026

Dear Interested Reader,

Please be advised that the United States (U.S.) General Services Administration (GSA) will be 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 letter is to notify you that the GSA is initiating agency and public scoping and consultation and is seeking your comments on the project.

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 the 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pedestrians), persistent flooding and drainage issues resulting in safety and operational concerns, and undersized and outdated facilities and technologies.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 this project.

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 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, 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).

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.

The public is encouraged to attend and participate in an upcoming scoping meeting. The purpose of this meeting is to provide project information and to gauge public concerns and interests, which will help determine the scope and content of the EIS. The scoping meeting for the EIS will be held on **Wednesday, July 22, 2026, from 4:00 to 6:00 p.m.** at:

Nogales Recreation Center  
1500 Hohokam Drive  
Nogales, AZ 85621

The meeting will be conducted in an open-house format, where project information will be displayed and distributed. The open house format will encourage discussion and information sharing through opportunities for the public to speak one-on-one with representatives of the GSA. **No formal presentation will be conducted.** Interested parties are encouraged to attend and provide written comments regarding the scope of the EIS. 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](mailto:osmahn.kadri@gsa.gov) (reference “2026-002” in 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 more information or if special assistance is needed to attend and participate in the public scoping meeting, please contact Osmahn Kadri, GSA NEPA Project Manager, at 415-522-3617.

Para obtener más información o si necesita ayuda especial para asistir y participar en la reunión pública, comuníquese con Osmahn Kadri, gerente de proyectos de GSA NEPA, al 415-522-3617.



Figure 1. Alternative 1 and 2 Limits of Disturbance