



Pacific Highway Land Port of Entry

Border crossing station in Blaine, Washington

Total Project Budget: \$36 million

Property Size: 91,406 square feet
Year constructed: 1998



Primary Tenants



Project Overview

The Pacific Highway Land Port of Entry is a full-service, 24-hour port of entry serving personal vehicles, buses, pedestrians, and commercial truck traffic between Blaine, Washington and Douglas, British Columbia. The port, last expanded in 1999, is realizing notable increases in wait times, particularly for non-commercial personal vehicle and bus traffic entering the United States. The expansion project will add four new personal vehicle inspection lanes, expanding capacity to ten lanes total. The project also expands the secondary inspection area to provide six enlarged bays for vehicle enforcement inspections and adds 24 secondary main building referral parking spots. All inspection areas will include extended overhead canopies, replaced pavement, and upgraded lighting.

Project Benefits

The Pacific Highway Land Port of Entry expansion project will modernize the port, altering its current traffic configuration to better meet the needs of the traveling public. GSA plans to add four primary vehicle inspection lanes and one outbound inspection lane to the port, and to further support the [NEXUS program](#). Additionally, the port will have enhanced secondary inspection capabilities, including six enlarged bays for vehicle inspections. All inspection areas will include extended overhead canopies, new pavement and upgraded lighting.

The project budget includes \$8 million from the Inflation Reduction Act (IRA) to construct new lanes and canopies using low embodied carbon concrete and steel. This project's material-related emissions will be reduced by an estimated 190 metric tons of carbon dioxide equivalent, compared to industry averages for the steel and concrete being installed. That is equivalent to the emissions a gas-powered car would generate by driving around the Earth 25 times. Material selections include over 4,900 cubic yards of low embodied concrete that meets GSA's "Top 40%" global warming potential threshold.

Current Status

In September 2024, GSA awarded a \$33 million contract to T1-RJS Joint Venture LLC for the design and construction of the expanded port. The funding includes \$8 million from the Inflation Reduction Act (IRA) to install low-embodied carbon materials, electric vehicle charging stations, and updated greenscape areas to minimize water usage. This remainder of the project is funded through the Bipartisan Infrastructure Law.

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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

We will increase energy and water efficiency (including renewable energy and fossil fuel free measures), adhere to sustainable design principles, and minimize climate risk liabilities above the minimum performance criteria in a manner that is life cycle cost-effective.

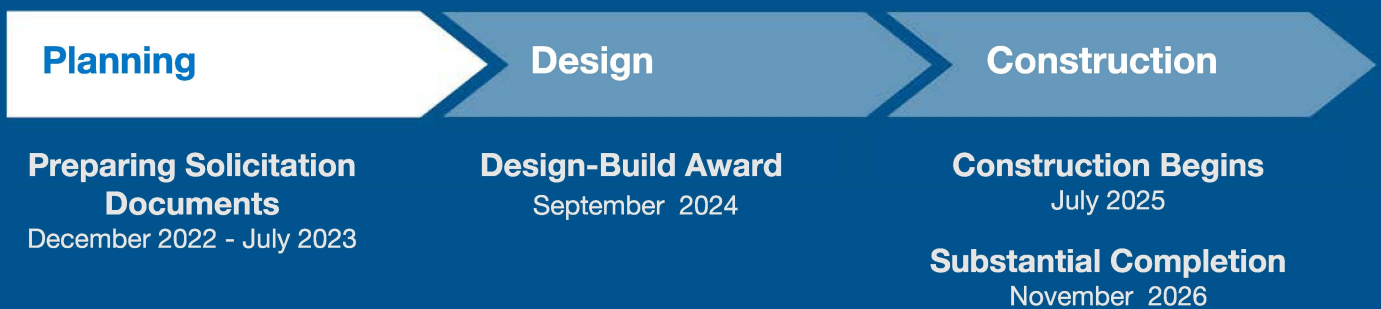
Pacific Highway project sustainability goals include:

- Net-zero ready
- SITES Silver certification
- Use of low embodied carbon concrete and steel

Community Impact

The Pacific Highway LPOE is the largest and busiest Canadian-U.S. port in the Western United States. The port currently processes more traffic than it was originally designed to accommodate and, left unaddressed, wait times will continue to increase along with negative environmental and economic impacts resulting from the delays. The project will significantly increase the number of primary vehicle inspection lanes and expand the existing layout in the Secondary Inspection area.

Project Timeline



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