



General Services Administration
Fort Fairfield Land Port of Entry, Fort Fairfield, Maine
Environmental Assessment
PUBLIC SCOPING MEETING HANDOUT



Summary

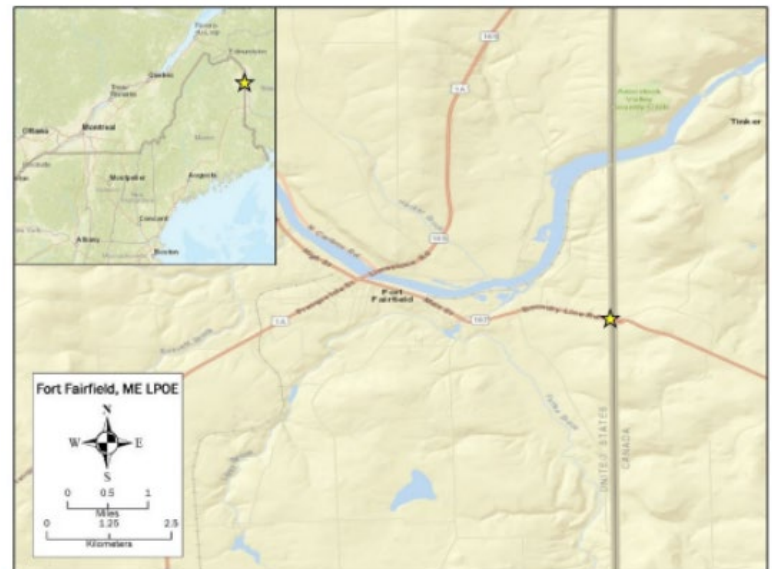
The U.S. General Services Administration (GSA) is proposing to modernize the Fort Fairfield Land Port of Entry (LPOE) in Fort Fairfield, Aroostook County, Maine. The proposed project would improve the operational efficiency, safety, and security for U.S. Customs and Border Protection (CBP) personnel and cross-border travelers at the LPOE. The existing facility can no longer adequately support the mission requirements of CBP. Specifically, the deficiencies at the LPOE fall into two broad categories: 1) limited capacity and facilities for port operations; and 2) the existing building's condition.

A Draft Environmental Assessment (EA) is being prepared in compliance with the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S. Code [U.S.C.] 4321), as implemented by Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] 1500–1508), and policies of the GSA as the lead federal agency. The Draft EA process provides steps and procedures to evaluate the potential natural and human environmental impacts for the proposed modernization and expansion of the Fort Fairfield LPOE. Concurrently GSA will initiate consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, along with NEPA compliance, as the current main building is listed on the National Register of Historic Places (NRHP).

The GSA is providing an opportunity for the public, stakeholders, and government agencies to provide input during the EA preparation. The social, economic, and environmental considerations are evaluated and measured, as defined in the CEQ regulations, by their magnitude of impacts.

Project Background

The Fort Fairfield LPOE is located at the U.S.-Canada border, between Fort Fairfield, Maine, and Andover, New Brunswick, Canada. The LPOE accommodates non-commercial vehicles and commercial vehicles entering the U.S. from Canada westbound on SR 161. There is periodic bus traffic at this Port. The port has been operating since 1935, with existing facilities constructed in the 1930s. The existing main building was built in 1934 and is listed on the NRHP. Due to steady increases in traffic, poor pedestrian infrastructure, lack of separations between traffic types (vehicle and pedestrian), and outdated facilities and technologies, the facilities at the LPOE no longer function adequately and pose safety and security risks for CBP officers and the traveling public. The current LPOE is obsolete and cannot accommodate modern inspection and border security technologies. The existing facility is undersized and outdated as it relates to mechanical, electrical and plumbing systems. When completed, the new LPOE will provide adequate operational space, reduced traffic congestion, and safe conditions for employees and travelers.



Further information about the project can be viewed at: <http://gsa.gov/fortfairfield>.



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Alternatives Considered

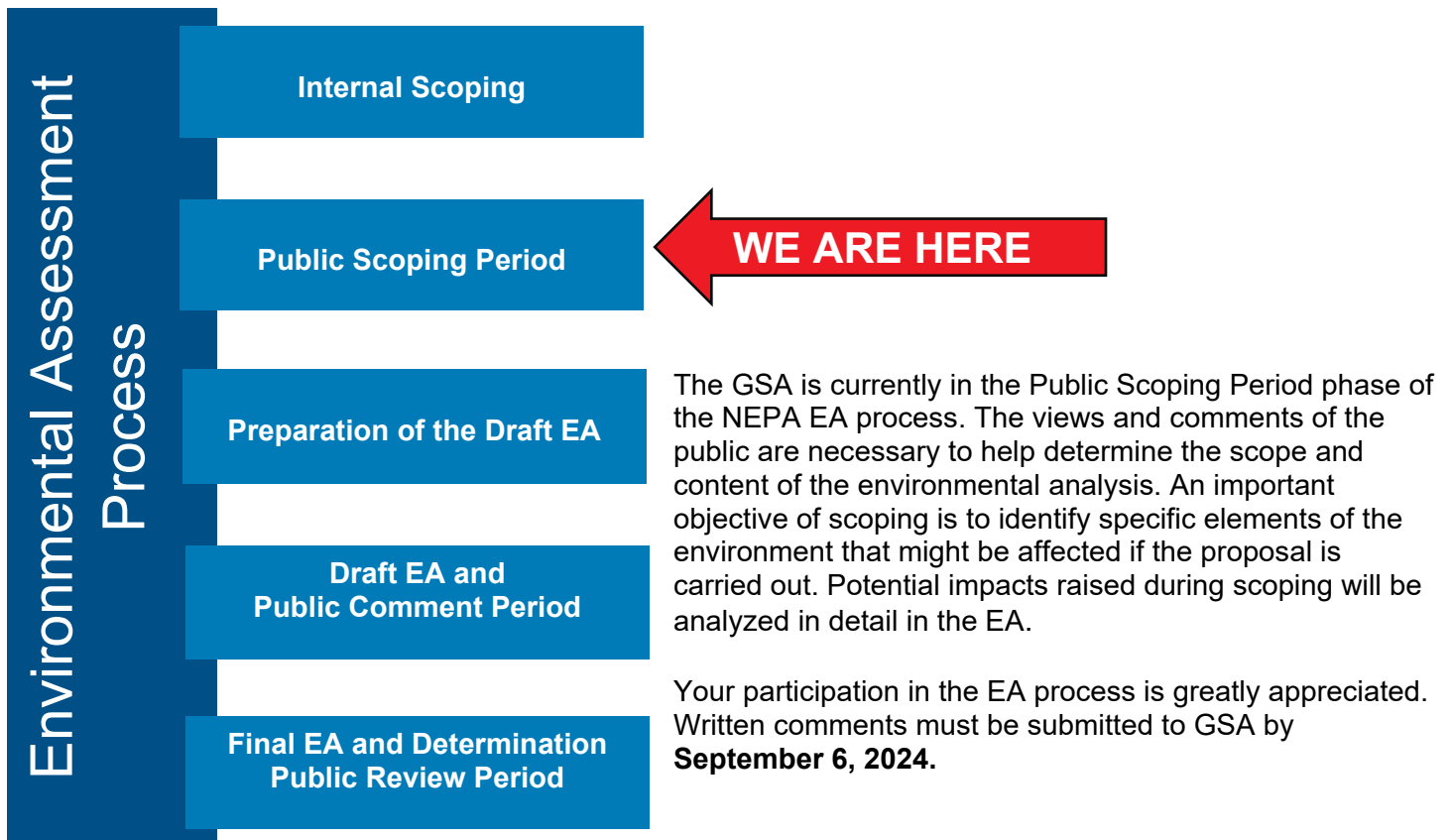
A previous version of this document incorrectly stated the action alternatives information. The corrected information is highlighted below.

The EA will consider “action” alternatives and a “no action” alternative. The action alternatives may include:

- Acquisition of additional land.
- Construction of a new main building, noncommercial vehicle inspection area, commercial vehicle inspection area, enclosed CBP parking, and enclosed mechanical/electrical yard.
- Renovation of the existing historic port building for GSA program space.
- Construction of a separate gate and entrance to the port for CBP and GSA staff to minimize interruptions of port operations and traffic flow.

Under the no action alternative, CBP would continue to operate under existing conditions.

National Environmental Policy Act (NEPA) Process



The GSA is currently in the Public Scoping Period phase of the NEPA EA 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. Potential impacts raised during scoping will be analyzed in detail in the EA.

Your participation in the EA process is greatly appreciated. Written comments must be submitted to GSA by **September 6, 2024.**

Comments can be emailed to fortfairfield.LPOE@gsa.gov or mailed to:
 General Services Administration
 Attention: Nick Budris, Project Manager
 New England Region
 202 Harlow Street
 Bangor, ME 04401



For further information, please contact Nick Budris, Fort Fairfield Project Manager, General Services Administration at (207) 254-4003 or fortfairfield.LPOE@gsa.gov.