



WELCOME

PROPOSED MODERNIZATION PROJECT AT THE
CALAIS FERRY POINT LAND PORT OF ENTRY
CALAIS, MAINE

ENVIRONMENTAL ASSESSMENT PUBLIC SCOPING MEETING

June 13, 2023

Maine Indian Education Center

5:00 PM to 7:00 PM





WE WELCOME YOUR COMMENTS!

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

Public scoping comments must be submitted to GSA by July 13, 2023.

- **IN-PERSON.** Fill out a comment form and submit at this scoping meeting.

COMMENT SHEET
Proposed Modernization Project at the
Calais Ferry Point Land Port of Entry
Public Scoping Meeting
Calais, ME
Tuesday, June 13, 2023

(PLEASE PRINT)
NAME and AFFILIATION: _____
ADDRESS: _____
EMAIL: _____ ZIP CODE: _____

Public participation is an essential component of the National Environmental Policy Act (NEPA) process, and GSA welcomes comments on the Proposed Modernization Project at the Calais Ferry Point Land Port of Entry.

Please fill out the following form to ensure that the analysts, and ultimately the decision, considers the affected communities' opinions.

If you would like to be added to the mailing list and receive information about the project, please provide your email or mailing address above.

1. Please provide us with any environmental or design information or concerns, which you feel should be addressed in the Environmental Assessment for this project.

2. Please use this space to provide any additional comments you might have:

Please leave this comment sheet at the designated "drop box" or mail your comments by July 13, 2023 to the address below:

General Services Administration
Attention: Li Wang, Project Manager
T.P. O'Neill Federal Building
10 Causeway Street, 11th Floor
Boston, MA 02222

You may also email your comment to calaisferrypoint.lpo@gsa.gov with subject line "Calais Ferry Point EA"

- **BY MAIL.** Send comments to:

General Services Administration
Attention: Li Wang, Project Manager
T.P. O'Neill Federal Building
10 Causeway Street, 11th Floor
Boston, MA 02222

- **BY QR CODE.** Scan this code and submit comments online.



- **BY E-MAIL.** Send comments to:

calaisferrypoint.lpo@gsa.gov
(Please include "Calais Ferry Point Scoping Comment" in subject line.)



NEPA TIMELINE

Internal Scoping

Preparation of the
Draft EA

Final EA & Public
Comment Period

Public Scoping
Period

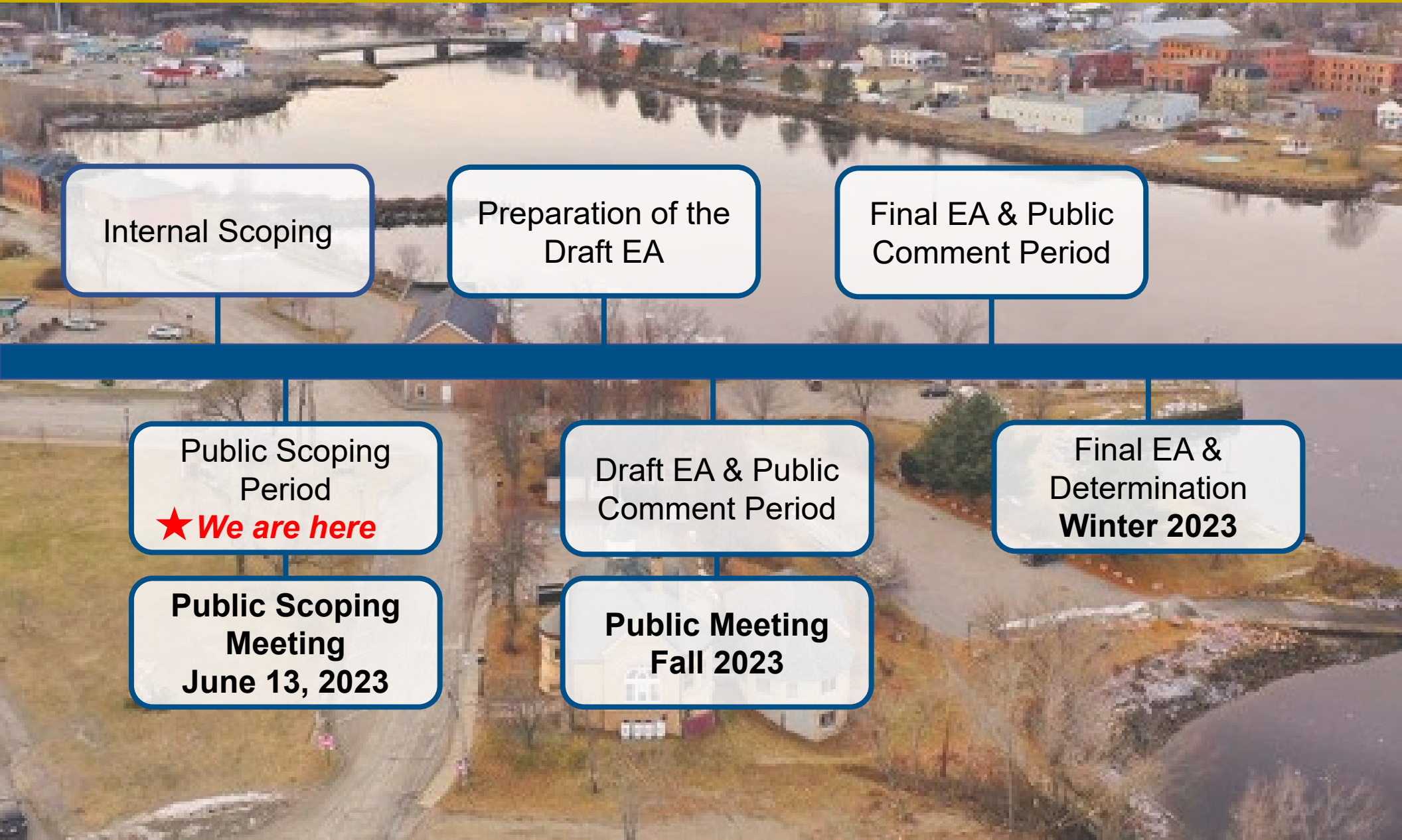
★ *We are here*

Draft EA & Public
Comment Period

Final EA &
Determination
Winter 2023

Public Scoping
Meeting
June 13, 2023

Public Meeting
Fall 2023





NEPA PROCESS

INTERNAL SCOPING

- GSA identified a need to update the Calais Ferry Point LPOE with current land port design standards and operational requirements of the CBP while addressing existing deficiencies identified with ongoing LPOE operations.
- GSA conducted a Feasibility Study [November 2018] to explore viable alternatives to accommodate the Calais Ferry Point LPOE operations.

PUBLIC SCOPING PERIOD ★ WE ARE HERE

- GSA informs local, state, and federal agencies of the proposed project through a stakeholder scoping letter.
- The intent of the Public Scoping Meeting is to describe the project, solicit comments, and listen to community concerns and interests before preparation of the Environmental Assessment (EA).
- The public may submit comments on issues that should be considered in the EA.
- Public Scoping Period ends July 13, 2023.

PREPARATION OF THE DRAFT EA

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

DRAFT EA & PUBLIC COMMENT PERIOD

- GSA notifies the public that the Draft EA is available for public review. (Fall 2023)
- 30-day Public Comment Period is held, which will include a public meeting.
- Written comments on the contents of the Draft EA are accepted via U.S. mail, e-mail, or in-person at the public meeting.

FINAL EA & DETERMINATION PUBLIC REVIEW PERIOD

- Complete required consultations with agencies.
- Review, consider, and address, as appropriate, the public comments received.
- Revise and finalize the EA.
- Determine if the project can proceed under a Finding of No Significant Impacts.
- 30-day waiting period.



National Historic Preservation Act: Section 106

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires GSA to consider the effects of federal undertakings on historic properties. If a federal or federally-assisted project has the potential to affect historic properties, a Section 106 review must take place.

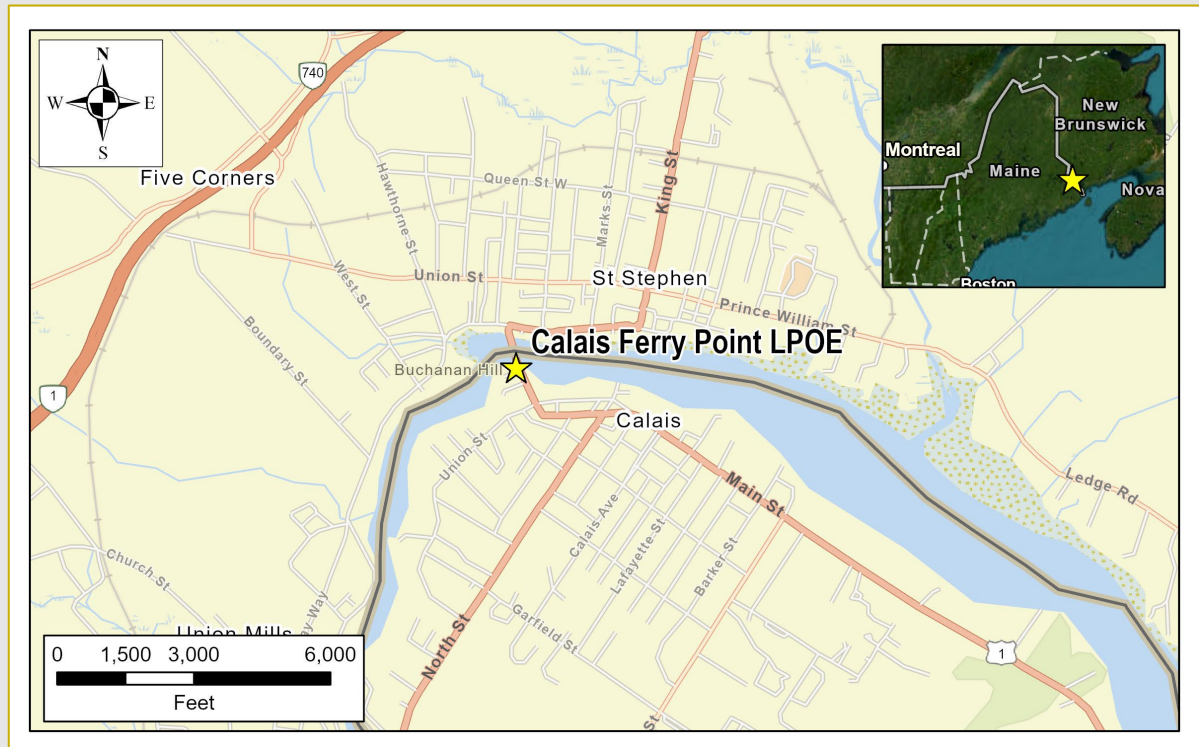
Step 1: Initiate Section 106	Step 2: Establish the Area of Potential Effect (APE)	Step 3: Identify Historic Resources	Step 4: Evaluate Effects on Historic Resources	Step 5: Resolve Adverse Effects (where necessary)
GSA identifies potential stakeholders and creates a plan for public involvement.	The geographic area that the project may impact is established.	Historic resources that are either listed in or are eligible for listing in the National Register for Historic Places are identified through survey, research, and public input.	The potential effects on identified historic resources are evaluated. If there are no potential effects, or no potential adverse effects, the process may end here.	If there are potential adverse effects, GSA will explore measures to avoid, minimize, or mitigate those effects. The resolution will result in a Memorandum of Agreement (MOA) or Programmatic Agreement (PA) recording the agreed upon measures to resolve the adverse effects.



PROJECT BACKGROUND

The Calais Ferry Point LPOE, at 3 Customs Street, is situated at the northernmost point of a peninsula jutting into the Saint Croix River. It links Coastal Route 1 to Saint Stephen via a two-lane bridge, with the Canadian Border Services Agency facility on the opposite side of the river.

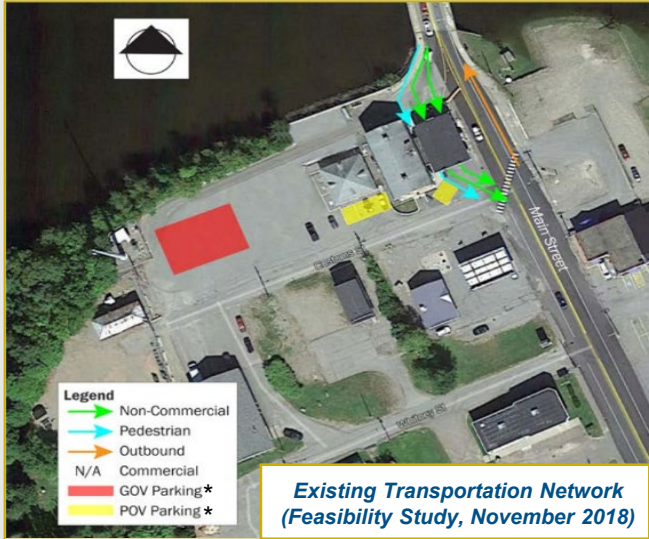
The port is a non-commercial LPOE that focuses on the inspection and control of people, vehicles, and goods. The LPOE has been operating since 1935, with existing facilities constructed in the 1930s.



The existing main building was built in 1935, with the garage constructed in 1936—both of which are listed on the National Register of Historic Places. 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 Calais LPOE no longer function adequately and pose safety and security risks for CBP officers and the general public. The existing Calais LPOE has spatial constraints, with limited interior space for offices and processing and limited opportunity for expansion within its current footprint. To address these issues, GSA proposes to modernize the existing LPOE. The Environmental Analysis will analyze the potential environmental impacts of the project.



PURPOSE AND NEED



Purpose.

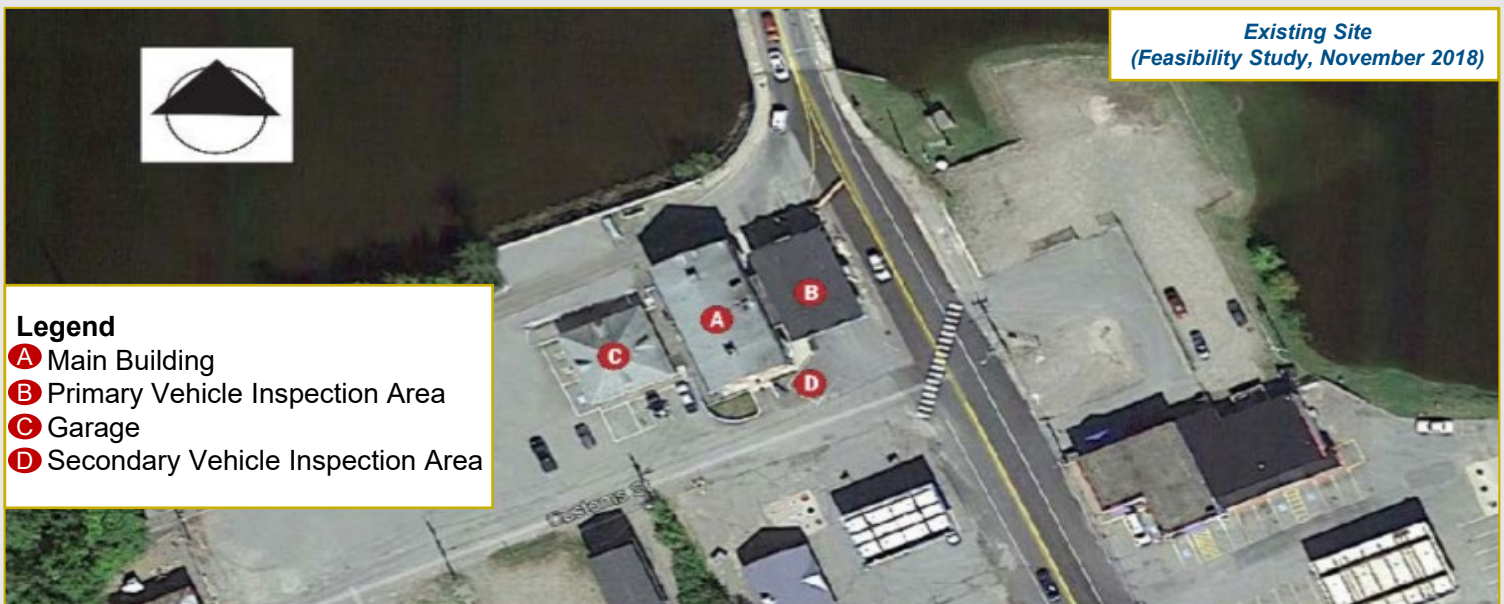
The purpose of the project is for GSA to support U.S. Customs and Border Protection's (CBP) missions by bringing the Calais Ferry Point LPOE operations in line with current land port design standards and operational requirements of CBP while addressing existing deficiencies identified with the ongoing port operations.

*GOV = government owned vehicle

*POV = privately owned vehicle

Need. The Proposed Action is needed to:

- ❖ Increase processing efficiency and capacity
- ❖ Reduce traffic queues and travel delays
- ❖ Minimize conflict points among passenger vehicles and pedestrians
- ❖ Add a functional secondary inspection area for passenger vehicles
- ❖ Allow for facility expansion
- ❖ Introduce new safety and security technologies
- ❖ Incorporate sustainability features, catalyze clean energy industries, and advance community goals





PROPOSED ALTERNATIVES



FIGURE 1
NEPA STUDY AREA
CALAIS FERRY POINT LAND PORT OF ENTRY (LPOE)
0 100 200
Feet
City of Calais, ME

Imagery Year: 2021

JMNT 

Aerial Imagery: © 2023 Microsoft Corporation, © 2023 Maxar, © CNES (2023)
Distribution: Airbus DS, © TomTom

The Environmental Assessment will consider **“action” alternatives and a “no action alternative.**

The action alternatives may include:

- Construction of a new garage; inspection canopies; inspection booths and lanes; additional parking; an impound lot; and outbound, inbound, and bypass lanes
- Acquisition of additional land
- Expansion of the existing main building listed on the National Register of Historic Places
- Demolition of the existing garage listed on the National Register of Historic Places

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