



Welcome to the

Grand Portage, MN LPOE Modernization and Expansion Project Draft Environmental Impact Statement (EIS) Public Hearing

November 19, 2024

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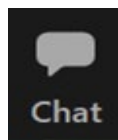
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Meeting ID: 832 5067 5793; Attendee ID: *not required (just press # to continue)*; Password: *not required*.

Note: Use of vulgar or crass language at any point during the meeting will result in removal.

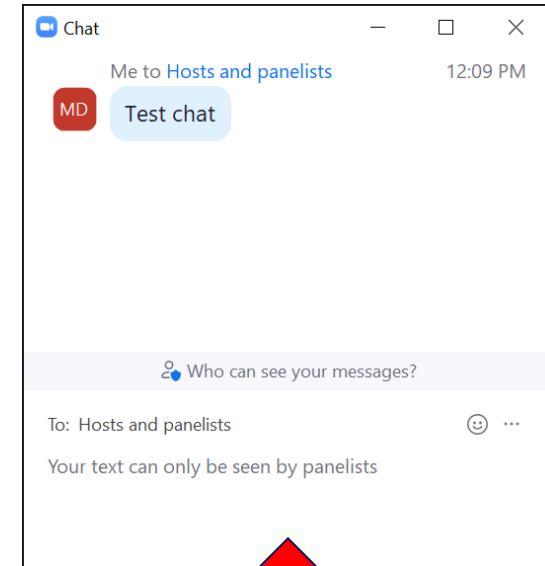
TECHNICAL SUPPORT:

If you are experiencing technical issues, please use the chat box.



Meeting Format and Ground Rules

- ❑ Please communicate any issues with viewing or participating in the meeting into the chat window, such as in the graphic to the right. Please **do not** submit public comments or questions about the project through the chat.
- ❑ Click “Show Captions” button on bottom of screen if you would like to see captions.
- ❑ All virtual participants will remain muted during the presentation and question and answer session.
- ❑ There will be an opportunity for comments and questions at the end of the presentation.
 - If attending in-person and you would like to comment, there is a sign-up sheet to speak at the sign-in table. Those attending virtually will be able to sign-up at the end of this presentation.
- ❑ GSA will not be formally responding to comments during today’s meeting but will respond to them in the Final EIS. GSA will clarify anything presented in this presentation relating to the project, the NEPA process, or opportunities for public participation.
- ❑ A copy of this presentation will be made available at:
<https://www.gsa.gov/about-us/gsa-regions/region-5-great-lakes/buildings-and-facilities/minnesota/grand-portage-land-port-of-entry>



Note: The meeting is being recorded and will be included in the project’s Administrative Record.

Meeting Agenda

- ❑ Welcome and Introductions
- ❑ Purpose of Meeting
- ❑ National Environmental Policy Act (NEPA),
National Historic Preservation Act (NHPA)
- ❑ EIS Timeline
- ❑ Project Background
- ❑ Project Overview, Purpose and Need, Project Alternatives
- ❑ Resources Evaluated in the EIS and Summary of Impacts
- ❑ Next Steps and Overall Project Schedule
- ❑ How to Comment
- ❑ Commenting Session



Grand Portage Land Port of Entry (LPOE)

Project Team Overview

❑ U.S. General Services Administration (GSA)

- ❑ Gary Walker, LPOE Project Manager
- ❑ Michael Gonczar, Region 5 NEPA Program Manager
- ❑ Dan Kammann, Region 5 Contracting Officer's Representative
- ❑ Regina Nally, Regional Historic Preservation Officer

❑ Grand Portage Band of Lake Superior Chippewa

- ❑ Margaret Watkins, Grand Portage Water Quality Specialist
- ❑ Rob Hull, Grand Portage Tribal Historic Preservation Officer

❑ Potomac-Hudson Engineering (PHE) and SEARCH

- ❑ Paul DiPaolo, NEPA Contractor Project Manager, PHE
- ❑ Matthew Piscitelli, Archaeologist, SEARCH

What is the Purpose of this Hearing?

- Describe the NEPA and NHPA processes
- Provide an overview of GSA's project
- Review findings of the Draft EIS
- Provide an opportunity for public comments and feedback on the Draft EIS

GSA is hosting this public hearing to provide information about the project with the community. This meeting is part of the NEPA public involvement process intended to help inform the public of the findings of the EIS. GSA welcomes public input on the EIS or other issues that are important to the community.

What is the National Environmental Policy Act?



NEPA requires federal agencies to consider the potential impacts to the natural, human, and cultural environment from their proposed actions and disclose the potential impacts in a document that is circulated for public review.



GSA has prepared an EIS per NEPA requirements. The EIS documents potential impacts from implementation of the Proposed Action.



The Grand Portage Band of Lake Superior Chippewa is serving as a Cooperating Agency for the EIS. GSA is preparing the EIS in close collaboration with the tribe.



NEPA provides the public an opportunity to submit comments on the project at various stages throughout the process, including during the scoping process, and public reviews of the draft and final EIS.



GSA will review all public comments and consider substantive comments in the preparation of the EIS. All comments will be part of the administrative record and be included in the EIS.

What is the National Historic Preservation Act?



The National Historic Preservation Act (NHPA) is the most comprehensive federal law pertaining to the protection of cultural resources and establishes a program for the preservation of historic properties (i.e., districts, sites, buildings, structures, and objects) throughout the nation.



Section 106 of the NHPA requires GSA to evaluate potential effects on properties listed or eligible for listing in the National Register of Historic Places (NRHP) prior to an undertaking. Properties include historic districts, sites, buildings, structures, or objects including those of traditional religious or cultural importance to an Indian Tribe or Native Hawaiian Organization that meet the NRHP criteria. Currently, no sites within the study area are listed on, or are eligible for listing on, the NRHP.



The Section 106 process has been initiated and is ongoing. GSA has completed a historic structures survey and an archaeological literature search; findings are documented in the Draft EIS.

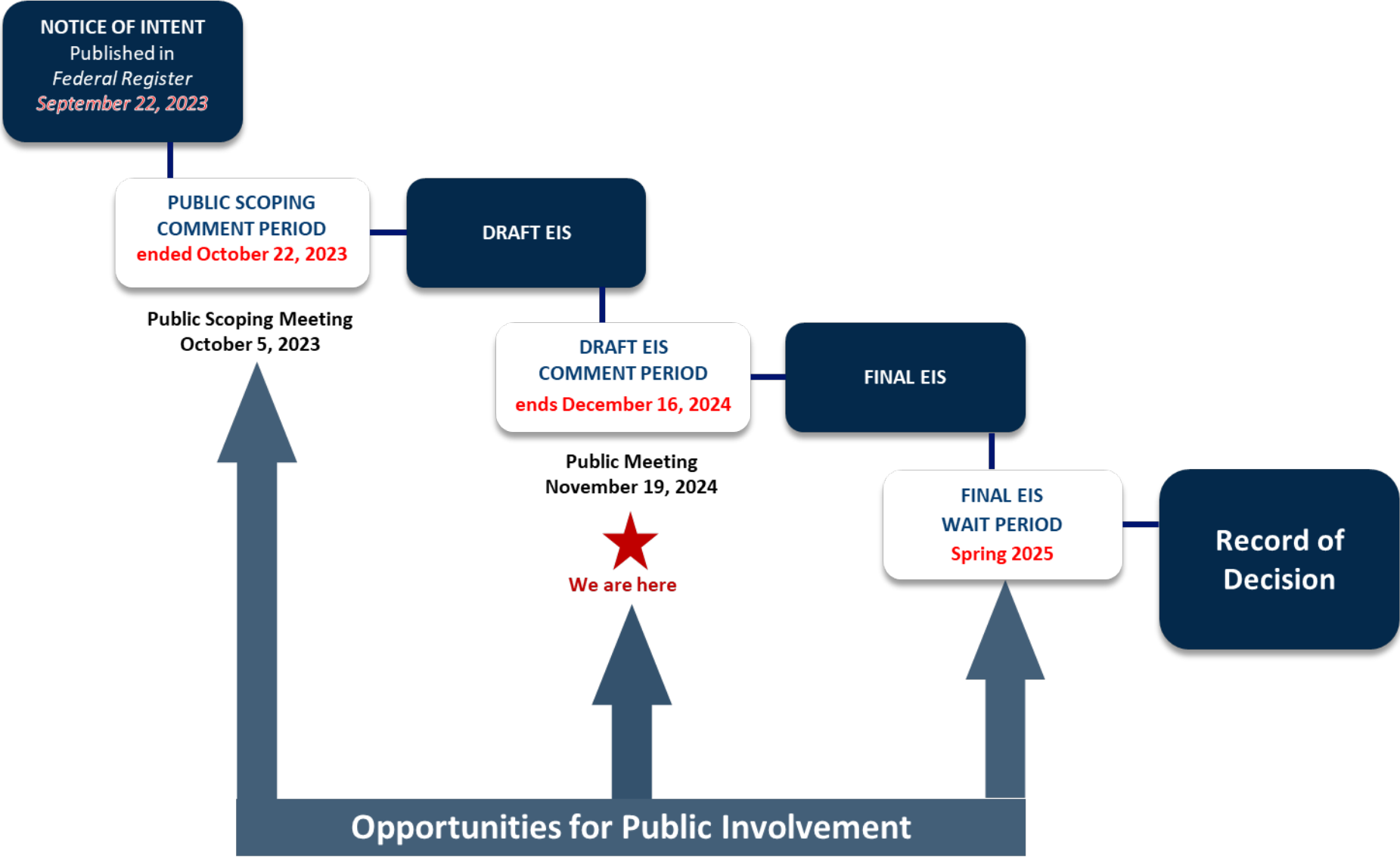


GSA is undergoing Section 106 consultation with the Tribal Historic Preservation Officer (THPO). Consultation will be substantially completed prior the completion of the NEPA process (i.e., signature of Record of Decision).

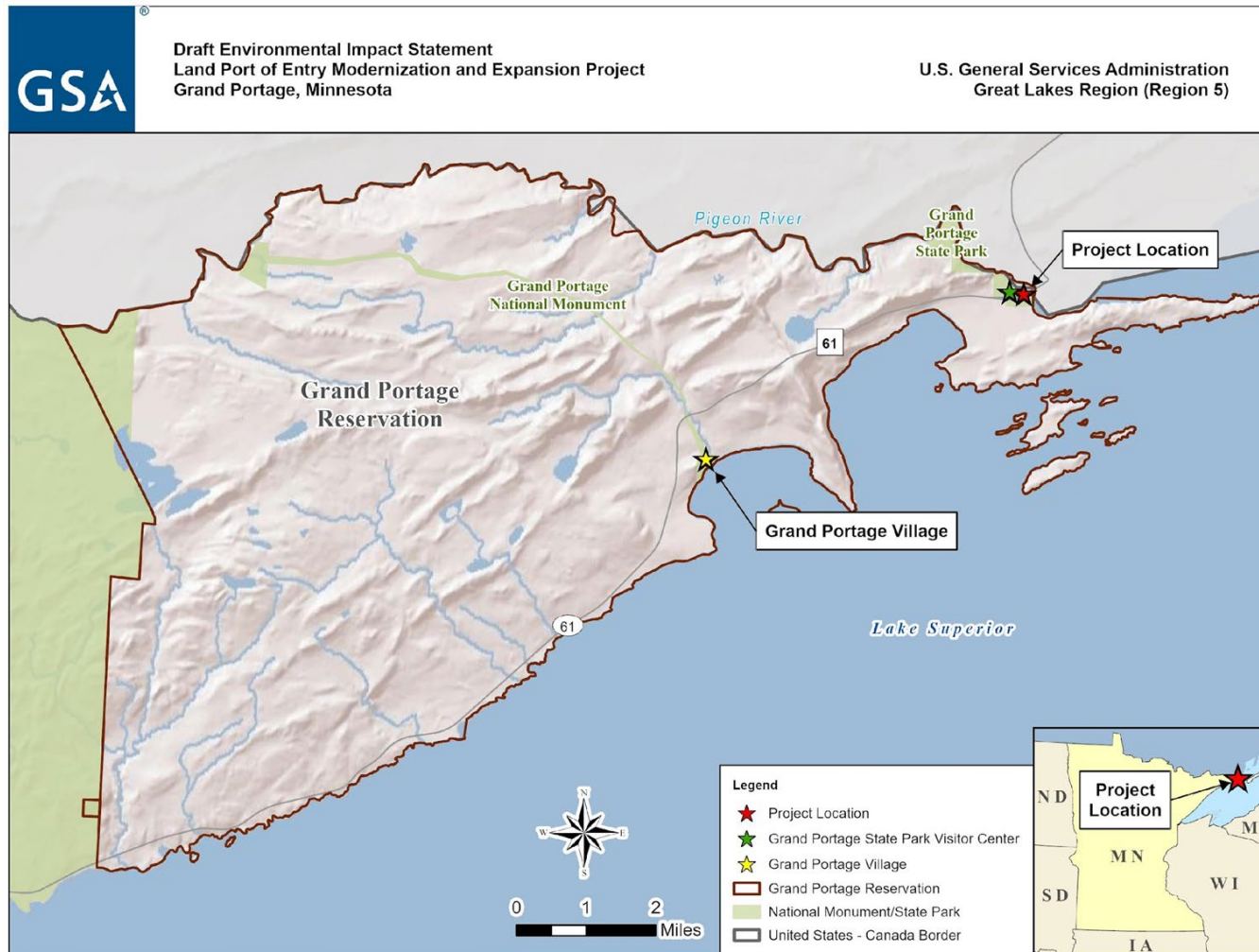
Tribe as a Cooperating Agency

- ❑ The operational footprint of the proposed port is located entirely within the Grand Portage Band of the Lake Superior Chippewa Reservation, within Minnesota Department of Transportation (MnDOT) easement for Highway 61.
- ❑ GSA has entered into a Memorandum of Understanding with the tribe for the tribe to serve as a Cooperating Agency.
- ❑ The tribe is working closely with GSA in preparation of this NEPA document (information exchange, document reviews, meeting participation) to ensure tribal concerns are addressed.
- ❑ GSA will continue to engage and involve the tribe outside of the NEPA process, notably in proposed designs of the port.

EIS Timeline



Regional Location



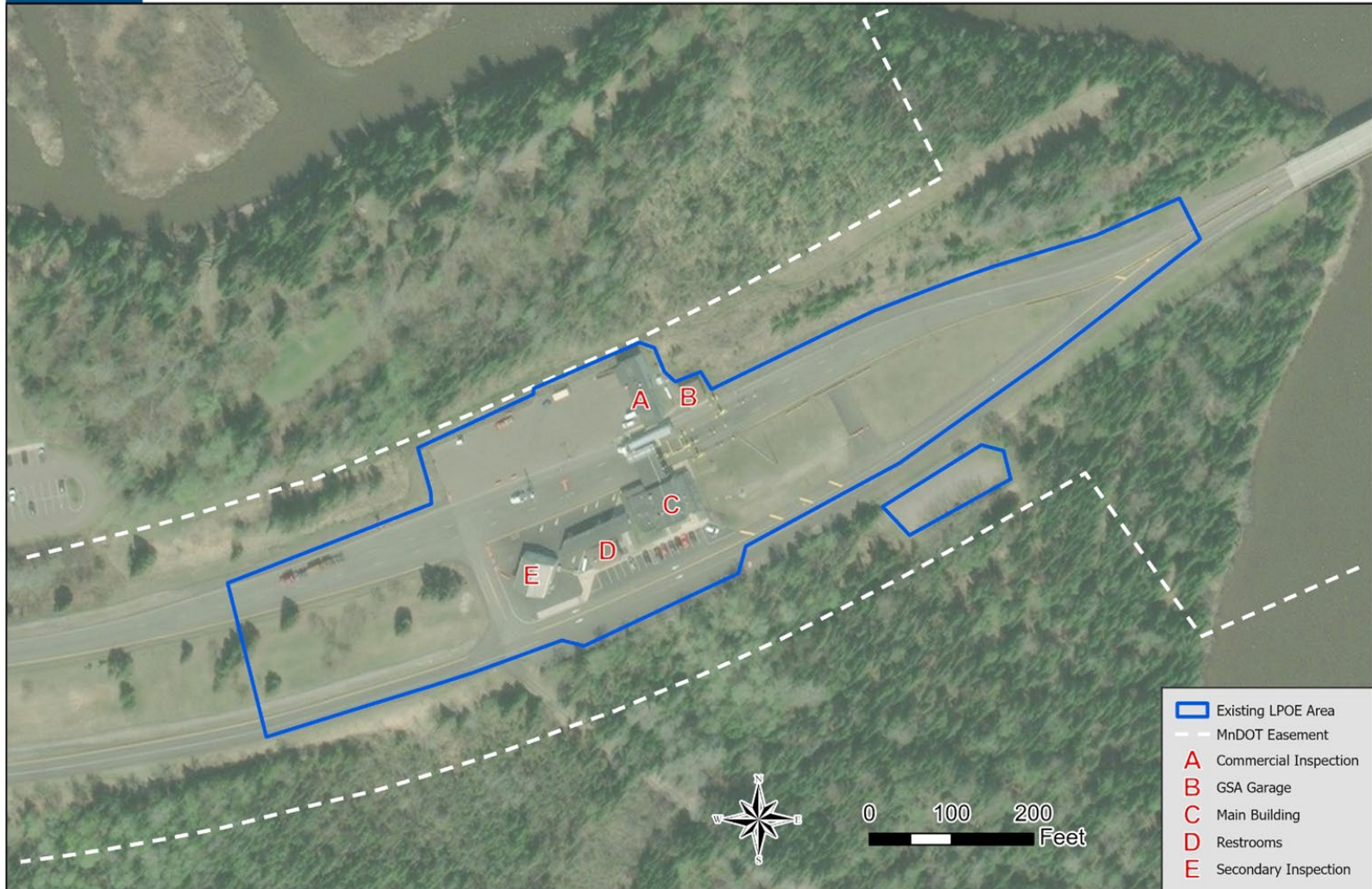
The Grand Portage LPOE was built in 1965 and is located within the Grand Portage Reservation. It serves as a port of entry for vehicles and pedestrians crossing the U.S.-Canada border between the Grand Portage Reservation and Neebing, Ontario. It is a 24/7, full-service facility operated by the U.S. Department of Homeland Security's Customs and Border Protection (CBP).

Existing Port Overview



Draft Environmental Impact Statement
Land Port of Entry Modernization and Expansion Project
Grand Portage, Minnesota

U.S. General Services Administration
Great Lakes Region (Region 5)



Project Background

- ❑ GSA completed a Feasibility Study in 2019, which determined that the existing structures do not meet square footage needs specified by the Program of Requirements. The Feasibility Study identified three alternatives for expanding and modernizing the port.
- ❑ Following the Feasibility Study, a Program Development Study (PDS) was initiated as the next step in the design process to further refine potential alternatives under consideration.
- ❑ PDS reports have been issued that have refined viable alternatives, identified a single alternative, and further developed the potential site design in collaboration with the Grand Portage Band of Lake Superior Chippewa.
- ❑ The single alternative under consideration has an operational footprint that remains within the MnDOT Highway 61 easement.

Purpose and Need for Project



Purpose: To support CBP's mission by bringing the Grand Portage 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: Improve capacity and functionality of the Grand Portage LPOE to meet future demand while maintaining the capability to meet border security initiatives and to provide for the expeditious and safe inspection of the traveling public.

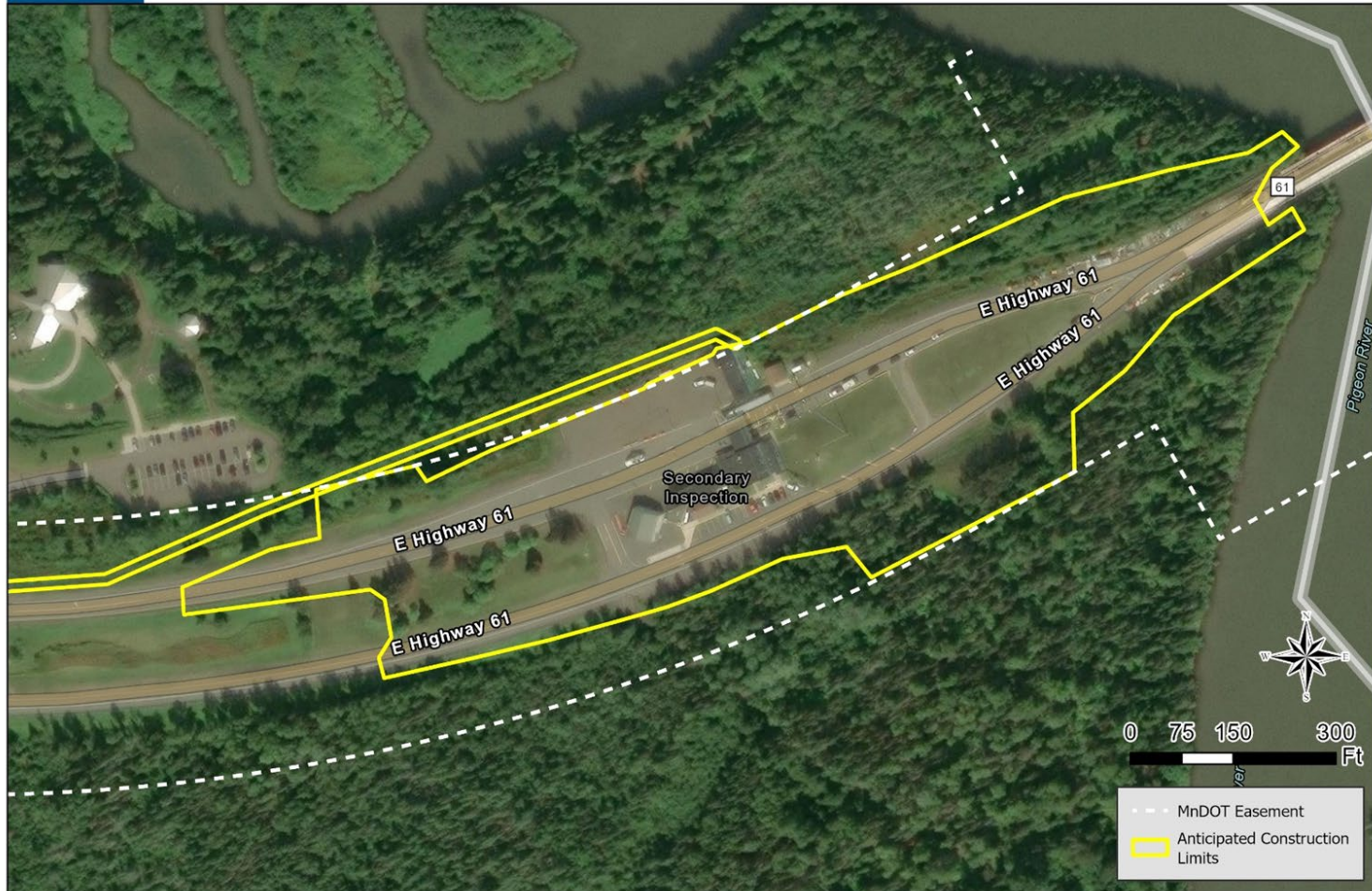
The Infrastructure Investment and Jobs Act (2021), also known as the Bipartisan Infrastructure Law, includes \$3.4 billion for GSA to undertake 26 construction and modernization projects at LPOEs nationwide. Most of the U.S.'s LPOEs are outdated and long overdue for modernization. Additionally, the LPOE modernization projects would provide opportunities to incorporate sustainability features into facility design.

Project Overview – Proposed Footprint



Draft Environmental Impact Statement
Land Port of Entry Modernization and Expansion Project
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U.S. General Services Administration
Great Lakes Region (Region 5)



Note: The limits of construction for the three-phase power line have been shifted to be within the MnDOT Easement. This change occurred following issuance of the Draft EIS and will be updated in the Final EIS.

Proposed Action – LPOE

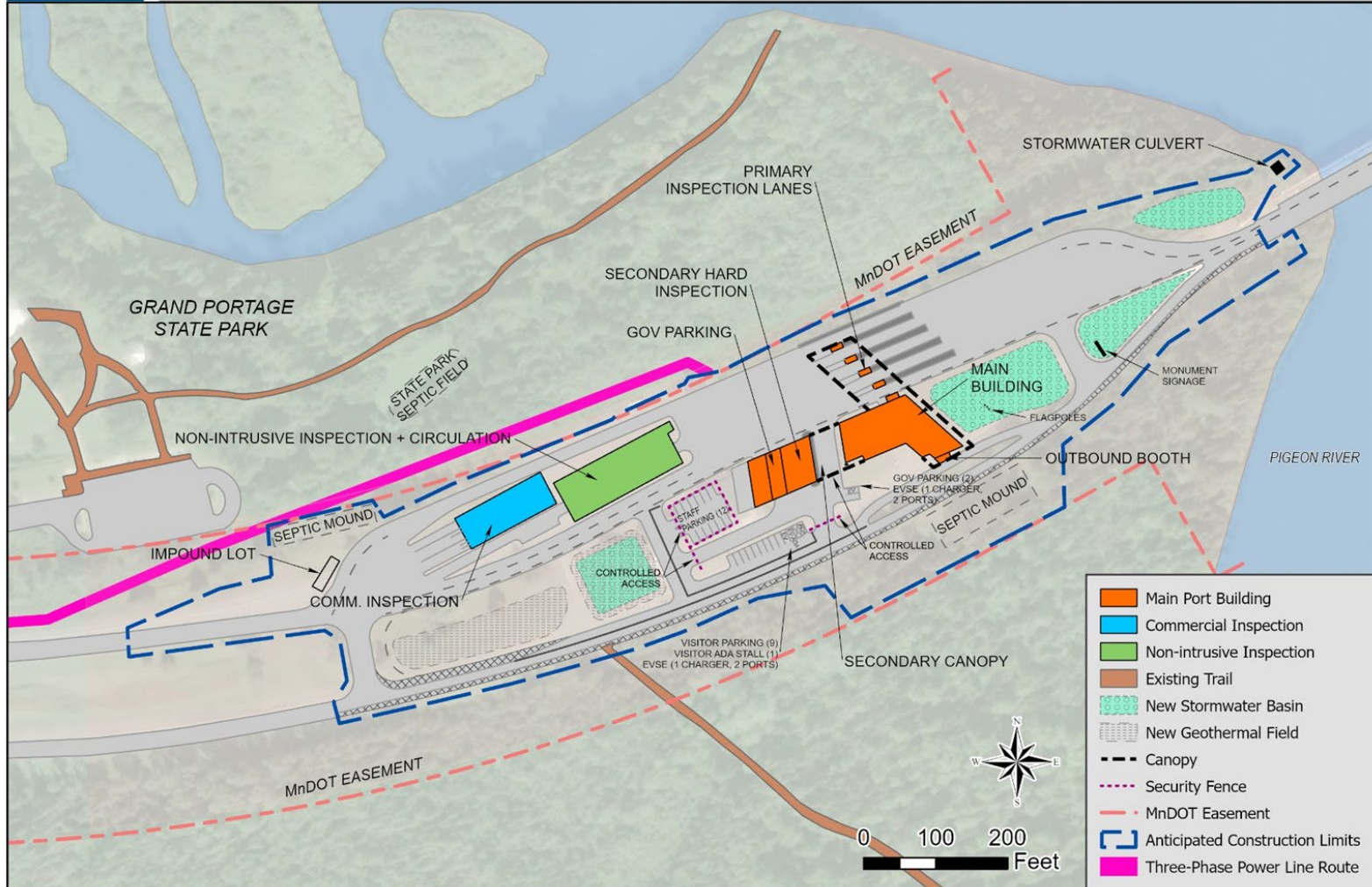
- ❑ Establish applicable agreements with the Grand Portage Band of Lake Superior Chippewa and in coordination with MnDOT to expand the operational footprint of the LPOE from 5.7 acres to approximately 10.4 acres.
- ❑ Conduct multi-phased demolition and construction.
- ❑ New construction would include:
 - Main Building
 - Commercial Inspection Building
 - Primary inspection lanes, enclosed secondary inspection bays and outdoor secondary inspection bays
 - Non-intrusive inspection (NII) building
 - Staging areas, commercial impound lot, and parking lot
 - Upgraded utilities and renewable energy technologies (solar or geothermal)

Proposed Action – Proposed Layout



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Proposed Action – Three-Phase Power Line

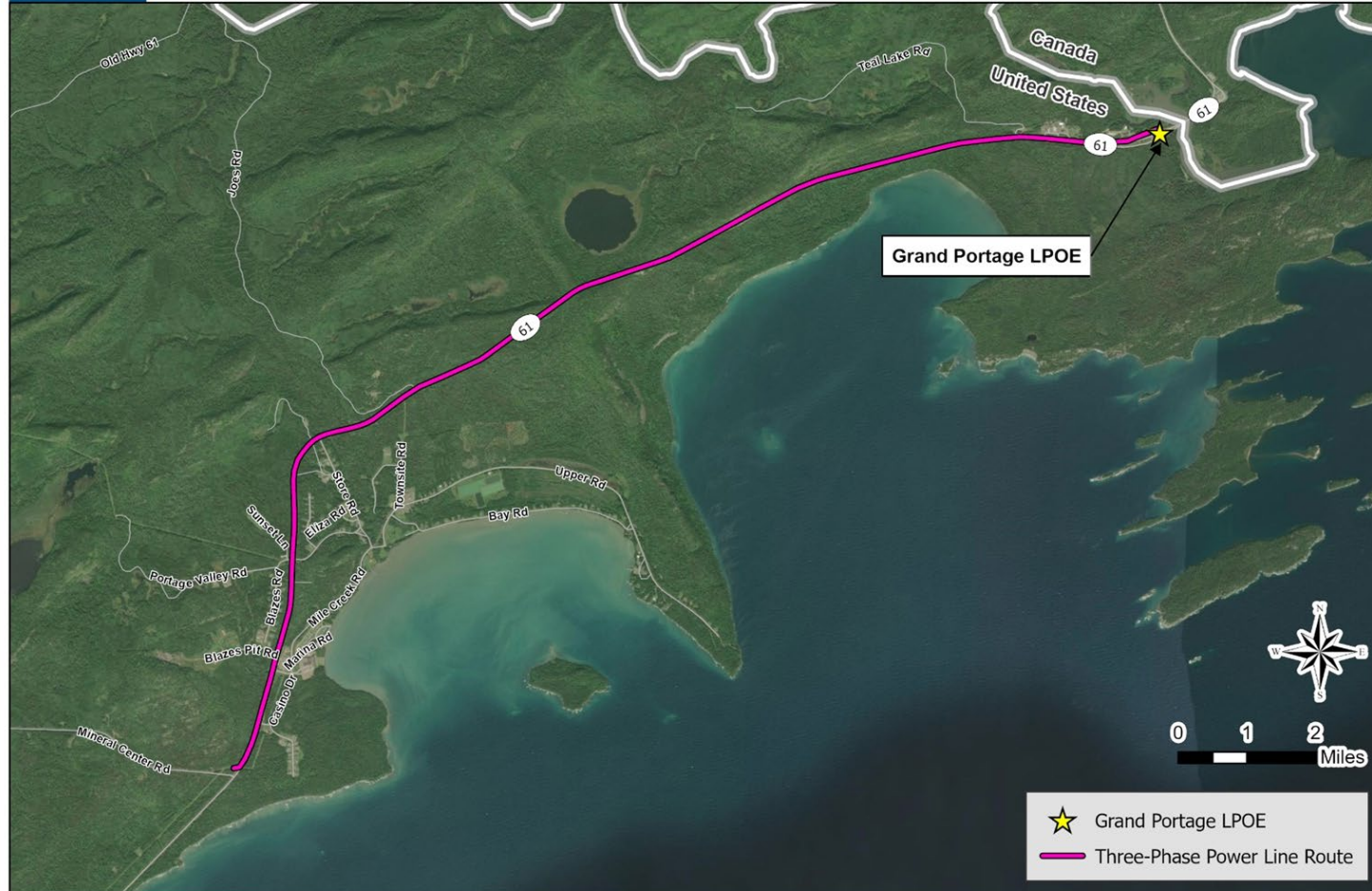
- ❑ Power supply running to LPOE requires upgrades as the current electrical supply does not provide sufficient electrical capacity to power the proposed new facilities.
- ❑ Installation of the three-phase power line would include:
 - 7.3 miles buried power line within existing Arrowhead Cooperative utility right-of-way on western side of Highway 61.
 - Ground cover would be stabilized and restored following installation.
 - No tree clearing anticipated; if tree clearing required would be minimal and conducted outside of nesting seasons for protected species.
 - No road closures along Highway 61 would occur during installation.
 - The power line would cross multiple secondary road intersections.
 - GSA would coordinate with the Grand Portage Band and MnDOT, and follow all MnDOT safety protocols during construction.

Proposed Action – Three Phase Power Line Route



Draft Environmental Impact Statement
Land Port of Entry Modernization and Expansion Project
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Project Alternatives

GSA has identified one “**action**” alternative and the “**no action**” alternative analyzed in the EIS:

- **Alternative 1** – Construct the facilities as described in the Alternative assessed in the 100 percent PDS.
- **No Action Alternative** – No construction of a new facility to replace the existing LPOE and the three-phase power line would not be installed. Operation of the Grand Portage LPOE would generally remain similar to current conditions, but capacity and efficiency would likely degrade over time. Existing deficiencies would remain or worsen over time and compromise CBP’s mission to protect and secure the nation’s border.

Resources Analyzed

The following resources were analyzed in the EIS:

- Cultural Resources
- Geological Resources
- Water Resources
- Biological Resources
- Air Quality and Climate Change
- Noise
- Traffic and Transportation
- Land Use and Visual Resources
- Infrastructure and Utilities
- Human Health and Safety
- Socioeconomics
- Environmental Justice and Protection of Children's Health and Safety

Summary of Environmental Impacts (Table 1 of 6)

RESOURCE	PROPOSED ACTION	NO ACTION ALTERNATIVE
Geology, Topography, and Soils	<ul style="list-style-type: none"> Excavation to an anticipated depth of approximately 10 feet below ground surface. Drilling new well to replace the potable water supply well that serves the existing LPOE. Potential installation of a geothermal heat pump system would involve excavating the ground to depths below the frost line or drilling approximately 90 boreholes to a depth of approximately 500 feet to install wells. Minimal grading to soils during construction. Construction could disturb soils within the entire 10.4-acre proposed limits of construction for the LPOE and 13.3 acres for the three-phase power line. 	<ul style="list-style-type: none"> None
Impact Rating	Construction: ○ ⊕ Operation: ○ ⊕	○
Water Resources	<ul style="list-style-type: none"> Impervious area at the LPOE would have a net increase of 0.5 acre. Land disturbance, including increased soil erosion and sedimentation, could affect surface water quality during construction. Approximately 1.5 acres of delineated wetlands occur within the limits of construction at the LPOE, of which 0.9 acre would be permanently removed. Approximately 0.31 acres of wetlands along the three-phase power line may experience temporary effects. Construction of a geothermal system or a water supply well could result in slight potential increase for impacts to groundwater quality. Improvements in currently outdated stormwater infrastructure and the use of low impact development would result in a long-term, indirect, minor, beneficial impact to adjacent surface waters. 	<ul style="list-style-type: none"> Negligible adverse impacts from maintenance activities.
Impact Rating	Construction: ⊕ ● Operation: ○ ⊕	○

Impact Rating Key: ○ = none/negligible; ⊕ = minor; ● = moderate; ● = significant; ⊕ = beneficial

Summary of Environmental Impacts (Table 2 of 6)

RESOURCE	PROPOSED ACTION	NO ACTION ALTERNATIVE
Biological Resources	<ul style="list-style-type: none"> Disturbance of existing vegetation within limits of construction (i.e., 10.4-acre at the LPOE and 13.3 acres along the three-phase power line). Temporary disturbance of wildlife and migratory birds that may inhabit or forage within the proposed limits of construction and adjacent areas. May affect, not likely to adversely affect special-status species, including Canada lynx, gray wolf, northern long-eared bat, tricolored bat, wolverine, and monarch butterfly. USFWS has concurred with GSA's determination. 	<ul style="list-style-type: none"> Negligible adverse impacts from maintenance activities.
Impact Rating	Construction: ○ ⊕ Operation: ○	○
Air Quality and Climate Change	<ul style="list-style-type: none"> Construction activities including land disturbance would emit pollutants and greenhouse gases (GHGs). Energy demand at the modernized and expanded LPOE would likely be higher than the existing facilities, due to the expansion of the facility by approximately 20,000 square feet of building space. The actual change in air emissions during operations would depend on the extent to which sustainable building design features and technologies are implemented in the final modernized and expanded LPOE. 	<ul style="list-style-type: none"> None
Impact Rating	Construction: ○ ⊕ Operation: ○ ⊕	○
Noise	<ul style="list-style-type: none"> Temporary increases in ambient noise levels and vibration around the Grand Portage LPOE during construction. Construction noise would be detected by outdoor visitors to the Grand Portage State Park as well as by daycare users and residences along the proposed three-phase power line route. Long-term ambient noise levels within the vicinity of the Grand Portage LPOE would generally remain unchanged since operations of the modernized and expanded LPOE would be similar to current operations. 	<ul style="list-style-type: none"> Long-term, minor adverse impacts due to increase in noise levels during peak traffic periods.
Impact Rating	Construction: ⊕ ● Operation: ○	⊕

Impact Rating Key: ○ = none/negligible; ⊕ = minor; ● = moderate; ● = significant; ⊕ = beneficial

Summary of Environmental Impacts (Table 3 of 6)

RESOURCE	PROPOSED ACTION	NO ACTION ALTERNATIVE
Traffic and Transportation	<ul style="list-style-type: none"> Increased traffic during construction from commuting construction workers and truck trips bringing or removing materials. Residences and businesses located off the intersections crossed by the three-phase power line may experience temporary lane closures or intermittent service delays during construction at each location. Long-term improvement to traffic flow during operations due to more efficient vehicle processing. 	<ul style="list-style-type: none"> Long-term, minor to moderate, adverse impacts due to continuation of and potential increase in queue delays during times of peak traffic.
Impact Rating	Construction: ○ ⊕ Operation: ⊕	⊕ ●
Land Use and Visual Resources	<ul style="list-style-type: none"> Construction may disturb travelers through the LPOE, individuals using the boat launch or visiting the Grand Portage State Park, residential properties near Ryden’s Border Store, and adjacent land-owners along the three-phase power line route. Local visual quality would be improved through replacing old facilities with improved facilities that are designed through a process that engages the Grand Portage Band, integrates feedback, and respects local culture. More efficient operation of the modernized LPOE would reduce vehicle emissions and improve regional haze conditions. Nighttime construction activities requiring lighting could result in adverse visual effects. Long-term impacts to the night sky could result in increased lighting at the expanded LPOE. 	<ul style="list-style-type: none"> No changes in land use would occur. Long-term, minor, local and regional adverse impacts to visual resources as existing structures continue to deteriorate and degrade the aesthetic quality of the area surrounding the LPOE.
Impact Rating	Construction: ⊕ ● Operation: ⊕ ⊕	⊕

Impact Rating Key: ○ = none/negligible; ⊕ = minor; ● = moderate; ● = significant; ⊕ = beneficial

Summary of Environmental Impacts (Table 4 of 6)

RESOURCE	PROPOSED ACTION	NO ACTION ALTERNATIVE
Infrastructure and Utilities	<ul style="list-style-type: none"> Negligible long term increased demand on local GSA-owned utilities. Construction activities would temporarily affect Highway 61 in the immediate vicinity of the LPOE. Newly constructed facilities would provide new, more efficient infrastructure and utilities built and maintained to current GSA and tribal standards. 	<ul style="list-style-type: none"> The LPOE would not benefit from updated facilities and infrastructure with LEED certification that would be designed to accommodate renewable energy sources and achieve sustainable standards.
Impact Rating	Construction: ① Operation: ○ ⊕	○
Socioeconomics	<ul style="list-style-type: none"> Industries purchasing supplies and materials from other industries during construction would have beneficial impacts on the local economy and employment. Influx of construction works could temporarily increase demand for local housing. Reduction of lodging available for tourists could discourage some travel and affect the local economy. Increases in population could have minor effects on community services through increased demand for police, fire, and emergency medical services, depending on ultimate distribution of construction worker residence. Long-term tourism could increase due to shorter wait times at the modernized and expanded LPOE. 	<ul style="list-style-type: none"> None
Impact Rating	Construction: ○ ① ● ⊕ Operation: ○ ⊕	○

Impact Rating Key: ○ = none/negligible; ① = minor; ● = moderate; ● = significant; ⊕ = beneficial

Summary of Environmental Impacts (Table 5 of 6)

RESOURCE	PROPOSED ACTION	NO ACTION ALTERNATIVE
Cultural Resources	<ul style="list-style-type: none"> No known archaeological resources occur within the proposed limits of construction. Implementation of the Proposed Action would have no adverse effect on the Pigeon River International Bridge, identified as a historic property under the NHPA. GSA is undergoing consultation under Section 106 of the National Historic Preservation with the Grand Portage Band Tribal Historic Preservation Officer (THPO). 	<ul style="list-style-type: none"> GSA is undergoing consultation under Section 106 of the NHPA with the Grand Portage Band Tribal Historic Preservation Officer. In addition, because the property lies within the Grand Portage Reservation, GSA would conduct construction monitoring in consultation with the Grand Portage Band during ground disturbing activities.
Impact Rating	Construction: ○ Operation: ○	○
Human Health and Safety	<ul style="list-style-type: none"> Slight increased risk to health and safety of personnel and patrons during construction. Increased use of hazardous materials and generation of hazardous waste during construction and operation. Risk of exposure to contaminated soil during construction. Small amounts of hazardous materials, such as paints and cleaners, could be used in facility maintenance activities during operations. Use of these materials would generate small amounts of hazardous waste. 	<ul style="list-style-type: none"> Long-term, negligible impacts would continue as there would be no change in risks to human safety, hazardous materials usage, or waste generation. Ongoing maintenance to the LPOE would continue, which would require negligible amounts of hazardous materials usage and generate negligible amounts of hazardous waste.
Impact Rating	Construction: ○ ⊕ Operation: ○ ⊕	○

Impact Rating Key: ○ = none/negligible; ⊕ = minor; ⊗ = moderate; ● = significant; ⊕ = beneficial

Summary of Environmental Impacts (Table 6 of 6)

RESOURCE	PROPOSED ACTION	NO ACTION ALTERNATIVE
Environmental Justice and Protection of Children's Health and Safety	<ul style="list-style-type: none"> · Although populations living, working, and recreating within the Grand Portage Reservation, particularly those within 1 mile of the proposed limits of construction, may be adversely affected by activities during construction of the Proposed Action, impacts would either be of low intensity (i.e., negligible or minor impacts) or would be managed or reduced such that they would not disproportionately affect a minority, low-income, or disabled population. · Construction of the Proposed Action is not expected to impact any known sites that are culturally or artistically significant to tribal populations. · Concerns exist about the link between an influx of temporary workers and the potential for an associated increase in violence against tribal populations, particularly indigenous women, including sexual abuse or sex trafficking. This is not a certain direct impact from the Proposed Action; however, it is an issue that requires consideration under impact reduction measures. · The Proposed Action would not have a disproportionate and adverse impact on children's health and safety during construction or operation. · Operations for the Proposed Action would generally remain comparable to current operations of the existing Grand Portage LPOE but would be more efficient. Therefore, impacts during operations are not expected to be disproportionate and adverse for environmental justice populations. 	<ul style="list-style-type: none"> · None
Impact Rating	Construction: ○	Operation: ○

Impact Rating Key: ○ = none/negligible; ◐ = minor; ◑ = moderate; ● = significant; ⊕ = beneficial

Next Steps



A Notice of Availability was published in the *Federal Register* on November 1, 2024, to start the public comment period.



The Draft EIS public comment period ends December 16, 2024.



Public comments will be reviewed and considered during the development of the Final EIS.



A waiting period will begin with the publication of the Notice of Availability in the *Federal Register* for the Final EIS.



Issuance of Record of Decision (ROD).

For project updates, visit: <https://www.gsa.gov/about-us/gsa-regions/region-5-great-lakes/buildings-and-facilities/minnesota/grand-portage-land-port-of-entry>

Anticipated Overall Project Schedule

- **Project Planning and Development (we are here)**
 - August 2022 – Spring 2025
- **Design**
 - Spring 2025 – Spring 2026
- **Construction**
 - Spring 2026 – Winter 2028
- **Substantial Completion: Spring 2029**

Port of Entry to remain operational 24/7, 365 days a year during construction

Public Comments

Written and verbal comments may be provided tonight.

- All written and verbal comments will be considered equally and will be part of the administrative record.

Written comments also can be submitted by either of the two methods below prior to the end of the public comment period (December 16, 2024):

- By email to: michael.gonczar@gsa.gov (Please include *'Grand Portage LPOE EIS'* in the subject line of the message.)
- By mail to (must be postmarked by December 16, 2024):

Michael Gonczar

Attn: Grand Portage LPOE EIS

U.S. General Services Administration, Region 5

230 S. Dearborn Street, Suite 3600

Chicago, IL 60604

Commenting Etiquette

- ❑ Commenters: Say and spell your first and last name at the start of your comment.
- ❑ Be respectful of participants and presenters and please remain quiet while others are speaking.
- ❑ GSA will provide clarification where applicable but will not formally respond to comments during the meeting. Formal responses will be provided in the Final EIS.
- ❑ If time allows, participants may be permitted to speak again after all commenters have had the opportunity to speak. Additional comments can also be submitted in writing.
- ❑ A transcription of the meeting will be made, and your comments will be included in the administrative record.



Thank you!

Commenting Session

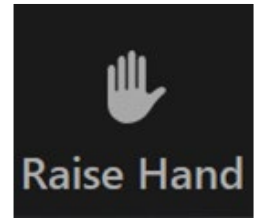
Request to Speak

In person:

1. Sign up at sign-in table.
2. Wait to be called to the podium by the moderator.
3. State your **name**, **affiliation**, and **place of residence** for the record.

Virtually:

1. Click 'Raise Hand' icon on the bottom of screen. For those accessing audio by phone, dial *9.
2. Wait to be unmuted by the moderator.
3. State your **name**, **affiliation**, and **place of residence** for the record.



Submit a Written Comment or Question

Virtually:

1. Click 'Q&A' icon on the bottom of screen.
2. Type your Comment or Question.
3. Click Send.

