



# Grand Portage Land Port of Entry Modernization and Expansion Project Environmental Impact Statement

## Scoping Meeting Handout

Oct. 5, 2023, 5-7 p.m. CDT



### Introduction

The U.S. General Services Administration (GSA) intends to prepare an Environmental Impact Statement and conduct consultation under Section 106 of the National Historic Preservation Act to analyze the potential impacts resulting from the modernization and expansion of the Grand Portage Land Port of Entry (LPOE), located within the Grand Portage Indian Reservation of the Grand Portage Band of Lake Superior Chippewa and approximately 5 miles northeast of the town of Grand Portage, Minnesota. The LPOE is owned and managed by GSA and operated by the U.S. Department of Homeland Security's Customs and Border Protection (CBP).

### Project Background

The Grand Portage LPOE is a port of entry for vehicles and pedestrians crossing the U.S.-Canada border between Grand Portage, Minnesota and Neebing, Ontario in Canada. The port is a full-service, multi-modal facility where CBP officers inspect commercially owned vehicles (COVs), privately owned vehicles (POVs), and pedestrians. The existing facilities were constructed in 1965 and are served by an inefficient road design. A GSA Feasibility Study (2019) for the facility determined that the existing structures do not meet square footage needs specified by the Program of Requirements. In addition, the facility does not allow for expeditious and safe inspection of the traveling public since there are no outbound inspection capabilities. The Feasibility Study identified three alternatives for expanding and modernizing the port.

Following preparation of 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. The PDS process is an iterative process that builds on prior phases, and documents are issued based on a percent completion of project design. A 35 percent PDS was issued in December 2022, and a 50 percent PDS was issued in May 2023. In collaboration with the Grand Portage Band of Lake Superior Chippewa, the 50 percent PDS identified a single alternative that remains within the Minnesota Department of Transportation (MnDOT) Highway 61 easement to address concerns regarding expansion and limits overall disturbance.

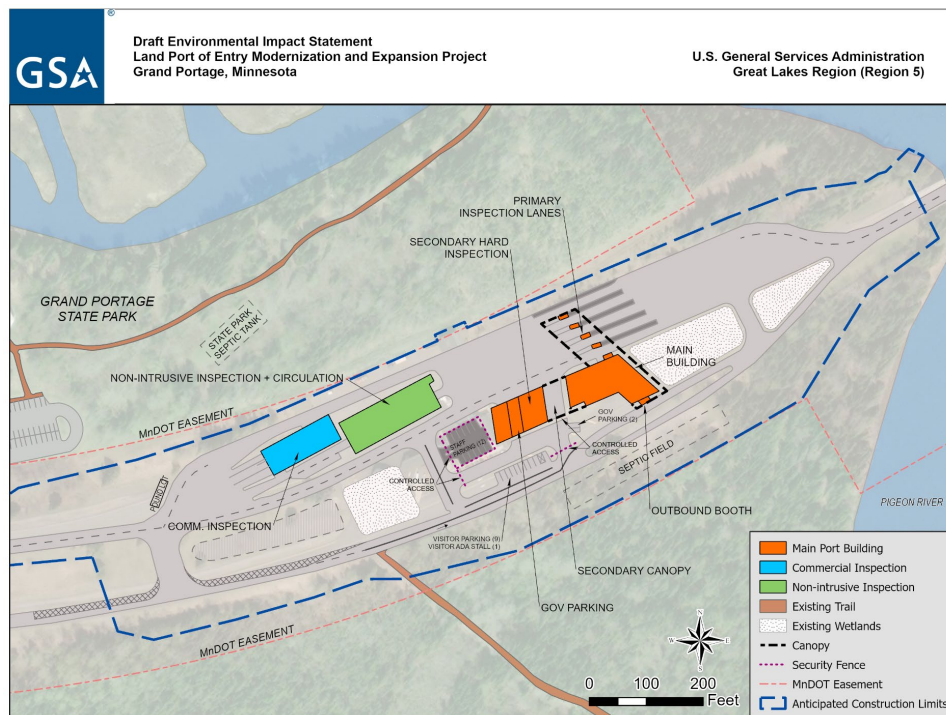
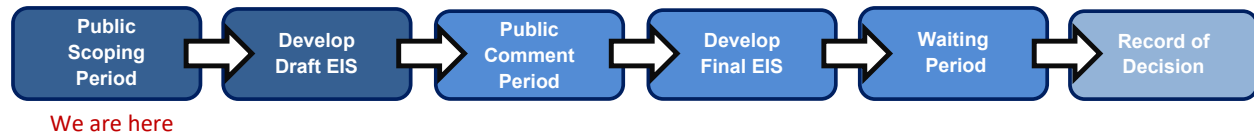
### Proposed Alternatives

GSA proposes to expand and modernize the Grand Portage LPOE by constructing new port facilities within an existing MnDOT easement within the Grand Portage Indian Reservation. This project is needed to address various space and operational issues associated with the existing LPOE. The EIS will consider one **"action" alternative** and one **"no action" alternative**. The two alternatives are described as follows:

- **Alternative 1** – Construct the facilities as described in the 50 percent PDS (see Figure 1). Alternative 1 would incorporate sustainable, climate-resilient, cyber-secure, and operationally efficient design. GSA would seek to meet or exceed energy and sustainability goals established by federal guidelines and policies, along with industry-standard building codes and best practices. In addition, GSA would consider incorporation of renewable energy technologies (e.g., solar or geothermal) into the project.
- **No Action Alternative** – Analysis of this alternative will satisfy federal requirements for analyzing "no action" under NEPA and provide a baseline for comparison with impacts from Alternative 1.

## National Environmental Policy Act Process

We are currently in the public scoping period of the NEPA 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 with implementation of the proposed action. Potentially adverse impacts raised during scoping will be considered during development of the EIS. The NEPA process and consultation under Section 106 of the National Historic Preservation Act will run concurrently.



**Figure 1. Proposed Layout of the Modernized and Expanded Grand Portage LPOE**

For project updates, visit:

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

## Scoping Comments

**Scoping comments must be received by October 22, 2023**, in order to be considered during development of the Draft EIS. All substantive comments will be considered equally and will be part of the public record. Comments may be submitted by one of the following methods:

- Verbally – Submit verbal comments at the virtual or in-person portion of the scoping meeting.
- On comment form – Submit written comments on forms provided at the in-person portion of the scoping meeting.
- By email – Send to [michael.gonczar@gsa.gov](mailto:michael.gonczar@gsa.gov). Please reference “Grand Portage LPOE EIS Scoping Comment” in the subject line.
- By U.S. mail to:

ATTN: Michael Gonczar, Grand Portage LPOE EIS  
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