



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
Spring 2025

Public Scoping
Meeting
July 30, 2024

Public Meeting
Winter 2024

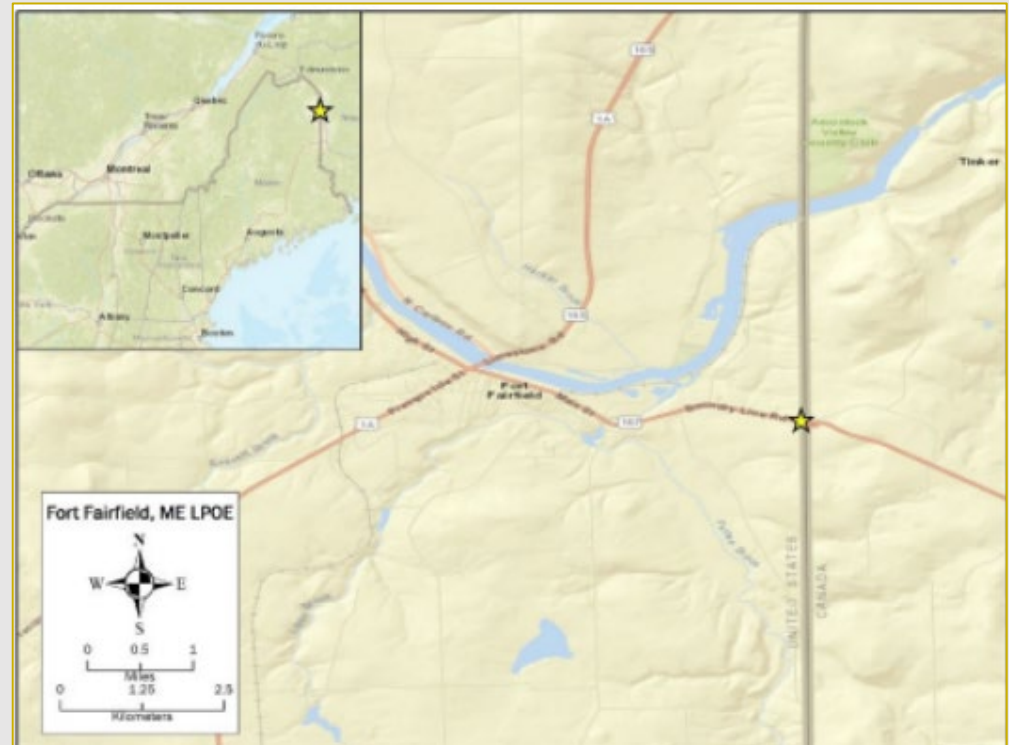




PROJECT BACKGROUND

The Fort Fairfield LPOE is a port of entry for vehicles crossing the U.S.-Canada border, between Fort Fairfield, Maine, and Andover, New Brunswick, Canada. It links SR 161 to NB 190 with the Canadian Border Services Agency facility on the opposite side of the border.

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, which is listed on the National Register of Historic Places. Due to steady increases in traffic and outdated facilities and technologies, the facilities at the LPOE no longer function adequately and pose safety and security risks for CBP officers and the traveling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 The current LPOE is obsolete and cannot accommodate modern inspection and border security technologies. The existing facility is undersized and outdated as it relates to mechanical, electrical and plumbing systems.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. The Environmental Analysis will analyze the potential environmental impacts of the project.



PROPOSED ALTERNATIVES



The Environmental Assessment 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 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.