



# General Services Administration

Limestone Land Port of Entry, Limestone, Maine

Environmental Assessment

PUBLIC SCOPING MEETING HANDOUT



## Summary

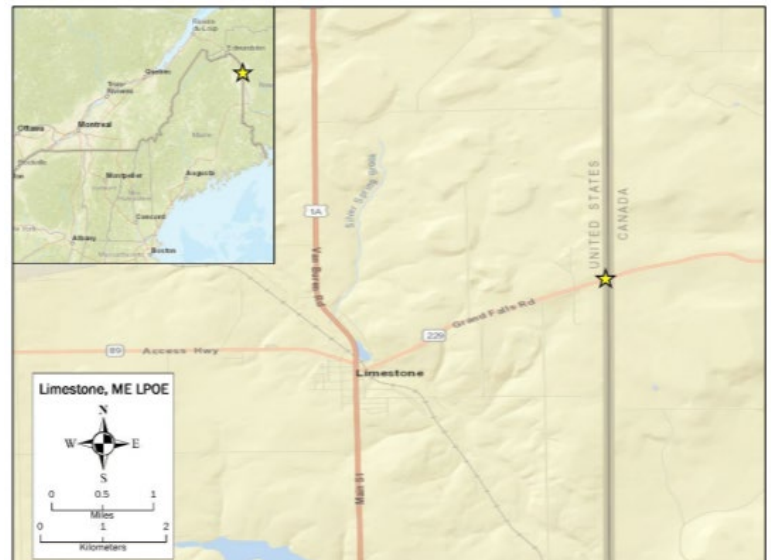
The U.S. General Services Administration (GSA) is proposing to modernize the Limestone Land Port of Entry (LPOE) in Limestone, Aroostook County, Maine. The proposed project would improve the operational efficiency, safety, and security for U.S. Customs and Border Protection (CBP) personnel and cross-border 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 2) the available space allocations.

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 Limestone 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 Limestone LPOE is located at the U.S.-Canada border, between Limestone, Maine, and Grand-Sault, New Brunswick, Canada. The port accommodates commercial and non-commercial vehicle traffic that focuses on the inspection and control of people, vehicles, and goods. The port has been operating since 1934, with existing facilities constructed in the 1930s. The existing main building was built in 1933 and is listed on the NRHP. Due to steady increases in traffic, and outdated facilities and technologies, the facilities at the LPOE no longer function adequately and pose safety and security risks for CBP officers and the traveling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. 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/limestone>.



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### Alternatives Considered

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, enclosed CBP parking, and enclosed mechanical/electrical yard.
- Renovation of the existing historic port building for GSA program space.

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

**A previous version of this document incorrectly stated: The Limestone LPOE will be closed during construction and traffic will be routed through Fort Fairfield LPOE. The Limestone LPOE may be closed during construction.**

### National Environmental Policy Act (NEPA) Process



Comments can be emailed to [limestone.LPOE@gsa.gov](mailto:limestone.LPOE@gsa.gov) or mailed to:

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