



U.S. General Services Administration



LYNDEN LAND PORT OF ENTRY  
PHOTO CREDIT: GSA



SUMAS LAND PORT OF ENTRY  
PHOTO CREDIT: GSA

## Kenneth G. Ward (Lynden) and Sumas Land Ports of Entry (LPOE) Modernization and Expansion Project

### Community Outreach Meeting

Lynden Library  
April 16, 2024



# What is NEPA?



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



Per the implementing regulations for NEPA, GSA is preparing a Draft Environmental Impact Statement (EIS) which includes the potential impacts from constructing the proposed project.\*



NEPA provides the public an **opportunity to submit comments** on the proposed project at various stages throughout the planning process such as scoping and review 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 saved in the decision file and substantive comments will receive a response from GSA.

\* We are here and conducting these outreach meetings to better understand concerns as the Draft EIS is developed.

\*\* Formal comment opportunities will occur later in the process as shown on the next slide.



# NEPA Planning Schedule

WE ARE HERE



Public Scoping\*

•Completed (Summer 2023)



Draft EIS Development

•Spring to Fall 2024



Public Review of Draft EIS\*

•Late Summer to Early Fall 2024



Final EIS and Decision Document

•Late 2024



Public Review of Final EIS and Decision Document\*

•Late 2024

\*Indicates opportunity for public comment.



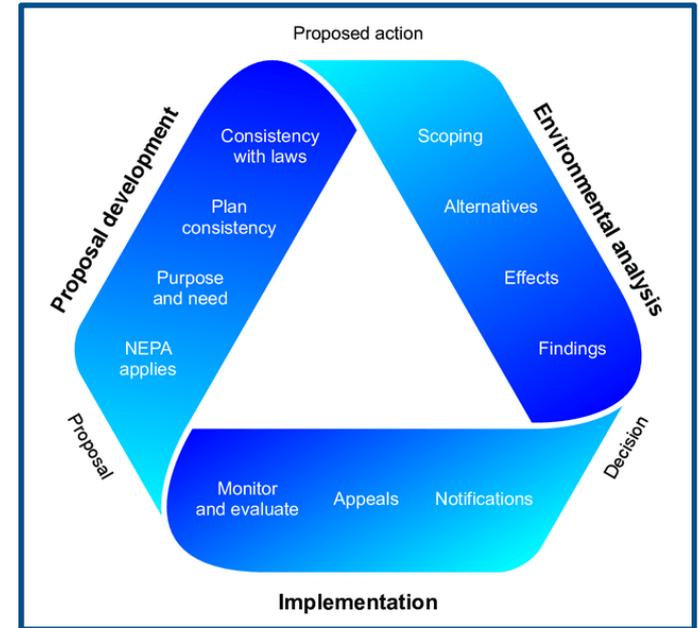
# Purpose & Need of the Project

Upgrades to both Lynden & Sumas LPOEs are needed to:

- Meet Customs and Border Protection (CBP) operational needs
- Optimize operational and traffic flows
- Address facility deficiencies
- Improve customer service
- Provide a comfortable and safe working environment for port personnel
- Permit CBP flexibility to install new technology as it becomes available

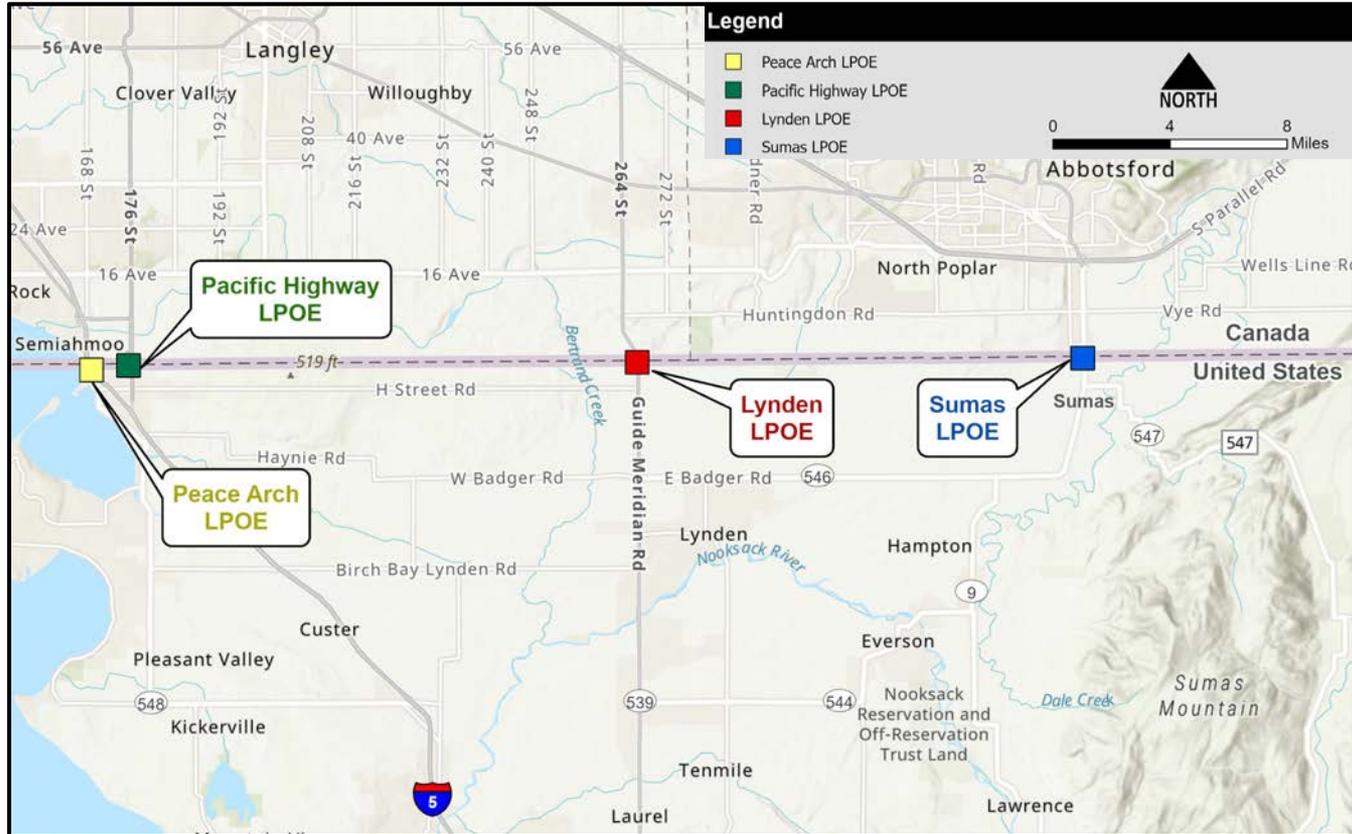
Sumas LPOE specific need:

- Provide adequate space for both northbound and southbound vehicle queuing within the port property



**NEPA PLANNING PROCESS**

# Project Location



# Kenneth G. Ward (Lynden) LPOE

## Existing LPOE



## Potential Project Boundary – East-West Orientation



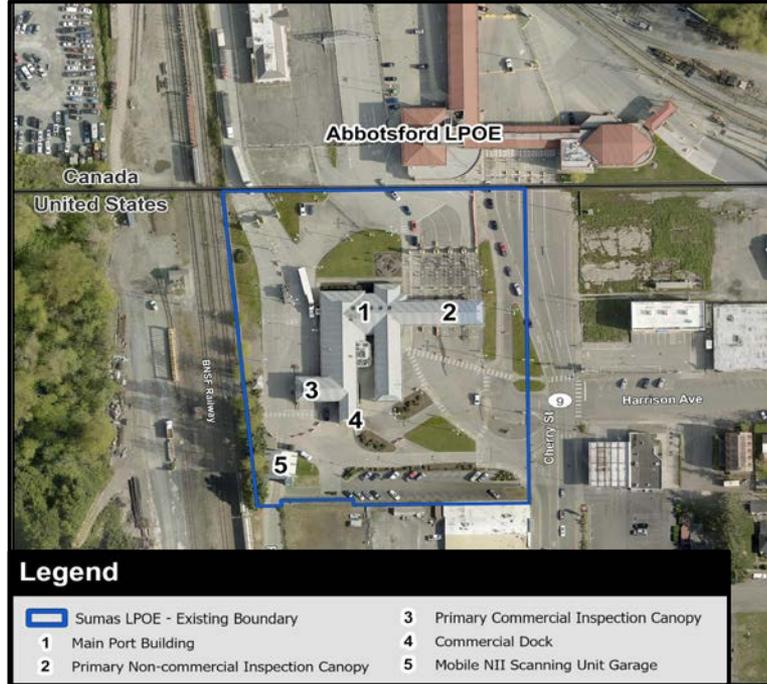
## Potential Project Boundary – North-South Orientation



Project boundaries illustrated on these figures represent the estimated maximum extent of the project area and are subject to change during the project design phase.

# Sumas LPOE

## Existing LPOE



## Potential Project Boundary



Project boundaries illustrated on these figures represent the estimated maximum extent of the project area and are subject to change during the project design phase.



## What We Have Heard – Lynden LPOE

- Commercial vehicles (COVs) cannot reliably use the Lynden LPOE under current conditions because of the operational characteristics of SR 539 (Guide Meridian Road) and Route 13 in Canada.
  - GSA and CBP have no jurisdiction over roadways outside of the LPOE nor can they dictate improvements or upgrades to these roadways.
  - COVs are able to use both roadways. Some may choose not to, but COVs are able to use the roads to either side of the LPOE.
  - GSA will continue to coordinate with Washington State Department of Transportation, the City of Lynden, and the City of Sumas during design regarding roadway needs and tie-ins at the ports.



## What We Have Heard – Sumas LPOE (1 of 2)

- Sumas LPOE is the third highest pedestrian crossing along the U.S. / Canada border (based on 2023 crossing data).
  - Many people have friends and relatives across the border and walk there weekly, if not daily.
  - Many people walk across the border to access shipping services and other businesses weekly, if not daily.
- Sumas businesses rely on LPOE traffic and would struggle if the port were temporarily closed, even if briefly.
- The 2020 COVID-19 pandemic closures devastated and shuttered many Sumas businesses.
- The 2021 flood further severely impacted already struggling Sumas businesses.



## What We Have Heard – Sumas LPOE (2 of 2)

- Sumas LPOE northbound traffic queues in the Sumas downtown area causing occasional gridlock and preventing access to businesses and community facilities / services like the Post Office.
- Northbound commercial vehicles queue on northern Sumas Avenue, near the American Legion and homes, causing noise and air pollution concerns.
- Southbound commercial vehicles queue on Railroad Street while waiting for final clearance to leave the port; however, the queuing area is technically outside of the controlled LPOE creating a security issue.
- The Sumas LPOE is vital to the town of Sumas and upgrades are needed to ensure improved traffic flow and access.
  - The goal is to do what we can to minimize construction related impacts.



Please join GSA, our contractors, and CBP in the open meeting room to discuss the project.

Also, please be sure to complete the Engagement Survey – either online at the link (previous slide) or via the hard copy form available tonight.

Links to GSA webpages for each LPOE are provided to the right. Please refer to these webpages for periodic project updates.

[Link to the Project Webpages](#)



[www.gsa.gov/lynden](http://www.gsa.gov/lynden)



[www.gsa.gov/sumas](http://www.gsa.gov/sumas)

**Thank you!**

