

# Final Environmental Assessment

for the

## Coburn Gore Land Port of Entry

Expansion and Modernization Project

Coburn Gore, Franklin County, Maine



Prepared by:  
U.S. General Services Administration  
Office of Program and Project Management



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## TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY .....</b>	<b>ES-1</b>
<b>1.0 INTRODUCTION .....</b>	<b>1</b>
1.1 Purpose and Need for the Project .....	2
1.2 Background and Overview .....	2
1.3 Study Area and Existing Facilities .....	3
1.4 Public Involvement .....	10
1.4.1 Public Scoping Meetings .....	10
1.4.2 Scoping Comments .....	11
1.4.3 Draft EA Public Hearing.....	11
1.4.4 Summary of Public Hearing Comments .....	11
1.5 Relevant Environmental Laws and Regulations .....	12
1.5.1 National Environmental Policy Act .....	13
1.5.2 Section 7 of the Endangered Species Act.....	14
1.5.3 Relevant Laws and Regulations and Design Standards .....	14
<b>2.0 ALTERNATIVES .....</b>	<b>16</b>
2.1 Alternatives Considered .....	16
2.1.1 Alternative 1 – Action Alternative (South Scheme) .....	16
2.1.2 Alternative 2 – No Action Alternative.....	20
2.2 Alternatives Considered and Dismissed from Detailed Analysis .....	20
<b>3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES .....</b>	<b>21</b>
3.1 Methodology .....	21
3.1.1 Types of Effects.....	22
3.1.2 Evaluation Criteria .....	22
3.2 Land Use and Zoning .....	23
3.2.1 Affected Environment .....	23
3.2.2 Environmental Consequences .....	26
3.3 Socioeconomic Resources .....	27
3.3.1 Affected Environment .....	27
3.3.2 Environmental Consequences .....	30
3.4 Traffic and Transportation .....	31
3.4.1 Affected Environment .....	31
3.4.2 Environmental Consequences .....	32
3.5 Geology, Topography, and Soils .....	33
3.5.1 Affected Environment .....	33

3.5.2	Environmental Consequences .....	37
3.6	Biological Resources .....	39
3.6.1	Affected Environment .....	39
3.6.2	Environmental Consequences .....	44
3.7	Water Resources .....	47
3.7.1	Affected Environment .....	47
3.7.2	Environmental Consequences .....	54
3.8	Cultural and Tribal Resources .....	57
3.8.1	Affected Environment .....	57
3.8.2	Environmental Consequences .....	61
3.9	Air Quality .....	62
3.9.1	Affected Environment .....	62
3.9.2	Environmental Consequences .....	62
3.10	Noise .....	63
3.10.1	Affected Environment .....	64
3.10.2	Environmental Consequences .....	64
3.11	Visual and Recreational Resources .....	66
3.11.1	Affected Environment .....	66
3.11.2	Environmental Consequences .....	66
3.12	Hazardous Materials .....	69
3.12.1	Affected Environment .....	69
3.12.2	Environmental Consequences .....	70
3.13	Utilities .....	71
3.13.1	Affected Environment .....	71
3.13.2	Environmental Consequences .....	72
3.14	Unavoidable Adverse Environmental Effects .....	75
3.15	Irreversible and Irretrievable Commitments of Resources .....	77
3.15.1	Irreversible Commitments of Resources .....	77
3.15.2	Irretrievable Commitments of Resources .....	77
<b>4.0</b>	<b>LIST OF PREPARERS .....</b>	<b>81</b>
<b>5.0</b>	<b>REFERENCES .....</b>	<b>82</b>

**FIGURES**

Figure 1-1: Project Location..... 4  
Figure 1-2: Study Area and Vicinity..... 5  
Figure 1-3: Existing Coburn Gore LPOE Facility..... 6  
Figure 2-1: Action Alternative..... 17  
Figure 2-2: Land Acquisition Tax Parcels for Action Alternative ..... 19  
Figure 3-1: Existing Land Use.....24  
Figure 3-2: Existing Zoning.....25  
Figure 3-3: U.S. Census Block Group.....28  
Figure 3-4: Topography.....35  
Figure 3-5: Soils.....36  
Figure 3-6: Land Cover.....40  
Figure 3-7: Conservation Easements.....42  
Figure 3-8: NWI Mapping.....49  
Figure 3-9: Delineated Waters of the U.S. ....50  
Figure 3-10: Aquifers.....53  
Figure 3-11: Noise Sensitive Receptors.....65  
Figure 3-12: Recreational Resources.....68

**TABLES**

Table ES-1: Effects Comparison, Mitigation Measures, and Best Management Practices (BMPs)  
.....ES-4  
Table 1-1: Formal Scoping Comments by Commenter Type and Subject for the October 2023  
Scoping Period..... 11  
Table 1-2: Formal Scoping Comments by Commenter Type and Subject for the June 2024  
Scoping Period..... 12  
Table 1-3: Formal Draft EA Comments by Commenter Type and Subject ..... 13  
Table 1-4: Potentially Applicable Laws and Regulations ..... 15  
Table 1-5: Relevant Design Standards ..... 15  
Table 2-1: Alternative 1 – Action Alternative Property Acquisition ..... 18  
Table 3-1: Topics Considered but Dismissed from Detailed Analysis.....21  
Table 3-2: Summary of Land Use and Zoning within the Study Area .....26  
Table 3-3: Breakdown of Zoning in the Study Area .....26  
Table 3-4: Population Trends from 2010 – 2023 .....27  
Table 3-5: Economic Structure Comparison for Census Year 2023 .....29  
Table 3-6: Unemployment Rates from 2010 – 2023 .....29  
Table 3-7: Mean Household Incomes from 2010 – 2023 .....30

Table 3–8: Coburn Gore LPOE Inbound Traffic Data ..... 31  
Table 3–9: Soils in the Study Area Summary Table ..... 34  
Table 3–10: WOTUS Delineated within the Study Area ..... 48  
Table 3–11: Structures within Coburn Gore Parcels from 1984 to Present. .... 59  
Table 3–12: Unavoidable Adverse Environmental Effects..... 75  
Table 3–13: Summary of Mitigation Measures and BMPs..... 77

**APPENDICES**

Appendix A: Public Scoping Report

Appendix B: Agency Consultation

Appendix C: Draft EA Public Comment and GSA Response Matrix and Transcript

Appendix D: CBP Housing Public Comment and GSA Responses\*

\*(This occurred following the Draft EA public comment period and prior to publication of the Final EA.)

## ACRONYMS AND ABBREVIATIONS

ACM	Asbestos-containing Materials
AST	Aboveground storage tank
ASTM	American Society of Testing and Materials
BFE	Base flood elevation
BMP	Best Management Practice
BwH	Beginning with Habitat
CBP	U.S. Customs and Border Protection
C.F.R.	Code of Federal Regulations
CGP	Construction General Permit
CMP	Central Maine Power
CO	Carbon Monoxide
COVID-19	Coronavirus Disease 2019
CT	Census Tract
CWA	Clean Water Act
CY	Cubic Yards
DACF	Maine Department of Agriculture, Conservation, and Forestry
dBA	A-weighted Decibels
D-GN	General Development
DHHS-DWP	Department of Health and Human Services - Drinking Water Program
D-RS	Residential Development
EA	Environmental Assessment
EISA	Energy Independence and Security Act of 2007
E.O.	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
GSA	U.S. General Services Administration
H&H	Hydrologic and Hydraulic
HBMI	Houlton Band of Maliseet Indians
IPaC	Information for Planning and Consultation
JMT	Johnson, Mirmiran, and Thompson, Inc.
k	Kelvin
kW	kilowatts
LPOE	Land Port of Entry

Maine DEP	Maine Department of Environmental Protection
MBTA	Migratory Bird Treaty Act
MDIFW	Maine Department of Inland Fisheries and Wildlife
MESA	Maine Endangered Species Act
MFP	Maine Floodplain Management Program
M-GN	General Management
MGS	Maine Geological Survey
MHPC	Maine Historic Preservation Commission
MLUPC	Maine Land Use and Planning Commission
MMP	Materials Management Plan
MPDF	Multiple Property Documentation Form
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NETR	Nationwide Environmental Title Research
NHD	National Hydrology Dataset
NHPA	National Historic Preservation Act
NO <sub>2</sub>	Nitrogen Dioxide
NOB	Non-friable Organically Bound
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NRPA	Natural Resources Protection Act
NWI	National Wetlands Inventory
OSHA	U.S. Occupational Safety and Health Administration
PBS	Public Buildings Service
Phase (I or II) ESA	Phase I or II Environmental Site Assessment
PM <sub>10</sub>	Particulates that have aerodynamic diameters of 10 micrometers or less
PM <sub>2.5</sub>	Particulates with aerodynamic diameters of less than 2.5 micrometers
POR	Program of Requirements
POV	Privately-owned Vehicle
ppm	parts per million
Project	Coburn Gore LPOE Expansion and Modernization Project
P-SL2	Shoreland - 75' Protection
P-WL2	Scrub-shrub Wetlands Protection
P-WL3	Forested Wetlands Protection
QR	Quick Response

REC	Recognized Environmental Condition
ROI	Region of Influence
SSA	Sole Source Aquifer
SWPPP	Stormwater Pollution Prevention Plan
U.S.	United States
USACE	U.S. Army Corps of Engineers
U.S.C.	United States Code
USCB	U.S. Census Bureau
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
WOTUS	Waters of the U.S.

## **EXECUTIVE SUMMARY**

### **Introduction**

The United States (U.S.) General Services Administration (GSA) has prepared this Final Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts resulting from the proposed expansion and modernization of the Coburn Gore Land Port of Entry (LPOE) (the Project). GSA is supporting the U.S. Department of Homeland Security's Customs and Border Protection (CBP) mission by bringing LPOE operations in line with the current CBP LPOE Design Standard and operational requirements.

As part of a nationwide effort, GSA conducted programmatic feasibility studies for LPOEs and their operational deficiencies based on the most recent CBP LPOE Design Standard. CBP, the primary tenant at LPOEs, participated in this effort. The Infrastructure Investment and Jobs Act (2021) allocated \$3.4 billion to GSA to undertake 26 major expansion and modernization projects along the northern and southern U.S. borders. Many of the LPOEs currently managed by GSA, including Coburn Gore, are outdated and long overdue for modernization. The Existing LPOE does not meet the needs of GSA's federal agency tenants and does not allow for efficient and safe inspections of the traveling public. This Final EA analyzes two alternatives: (1) the South Scheme ("Action" Alternative), which involves the acquisition of land for the expansion and modernization of the LPOE at Coburn Gore, and (2) the "No Action" Alternative, which assumes that land acquisition and the subsequent expansion and modernization of the LPOE would not occur.

The Final EA was prepared in compliance with the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [U.S.C.] 4321 et seq.), GSA Public Buildings Service (PBS) NEPA Desk Guide, and other relevant federal and state laws and regulations and executive orders.

### **Purpose and Need**

The purpose of the Project is to expand and modernize the Existing LPOE to improve the operational efficiency, safety, and security of CBP personnel and travelers crossing between Coburn Gore, Maine, and Woburn, Quebec, Canada.

The proposed Project is needed to increase processing efficiency and capacity for all traffic types, reduce traffic queues and travel delays, minimize conflict points, improve line-of-sight to inbound traffic, and provide better line-of-sight between the U.S. and Canadian Ports of Entry.

### **Project Alternatives**

GSA is considering two alternatives, as described below.

#### **Alternative 1 – Action Alternative**

GSA would develop the Modernized LPOE on the south side of The Arnold Trail with most of the existing road alignment intact. The Modernized LPOE would be oriented so that vehicular traffic entering the U.S. from Canada would be fully visible from the border to primary inspection. As part of the Modernized LPOE, GSA would construct a housing building for CBP Officers. The

Action Alternative would occupy 21.09 +/- acres including approximately 7.32 impervious acres and approximately 7.27 landscaped acres. This Alternative would require the acquisition of two residences, a gatehouse with seasonal residence, commercial properties, forested land, and portions of The Arnold Trail, and would cause the realignment of a portion of Big Island Road. Approximately 15.27 acres of private property would be acquired. Acquisition may be in the form of fee simple, permanent easements, and/or temporary construction easements. The Existing LPOE Building, CBP residential structures, and other acquired buildings would be demolished. Inbound traffic from Canada would be directed through three lanes into the Modernized LPOE. An additional bypass lane south of the Main Building would be used for oversized vehicles. Admitted vehicles proceeding into the U.S. would either turn right onto The Arnold Trail or could make a left turn to access the gas station and lumber company. Rejected vehicles would be diverted to the two outbound lanes. Outbound traffic would access the Modernized LPOE from The Arnold Trail. International travelers would be directed using signage. Local traffic would continue along The Arnold Trail, north of the Modernized LPOE.

Under this alternative, the Existing LPOE Building would remain in operation until the Main Building is fully operational. Operations would then move to the Main Building while the Existing LPOE Building is demolished. Similarly, the CBP residences would remain occupied until the CBP housing building is constructed. Inbound traffic would temporarily be routed along the outbound lanes until the Existing LPOE Building is demolished and the new inbound lanes are constructed.

### **Alternative 2 – No Action Alternative**

The No Action Alternative assumes that demolition of existing facilities, construction of newer, larger facilities, and expansion and modernization of the Existing LPOE would not occur. GSA would not acquire land under the No Action Alternative. Maintenance, repairs, and alterations would occur as needed, and the operation of the Existing LPOE would continue as it currently does. The No Action Alternative does not meet CBP's mission requirements.

## **Public Scoping**

GSA held a public scoping meeting on October 26, 2023, with an associated comment period of October 2 to November 27, 2023. Following the October 2023 scoping meeting, GSA expanded the study area to the south of The Arnold Trail to accommodate the addition of a south alternative and conducted supplemental resource investigations. GSA held a second scoping meeting to present the expanded study area on June 27, 2024, with an associated comment period of May 31 to July 29, 2024.

Both meetings were held at the Coburn Gore LPOE in an open-house format with no formal presentation. At the first meeting posters displaying project information were available in English and French to facilitate the discussion between GSA and the public. Large study area posters were available to facilitate conversation at the second meeting. A French interpreter was available at both meetings. Also at both meetings, GSA provided an informational handout that summarized the Project background, the NEPA process, and how to submit comments. Pre-addressed comment forms were available for attendees who wished to provide written comments. The meeting handout also included a quick response (QR) code with a direct link to an online comment form (also available in French). Attendees who signed in would receive additional project email updates.

GSA received 34 comments during the October 2023 scoping period and 10 comments during the June 2024 scoping period on subjects including: requests for information, historical resources, traffic and transportation, facility design and aesthetics, Dark Skies protection, recreation, land use, socioeconomics/business concerns, wildlife/wildlife habitat, sustainability/resilience, wetlands/water quality, community impacts, and utilities.

## **Draft EA Public Review**

GSA published the Draft EA on the Project website on May 22, 2025. The public comment period began on May 22, 2025, and ended on June 23, 2025.

GSA held a Draft EA public meeting on Thursday, June 12, 2025, from 6:00 to 8:00 PM at the Eustis Community Building. Twenty-six members of the public attended the meeting. The GSA team gave a 30-minute presentation that included an overview of the NEPA process, description of the proposed Project, and findings of the Draft EA. GSA then provided an opportunity to interested attendees to submit verbal comments about the Project, which were recorded by a stenographer.

During the Draft EA public comment period, GSA received 26 comments from agencies and individual citizens. The commenters provided input on the following topics: project alternatives; land use and zoning; socioeconomic resources; traffic and transportation; geology, topography, and soils; cultural and tribal resources; visual and recreational resources; hazardous materials; and utilities. GSA considered all substantive comments in the development of the Final EA.

## **Additional Public Engagement**

Since the publication of the Draft EA, GSA, in collaboration with CBP, advanced the concept design of Alternative 1 to include a design for the CBP housing building. GSA distributed information regarding the housing building to the public on August 14, 2025, and invited public comments through September 2, 2025. GSA received seven comments during this additional public comment period. Public comments generally did not support locating the proposed CBP housing building adjacent to Big Island Road. With consideration given to public comments received, GSA selected an alternate location for the CBP housing building on the north side of The Arnold Trail north of the existing officer housing. GSA notified project stakeholders of the CBP housing building's revised location on January 21, 2026.

## **Environmental Consequences**

**Table ES-1** presents a summary of the assessed environmental consequences associated with the Action Alternative and No Action Alternative for the resources analyzed in the Final EA.

**Table ES-1: Effects Comparison, Mitigation Measures, and Best Management Practices (BMPs)**

Resource	Alternative 1 – Action Alternative	Alternative 2 – No Action Alternative	Mitigation Measures and BMPs
<b>Land Use and Zoning</b>	<p>The Action Alternative would acquire 15.27 +/- acres, consisting of residential and commercial properties, and forest. During construction, there would be <b>direct, short-term, minor, localized, and adverse</b> effects on land use because of temporary road detours and temporary lane shifts during construction.</p> <p>In accordance with 40 C.F.R. § 3312, GSA would consult with the local officials to design the Modernized LPOE in a manner consistent with the zoning requirements to the maximum extent practicable, without compromising security of the LPOE or CBP mission requirements. Therefore, the Action Alternative would have <b>no effect</b> on zoning.</p>	<b>No effect</b> to land use.	<p>GSA would coordinate with landowners and business owners to maintain access to their properties during and after construction.</p> <p>Consistent with 40 C.F.R. § 3312, GSA would consult with the local officials to design the Modernized LPOE in a manner consistent with the zoning requirements to the maximum extent practicable, without compromising security of the LPOE or CBP mission requirements.</p>
<b>Socioeconomic Resources</b>	<p>The Action Alternative would have <b>direct, long-term, moderate, site-specific, and adverse</b> effects to private citizens whose property is acquired for the Project. There would be <b>direct, long-term, minor, localized and regional, and adverse</b> effects to socioeconomics due to the loss of real estate tax revenue from the replacement of private property with federal property.</p> <p>During construction, the Modernized LPOE would result in <b>direct, indirect, short-term, minor, regional, and beneficial</b> economic effects within the ROI due to the creation of construction jobs and spending in the local community. There would also be <b>direct, short-term, minor, site-specific, and adverse</b> effects to access to local businesses due to lane closures, possible detours, and construction vehicles using local roads.</p> <p>After construction, there would be new traffic patterns that may affect the business community since there would no longer be direct drive-by exposure on The Arnold Trail, and the traffic patterns would be more complex. The new traffic patterns would continue to bring inbound and outbound traffic close to the business community, affording them visibility and access in the vicinity of the Modernized LPOE. As a result, the Action Alternative would have <b>direct, long-term, minor, localized, and adverse</b> economic effects to local businesses after construction of the Modernized LPOE.</p>	<b>No effect</b> to socioeconomics.	<p>GSA would notify the property owner of its intent to acquire and its appraisal obligations. GSA would determine the amount of just compensation to be offered for the private property; this amount would not be less than the fair market value established by an approved appraisal. GSA would offer relocation assistance services, payments, and other eligible benefits to any displaced persons in accordance with the policies and provisions in the Uniform Act, as needed.</p> <p>A traffic management plan would be prepared prior to the start of construction that would outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and mitigation measures.</p> <p>The Modernized LPOE would incorporate signage to assist travelers as to how to navigate the new roadways including access to The Arnold Trail.</p>
<b>Traffic and Transportation</b>	<p>Under the Action Alternative, three inbound lanes would be constructed for the Modernized LPOE to accommodate inbound traffic and improve the processing efficiency. The lanes would consist of straight approaches to the inspection area to enhance visibility, reduce delays, and improve the flow of traffic.</p> <p>During construction, there would be <b>direct, short-term, minor, localized, and adverse</b> effects on traffic and transportation because of detours and traffic delays.</p> <p>After construction, <b>direct, long-term, minor, localized and regional, and beneficial</b> effects to traffic would occur under the Action Alternative since the Modernized LPOE improvements would increase processing efficiency and capacity for all traffic types, reduce traffic queues, minimize conflict points, improve line-of-sight to inbound traffic, and provide better line-of-sight between the U.S. and Canadian Ports of Entry.</p>	<b>No effect</b> to traffic and transportation.	<p>GSA, in coordination with Maine Department of Transportation, would create a traffic management plan that would outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and temporary inspection areas. The traffic management plan would describe the potential impacts on Big Island Road during construction and any mitigation measures. GSA will continue to engage with stakeholders through final design.</p>

Resource	Alternative 1 – Action Alternative	Alternative 2 – No Action Alternative	Mitigation Measures and BMPs
<p><b>Geology, Topography, and Soils</b></p>	<p><u>Geology</u> Due to the shallow depth to bedrock in portions of the study area, which may be as close as six inches below ground surface in some areas, rock excavation would be needed in some areas during construction grading activities. Construction of the Modernized LPOE would have a <b>direct, permanent, minor, localized, and adverse</b> effect on geology due to the need for rock excavation and the potential effects to surrounding rock mass. After construction, there would be <b>no effect</b> to the geology of the area as no blasting or drilling would be required during operation of the Modernized LPOE. There would be <b>no effect</b> on geological hazards because the study area is not on active faults and is not documented as susceptible to landslides.</p> <p><u>Topography</u> The total area of site disturbance would be approximately 14.59 acres. The total cut volume would be 18,307 cubic yards (CY) and the total fill volume would be 126,457 CY. During construction the effect to topography from the Action Alternative grading would be <b>direct, permanent, moderate, site-specific, and adverse</b>. After construction, there would be <b>no effect</b> to the topography of the area as no elevation changes would be required during operation of the Modernized LPOE.</p> <p><u>Soils</u> Impacts on soils (previously disturbed and undisturbed) would be 14.59 acres for the Action Alternative. During construction there would be <b>direct, indirect, long-term, moderate, site-specific, and adverse</b> effects due to excavation, grading, and cut and fill operations. After construction, there would be <b>no effect</b> to soils as no additional grading or excavation would be required during operation of the Modernized LPOE.</p>	<p><b>No effect</b> to geology, topography, and soils.</p>	<p>Practices to reduce potential effects to surrounding rock mass would be adhered to, when possible, to minimize effects to geology within the study area.</p> <p>Stormwater management BMPs would be implemented to prevent or reduce soil erosion and soil pollution/contamination during and after construction. BMPs that GSA would consider include installing silt fencing and sediment traps; placing gravel or riprap for heavy vehicle transit; and reestablishing vegetation to minimize erosion and sedimentation. Revegetation with regionally appropriate native plant species of areas around the buildings, parking lots, and other infrastructure where soils remain exposed after construction would also minimize impacts over a longer term. To the extent practicable, existing disturbed and developed land within the study area would be used for staging construction equipment and stockpiling.</p>
<p><b>Biological Resources</b></p>	<p><u>Vegetation</u> Under the Action Alternative, approximately 6.92 acres of maintained/disturbed vegetation and 7.67 acres of forested areas would be cleared for the Modernized LPOE. The total area of disturbance would be approximately 14.59 acres, of which approximately 7.32 acres would be converted to impervious surfaces and approximately 7.27 acres would be landscaped as part of the Modernized LPOE. During construction there would be <b>direct, indirect, long-term, minor, localized, and adverse</b> effects due to forest clearing and removal of native plant species and from the potential spread of invasive species. After construction, there would be <b>no effect</b> to vegetation as no additional clearing would be required during operation of the Modernized LPOE.</p> <p><u>Wildlife</u> During construction there would be <b>direct, indirect, short-term, minor, localized, and adverse</b> effects due to the loss and disturbance of available habitat and from construction and LPOE operation related disturbances. After construction there would be adverse effects from the removal of habitat. As a result, the Action Alternative would have <b>direct, indirect, long-term, minor, localized, and adverse</b> effects on wildlife.</p> <p><u>Federally Protected Threatened and Endangered Species and Special Status Species</u> During and after construction there would be <b>direct, short- and long-term, minor, localized, and adverse</b> effects to the Canada lynx and its suitable habitat due to noise and activity during construction and forest clearing. There would also be a <b>direct, indirect, short-term, minor, localized, and adverse</b> effect on migratory birds due to the removal of potential breeding habitat and disturbance due to noise and activity during construction. After construction, there would be removal of potential breeding habitat which would result in <b>direct, indirect, long-term, minor, localized, and adverse</b> effects on migratory birds.</p>	<p><b>No effect</b> to biological resources.</p>	<p>During construction, overall effects on vegetation would be minimized by concentrating the area of disturbance to the smallest area necessary to complete the Project. Tree clearing would be minimized to the extent practicable. Disturbed areas would be replanted with native vegetation, where feasible, after the end of construction. Some areas of grass and other low vegetation may incur short-term disturbance due to heavy equipment, vehicle passes, and foot traffic. Staging areas would be established in previously disturbed and unvegetated areas to the extent possible. Staging areas would be established in previously disturbed and unvegetated areas to the extent possible.</p> <p>BMPs, such as equipment washing and proper disposal of invasive species found during construction activities, would be implemented to limit the introduction and establishment of invasive species.</p> <p>BMPs would be implemented during the construction and operation of the Modernized LPOE to minimize potential adverse effects to wildlife. Construction vehicles would observe speed limits to minimize the possibility for any wildlife-vehicle collisions. Staging and stockpile areas would be located within or immediately adjacent to the construction footprint within the study area to reduce the area of habitat disturbance.</p> <p>Mitigation measures for the Canada lynx are as summarized: avoid tree clearing from May 1–July 15; if construction is conducted between May 1–July 15, inspect area for Canada lynx; drive slowly and work during daylight hours; permanent fencing must be permeable; and place ramps in any open pits.</p> <p>BMPs would be implemented, such as minimizing tree removal, and avoiding tree removal during the breeding season for protected migratory birds, to the greatest extent practicable.</p>

Resource	Alternative 1 – Action Alternative	Alternative 2 – No Action Alternative	Mitigation Measures and BMPs
<p><b>Water Resources</b></p>	<p><u>WOTUS</u> Under the Action Alternative, there would be approximately 0.53 acres of permanent wetland impacts. Construction of the Action Alternative would result in <b>direct, permanent</b> and <b>short-term, minor, site-specific,</b> and <b>adverse</b> effects to WOTUS following implementation of mitigation measures required by the permit. After construction, there would be <b>no effect</b> to the WOTUS during the operation of the Modernized LPOE.</p> <p><u>Floodplains</u> No flood studies have been performed within the study area and the area has not been mapped by FEMA. It is <b>undetermined</b> if the Action Alternative would have an <b>effect</b> on floodplains during or after construction. As the final design for the Modernized LPOE progresses, flood studies would be performed.</p> <p><u>Stormwater Management</u> Through the implementation of the SWPPP, the effects of construction on stormwater runoff would be minor because the risk of escape of sediments or other pollutants from the site would be minimal. The Action Alternative would have <b>direct, short-term, negligible, localized,</b> and <b>adverse</b> effects to stormwater management during construction-related activities.</p> <p>Under the Action Alternative, the Modernized LPOE would include 7.32 acres of impervious surfaces. Increased impervious surfaces resulting from the Project would increase the potential for degradation of water quality from stormwater runoff. The design and implementation of stormwater management infrastructure would mitigate the effects of increased runoff. The resulting effects to stormwater management after construction would be <b>direct, long-term, negligible, localized,</b> and <b>adverse.</b></p> <p><u>Groundwater</u> During construction there would be <b>direct, indirect, short-term, negligible, localized,</b> and <b>adverse</b> effects to groundwater due to the impact of contaminants and erosion from drilling short-term and reductions in groundwater recharge long-term. After construction, the long-term effects of the Action Alternative would result in small reductions of ground recharge from the addition of impervious surfaces to the study area. The Action Alternative would result in <b>direct, indirect, long-term, negligible, localized,</b> and <b>adverse</b> effects to groundwater.</p>	<p><b>No effect</b> to water resources.</p>	<p>Under the Action Alternative, mitigation for permanent impacts to wetlands would be required under the Clean Water Act (CWA) and Natural Resources Protection Act (NRPA) and would be administered by Maine Department of Environmental Protection (DEP). Compensation for those impacts that cannot be further avoided or minimized would be accomplished through payment to the In Lieu Fee Compensation Program.</p> <p>GSA would develop and implement a Stormwater Pollution Prevention Plan (SWPPP) for Maine DEP. The SWPPP would include erosion prevention, sediment control, and water quality requirements in controlling stormwater runoff and pollutants during construction and post construction.</p> <p>Spill prevention BMPs would be implemented to reduce the risk of contaminated sediments escaping the site via erosion or the risk of spilled materials (e.g., diesel fuels or oils) escaping the site via stormwater runoff during the construction phase. Drop cloths, proper storage of chemicals, and immediate treatment of spill areas with absorbents and soil removal are examples of BMPs that GSA would consider.</p> <p>Well drillers for water and geothermal would not use materials or procedures which may adversely affect the public health, the drill site, and groundwater. All drilling fluids and contaminated drill cuttings, samples, or liquids would be disposed of properly. All drilling equipment which may have become contaminated during a drilling operation would be thoroughly cleaned and decontaminated before reuse. Wells would be sited such that there is no migration of contaminants into uncontaminated zones.</p> <p>Stormwater design would also be pursuant to the requirements of the Maine DEP Stormwater Management Standards, Chapter 500, related to water quality treatment; the Project's stormwater design would incorporate appropriate BMPs in conformance with Section 4.C.(3) and corresponding Appendices of Chapter 500.</p> <p>GSA would implement appropriate BMPs to minimize adverse effects to groundwater similar to the measures described above in the stormwater section.</p>
<p><b>Cultural and Tribal Resources</b></p>	<p><u>Architectural Resources</u> The study area contains the Coburn Gore LPOE, which is listed in the Natural Register of Historic Places (NRHP). The listing currently contains three contributing resources: the Existing LPOE Building as the primary resource and the 1931 CBP Residences 1 and 2 as two auxiliary resources. The 1967 CBP Residences 3 and 4 are eligible for listing in the NRHP as auxiliary contributing resources. The Action Alternative would result in the demolition of the Existing LPOE Building, the 1931 CBP Residences, and the 1967 CBP Residences.</p> <p>Private residences are planned for demolition and there may be visual impacts to other privately owned structures. None of these buildings have been evaluated for NRHP eligibility.</p> <p><u>Archaeological Resources</u> No archaeological resource surveys have been completed within the study area.</p> <p>Section 106 consultation with the Maine Historic Preservation Commission (MHPC) has been initiated. Demolition of the existing Coburn Gore LPOE facility, including the Existing LPOE Building and four CBP Officer residences, would have an unavoidable <b>adverse</b> effect on historic properties. Coordination is ongoing with respect to potential impacts to unidentified historic resources.</p>	<p><b>No effect</b> to Cultural and Tribal Resources.</p>	<p>Cultural resource investigations and consultation in accordance with Section 106 have been initiated and will continue beyond publication of the Final EA. Consultation with MHPC and consulting parties will define potential conditions and mitigation measures (if needed). GSA would satisfy any agreed to mitigation measures.</p>

Resource	Alternative 1 – Action Alternative	Alternative 2 – No Action Alternative	Mitigation Measures and BMPs
<b>Cultural and Tribal Resources (Cont.)</b>	<p><u>Tribal Resources</u> No federally recognized Tribes or Nations use the study area for cultural activities, nor do they own properties within the study area that would be impacted by the Project. Therefore, there would be <b>no effect</b> to Tribes or Nations after construction of the Modernized LPOE.</p>		
<b>Air Quality</b>	<p>During construction there would be <b>direct, short-term, minor, site-specific, and adverse</b> effects due to increased emissions and fugitive dust.</p> <p>After construction, there would be <b>direct, long-term, minor, regional, and beneficial</b> effects because vehicle processing time would be decreased, resulting in reduced emissions at that LPOE, and the Modernized LPOE would incorporate a sustainable design, resulting in increased energy efficiency and reduced emissions.</p>	<b>No effect</b> to Air Quality.	GSA would require contractors to use the best available technology regarding construction equipment, to the extent possible, to minimize and/or mitigate vehicle emissions. Dust suppression would be used onsite to control particulates.
<b>Noise</b>	<p>During construction there would be <b>direct, short-term, minor, site-specific, and adverse</b> effects due to grading activity and construction equipment use.</p> <p>After construction, operation of the Modernized LPOE is not anticipated to create increased noise, so there would be <b>no effect</b>.</p>	<b>No effect</b> to Noise	<p>The Modernized LPOE would comply with U.S. Occupational Safety and Health Administration (OSHA) noise exposure levels during operation. Each alternative would be compliant with the Noise Control Act of 1972, and the Quiet Communities Act of 1978.</p> <p>GSA would consider using low-noise construction machinery with sound-dampening technology and low-noise engines, position noise sources farther away from sensitive areas like residences, informing nearby residents about construction plans and noise mitigation measures, and limiting construction activities to daylight hours to the maximum extent possible.</p>
<b>Visual and Recreational Resources</b>	<p><u>Visual</u> The Action Alternative would impact visual resources along and south of The Arnold Trail. The Existing LPOE occupies approximately 3.6 acres. Under the Action Alternative, the total Modernized LPOE would be approximately 21.09 acres. During construction, there would be <b>direct, short-term, minor, site-specific, and adverse</b> effects because construction would detract from views of the surrounding landscape and make the area potentially unsafe for users. After construction there would be <b>direct, long-term, minor, site-specific, and adverse</b> effects due to larger structures added and increased infrastructure.</p> <p><u>Recreational</u> The Longfellow Trail proposed route approach to the intersection of The Arnold Trail and Big Island Road would require redesign. After construction there would be <b>direct, long-term, minor, site-specific and regional, and beneficial</b> effects because the LPOE would be designed to accommodate pedestrian and non-motorized traffic by increasing processing efficiency and capacity for all traffic types, reduce traffic queues and travel delays, and minimize conflict points.</p>	<b>No effect</b> to Visual and Recreation resources.	Mitigation measures to limit artificial light pollution would include directing light fixtures toward the ground, light sources with amber/warm colors, control light temperatures, and control the period and duration of artificial light use.
<b>Hazardous Materials</b>	<p>During construction, there would be <b>direct, short-term, minor, site-specific, and adverse</b> effects from accidental spills of hazardous materials, such as from construction vehicles or during the removal of existing fuel and other storage tanks.</p> <p>After construction, there would be <b>direct, long-term, minor, site-specific and localized, and beneficial</b> effects from the clean-up and remediation of hazardous materials.</p> <p>At this time, the Project is not expected to impact the traffic volume, and therefore the number of vehicles passing through the Modernized LPOE carrying hazardous materials is not expected to increase. The potential for any spills or release of hazardous materials during normal operations would be minimal. Overall, LPOE operations would result in <b>direct, long-term, negligible, site-specific, and adverse</b> effects.</p>	<b>No effect</b> to Hazardous Materials.	<p>GSA would develop a Materials Management Plan (MMP) to offer guidance on handling and disposal of unanticipated hazardous substances encountered during construction activities. Construction and demolition waste would be removed frequently to minimize contaminant runoff from standing waste. Removal and disposal of fuel and other storage tanks would be conducted using licensed contractors and all proper closure procedures. Accidental spills of hazardous materials (e.g., diesel fuel from vehicles, paint, solvents) would be minimized by implementing practices such as regular vehicle inspections and maintenance, proper storage of hazardous materials, maintaining a clean working environment, and adherence to a Spill Prevention, Control, and Countermeasure plan.</p> <p>Asbestos and lead encountered during demolition activities would be disposed of in accordance with state and federal regulations. BMPs for managing asbestos containing materials (ACM) during demolition may include adequately wetting all regulated ACMs, sealing the material in leak tight containers, and disposing of the ACMs as expediently as practicable. Lead-safe practices would be employed during demolition.</p> <p>BMPs would be in place to minimize the chance of a spill occurring, and any potential spill or leak would be addressed in accordance with applicable laws and regulations as soon as it is noticed.</p>

Resource	Alternative 1 – Action Alternative	Alternative 2 – No Action Alternative	Mitigation Measures and BMPs
<p><b>Utilities</b></p>	<p><u>Potable Water, and Sanitary Sewer</u> During construction there would be <b>no effect</b> on potable water supply and sanitary sewer demands as the Existing LPOE has its own dedicated water and sewer system. Since new potable water supply and sanitary sewer facilities would be constructed specifically for the Modernized LPOE, these facilities would have <b>no effect</b> on the facilities outside of the Modernized LPOE that are servicing the utility needs for the rest of the community.</p> <p><u>Electric Supply</u> During construction, there would be <b>direct, short-term, minor, site-specific</b> and <b>regional, and adverse</b> effects on electric supply.</p> <p>After construction, the electric capacity of the Modernized LPOE would be oversized to accommodate expansion following CBP standards and geothermal energy would decrease energy needs for heating the Modernized LPOE, therefore there would be a <b>direct, long-term, minor, site-specific</b> and <b>regional, and beneficial</b> effect.</p> <p><u>Telecommunications</u> The communication tower onsite would be maintained, CBP would maintain responsibility to provide telephone and internet service, and cellular service would not be impacted. Therefore, there would be <b>no effect</b> to telecommunications during or after construction.</p>	<p><b>No effect</b> to Utilities.</p>	<p>Construction crews would follow standard industry practices to minimize the chance of discovering unmarked utilities during construction work. These include locating and marking utilities prior to demolition and site preparation and coordination with utilities providers in the event of discovery of unmarked utilities.</p> <p>GSA would implement energy conservation measures into their design and operations and would generally require less utility service per square foot than the Existing LPOE.</p>

## 1.0 INTRODUCTION

The United States (U.S.) General Services Administration (GSA) has prepared this Final Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts resulting from the proposed expansion and modernization of the Coburn Gore Land Port of Entry (LPOE) (the Project). The Coburn Gore LPOE is located at The Arnold Trail (State Route 27) and the U.S.-Canada border in Coburn Gore, Maine, and facilitates inspections for privately-owned vehicles (POVs), permitted commercial vehicles, non-motorized traffic (e.g. bicycles), and pedestrians.

The Infrastructure Investment and Jobs Act (2021) includes \$3.4 billion for GSA to undertake 26 major expansion and modernization projects at LPOEs nationwide (GSA, 2024). Many of the country's LPOEs are outdated and overdue for modernization. Some LPOEs operate at full capacity and have surpassed the needs for which they were originally designed.

This Final EA complies with the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S. Code [U.S.C.] 4321), GSA Order ADM 1095.1F – Environmental Considerations in Decision Making, the GSA Public Buildings Service (PBS) NEPA Desk Guide (GSA, 1999), and other relevant federal and state laws and regulations. NEPA requires federal agencies to examine the potential effects of their proposed actions on the natural and human environment and consider alternatives before taking an action. GSA is the lead agency for this Final EA.

GSA is integrating the consultation process required under Section 7 of the Endangered Species Act (ESA) with the NEPA process. The integration of the ESA with NEPA requires federal agencies to consider potential impacts on endangered species and their habitats as part of the Final EA by assessing potential impacts on listed species alongside other environmental impacts in a single process. This is further discussed in Section 3.6 (Biological Resources) of this Final EA.

The potential effects of the Project alternatives on historic resources are evaluated in Section 3.8 (Cultural and Tribal Resources) of this Final EA, as required by NEPA. GSA must also identify and assess the effects its actions may have on cultural and tribal resources in accordance with Section 106 of the National Historic Preservation Act (NHPA). These evaluations can be integrated under the NEPA analysis or done separately. For this Project, GSA has elected to perform these evaluations separately. With the development of the Final EA, GSA has initiated Section 106 consultation as set forth in 36 Code of Federal Regulations (C.F.R.) 800.3. Through the Section 106 consultation process, GSA will discuss the potential cultural resource impacts with the State Historic Preservation Office and, if necessary, negotiate measures to mitigate adverse effects.

## **1.1 Purpose and Need for the Project**

### **Purpose of the Project**

The purpose of the Project is to expand and modernize the Coburn Gore LPOE (Existing LPOE) to improve the operational efficiency, safety, and security of U.S Customs and Border Protection (CBP) personnel and travelers crossing between Coburn Gore, Maine, and Woburn, Quebec, Canada. GSA is supporting CBP's mission by providing a facility that meets the CBP LPOE Design Standard.

### **Need for the Project**

The Existing LPOE (which includes the Existing LPOE Building, garage, CBP officer housing, and all of its current facilities) no longer functions adequately and does not support CBP's mission requirements. Specifically, the Existing LPOE:

- has outdated facilities and technologies and cannot accommodate modern inspection and border security technologies;
- has undersized and outdated mechanical, electrical, and plumbing systems;
- does not meet minimum space requirements for CBP and GSA operations as specified in the Program of Requirements (POR);
- lacks capacity for inspections of different traffic types (POVs, non-motorized, and pedestrian);
- has spatial constraints with limited interior space for offices and processing and limited opportunity for expansion within its current footprint;
- lacks booths for processing commercial traffic, so drivers park their vehicles and enter the Existing LPOE Building to have paperwork processed; and
- lacks outbound inspection booths or canopies.

These inadequacies pose safety and security risks for CBP Officers and the traveling public.

The proposed Project is needed to increase processing efficiency and capacity for all traffic types, reduce traffic queues and travel delays, minimize conflict points (paths where two or more vehicles could potentially collide), improve line-of-sight to inbound traffic, and provide better line-of-sight between the U.S. and Canadian Ports of Entry.

## **1.2 Background and Overview**

GSA assists federal agency customers with their current and future workplace needs based on their specific mission requirements. The Coburn Gore LPOE is owned by GSA and operated by CBP personnel. As part of a nationwide effort, GSA and CBP conducted programmatic feasibility studies for LPOEs and noted their operational deficiencies, based on the most recent CBP LPOE Design Standard. These programmatic feasibility studies proposed alternatives to modernize

each LPOE, correct deficiencies, and bring the facilities up to current standards. A feasibility study for the Coburn Gore LPOE (Feasibility Study) was completed in 2018 to assess the existing Coburn Gore LPOE facilities based on the 2014 CBP LPOE Design Standard (Parsons, 2018).

### 1.3 Study Area and Existing Facilities

The Coburn Gore LPOE is located in Franklin County on Maine's western border with Canada. Coburn Gore is part of Maine's Unorganized Territory, and has no local, incorporated municipal government. The Coburn Gore LPOE is 105 miles northwest of Bangor, 20 miles northwest of Eustis, and 3 miles east of Woburn, Quebec, Canada (**Figure 1-1**).

The Coburn Gore LPOE is open 24 hours a day, seven days a week, and processes commercial, POV, non-motorized, and pedestrian traffic. The Coburn Gore LPOE consists of the Existing LPOE Building, attached garage space, parking areas, and four freestanding residences. The LPOE is situated on 3.6 acres on two parcels bisected by The Arnold Trail. The Existing LPOE Building is on the southern side, and the four residences are on the northern side.

The Existing LPOE Building was built in 1931 and is listed in the National Register of Historic Places (NRHP). Two of the four residences were also built in 1931 and are listed in the NRHP. The other two residences were built in 1967. Each residence includes an asphalt driveway and paved pathways accessed via The Arnold Trail. Three of the houses are currently rented to CBP staff for housing while on-duty.

Adjacent properties include the Canadian Port of Entry to the west of the U.S.-Canada border, residential homes, logging facilities, a gas station with a convenience store to the east, and forest to the north and south. The Project's study area encompasses approximately 65 acres, which is the maximum amount of land area needed to build the Action Alternative. See **Figure 1-2** and **Figure 1-3** below for aerial views of the study area and vicinity.

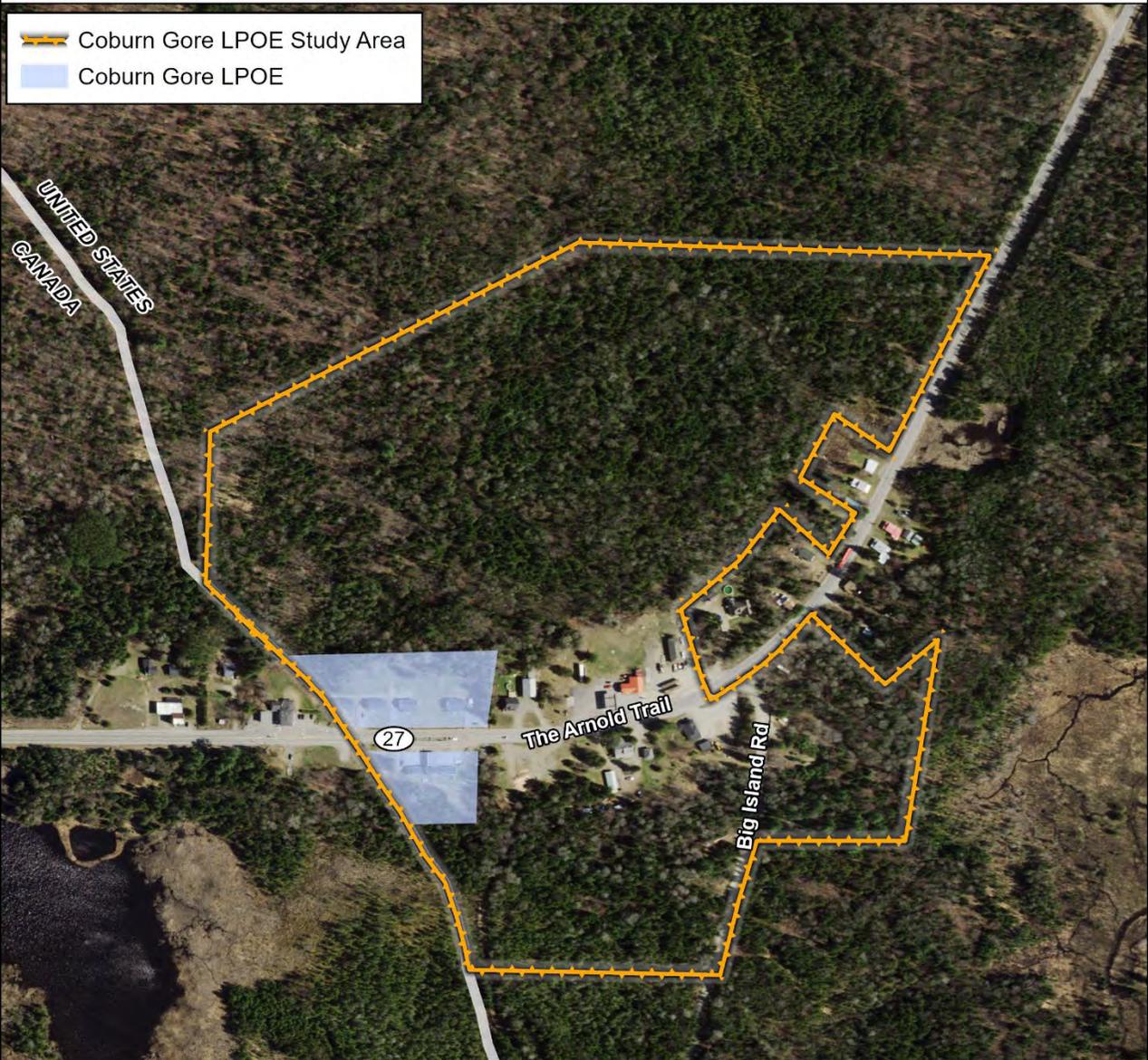
Traffic at the Coburn Gore LPOE primarily consists of logging trucks, tourists, and occasionally hikers and snowmobilers. POV inbound vehicles enter through two primary lanes. Primary inspections are performed under the canopy located to the south of the inbound driving lane. Once primary inspections are completed, the vehicles are either released to the U.S. or sent to secondary inspections located in a paved area east of the canopy. There is no secondary POV inspection garage. Vehicles that are released to the U.S. proceed eastbound on The Arnold Trail. POVs that are denied entry continue eastward from the LPOE to make a U-turn offsite and return to Canada.

Commercial inspections are performed in one lane located north of the POV canopy. There are no commercial booths, canopies, secondary commercial inspection garage, or staging areas. After primary inspections are completed, vehicles are either released to the U.S. via the eastbound lane or returned to Canada via the westbound lane. Secondary inspections are either performed in the primary lane or on the paved areas south of the canopy. Vehicles that are released to the U.S. proceed eastbound on The Arnold Trail. Outbound inspections when performed are conducted in the westbound lane of The Arnold Trail. There are no outbound inspection booths or canopies.



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# COBURN GORE LAND PORT OF ENTRY EXPANSION AND MODERNIZATION PROJECT



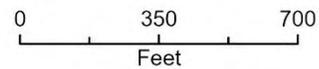
DISCLAIMER - Due to more accurate parcel boundaries (provided via land survey), the study area in the Final EA differs from the study area in the Draft EA.



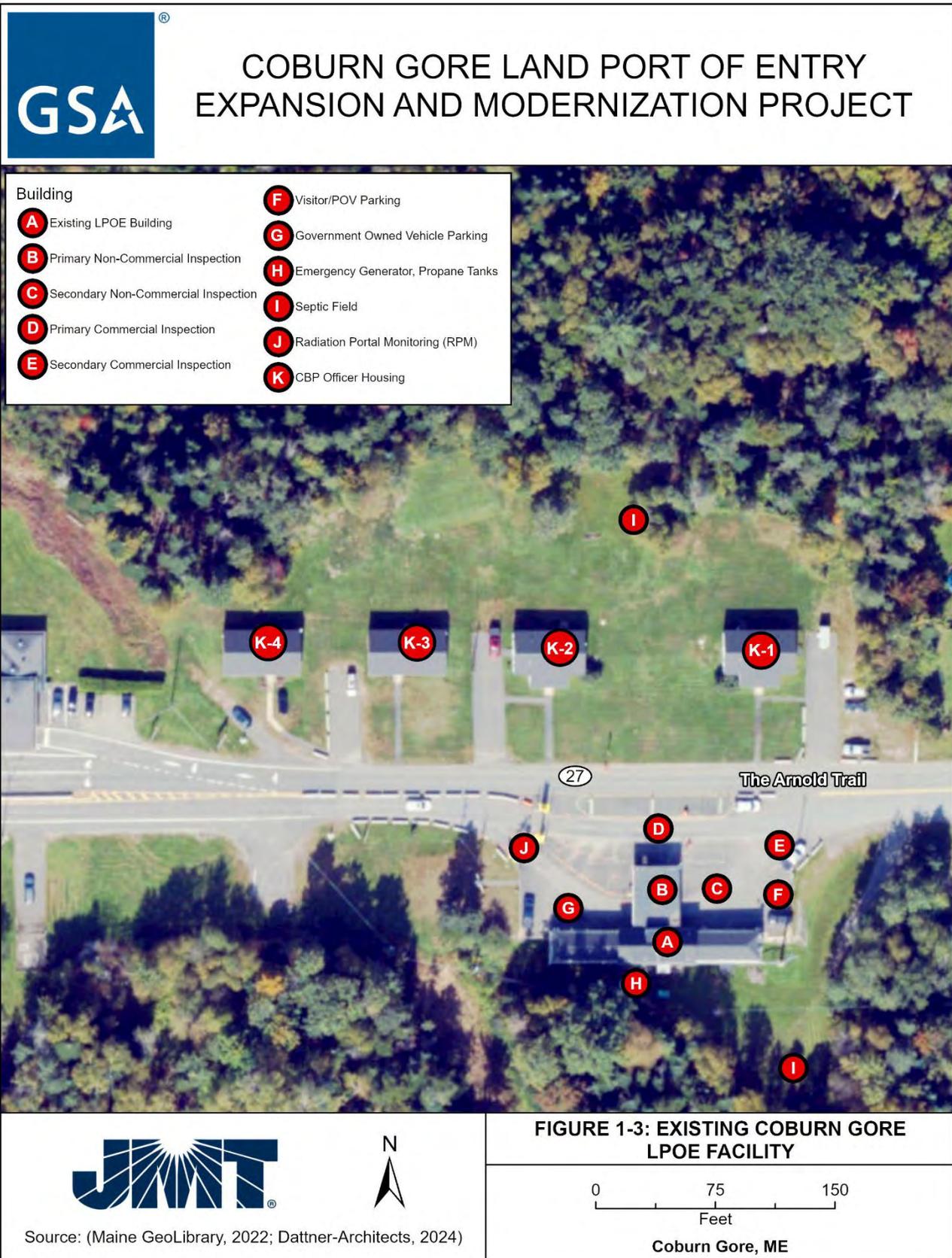
Source: (Maine GeoLibrary, 2022)



**FIGURE 1-2: STUDY AREA AND VICINITY**



Coburn Gore, ME



The Existing LPOE Building is a wood-framed structure with a central brick-clad main block and clapboard-sided four-bay garage wings on either side. The canopy extends north of the main block over the POV inspection lanes. See **Photographs 1** and **2** of the Existing LPOE Building and surrounding inspection areas. See **Photographs 3** through **6** of the existing CBP Officer housing. The Existing LPOE Building has two stories with a full basement. The basement stores equipment and fuel tanks. The first floor has CBP offices, bathroom, kitchen, public counter, secondary immigrations inspections and customs processing, and pedestrian processing with public waiting areas. The two garage bays in the west wing are used for storage. The east wing garage was remodeled around 2006 and is used as a multipurpose space. Public bathrooms are located in the east wing. A vestibule has been added to the front of the Existing LPOE Building (under the canopy), which serves as a POV inspection booth and interview room. POV primary inspection is completed on the passenger side of vehicle. The upper floor has been converted to an interview room and armory, Officer relief quarters, an information technology room/closet with fans, a personal protective equipment room, and a full bathroom.

Electrical service is provided by Central Maine Power via overhead electrical lines; there is no natural gas. Fuel oil tanks in the basement power the boiler, while an aboveground liquid propane tank powers the backup generator at the rear of the Existing LPOE Building. Water is supplied by on-site wells. A water treatment system has been installed, and the water is tested regularly per Maine protocols for well water. The sanitary sewer system consists of a septic tank and leach field southeast of the Existing LPOE Building. Each of the four existing residences has its own septic tank and leach field to the north.



**Photograph 1: Front View of Existing LPOE Building Looking South (Johnson, Mirmiran, and Thompson, Inc. [JMT], 2023)**



**Photograph 2: View of Existing LPOE Building, POV Lanes, and Inspection Lanes Looking West (JMT, 2023)**



**Photograph 3: Front View of Existing CBP Residence 1 Looking North (JMT, 2023)**



**Photograph 4: Front View of Existing CBP Residence 2 Looking North (JMT, 2023)**



**Photograph 5: Front View of Existing CBP Residence 3 Looking North (JMT, 2023)**



**Photograph 6: Front View of Existing CBP Residence 4 Looking North (JMT, 2023)**

## **1.4 Public Involvement**

### **1.4.1 Public Scoping Meetings**

GSA conducted two scoping periods for this Project, one in fall 2023 and one in late spring/early summer 2024. The Scoping Report (**Appendix A**) describes the Project (background, location, and facilities), scoping meetings, meeting materials, and comments received during the scoping periods.

The purpose of the scoping meetings was to present information about the proposed Project, answer questions, identify concerns about potential environmental impacts that may result from the proposed Project, and gather information to assist with determining the scope of issues that should be evaluated in the Draft EA.

GSA notified the public of each scoping meetings using letters to federal, state, and local stakeholders, advertisements in *The Franklin Journal* in both English and French, media advisories to applicable local media, press releases, and posts on GSA social media accounts (Facebook and X).

GSA held a public scoping meeting on October 26, 2023, with an associated comment period of October 2 to November 27, 2023. Following the October 2023 scoping meeting, GSA expanded the study area to the south of The Arnold Trail to accommodate the addition of a south alternative and conducted supplemental resource investigations. GSA held a second scoping meeting to present the expanded study area on June 27, 2024, with an associated comment period of May 31 to July 29, 2024.

Both meetings were held at the Coburn Gore LPOE in an open-house format with no formal presentation. At the first meeting, posters displaying project information were available in English and French to facilitate the discussion between GSA and the public. Large study area posters were available to facilitate conversation at the second meeting. A French interpreter was available at both meetings. Also at both meetings, GSA provided an informational handout that summarized the Project background, the NEPA process, and how to submit comments. Pre-addressed comment forms were available for attendees who wished to provide written comments. The meeting handout also included a quick response (QR) code with a direct link to an online comment form (also available in French). Attendees who signed in would receive additional project email updates.

### 1.4.2 Scoping Comments

GSA received 34 comments during the October 2023 scoping period (**Table 1-1**) and 10 comments during the June 2024 scoping period (**Table 1-2**). Both tables show the distribution of comments by subject and commenter type.

**Table 1-1: Formal Scoping Comments by Commenter Type and Subject for the October 2023 Scoping Period**

Subject	Agency Comments	Public Comments	Total Comments
Requests for Information	3	3	6
Historic Resources	0	1	1
Traffic and Transportation	0	4	4
Facility Design and Aesthetics	0	5	5
Dark Skies Protection	0	4	4
Recreation	0	1	1
Land Use	1	0	1
Socioeconomics/Business Concerns	0	3	3
Wildlife/Wildlife Habitat	1	2	3
Sustainability/Resilience	1	0	1
Wetlands and Water Quality	2	3	5
<b>Total:</b>	<b>8</b>	<b>26</b>	<b>34</b>

**Table 1–2: Formal Scoping Comments by Commenter Type and Subject for the June 2024 Scoping Period**

Subject	Agency Comments	Public Comments	Total Comments
<b>Sustainability/Resilience</b>	1	0	1
<b>Facility Design and Aesthetics</b>	0	4	4
<b>Community Impacts</b>	1	0	1
<b>Utilities</b>	0	1	1
<b>Wetlands and Water Quality</b>	2	0	2
<b>Wildlife/Wildlife Habitat</b>	1	0	1
<b>Total:</b>	<b>5</b>	<b>5</b>	<b>10</b>

### 1.4.3 Draft EA Public Hearing

GSA published the Draft EA on the Project website on May 22, 2025, and held a public hearing to receive comments on the document on Thursday, June 12, 2025, from 6:00 to 8:00 PM at the Eustis Community Building. The public was notified of the public hearing through newspaper ads, radio station announcements, letters to interested parties, press release, and social media posts. Twenty-six members of the public attended the meeting.

An open house format was used to encourage discussion and information sharing and to ensure that the public had opportunities to speak with GSA representatives. The GSA team gave a 30-minute presentation that included an overview of the NEPA process, description of the proposed Project, and findings of the Draft EA. GSA then provided an opportunity to interested attendees to submit verbal comments about the Project, which were recorded by a stenographer. Written comments were accepted as well.

### 1.4.4 Summary of Public Hearing Comments

The public comment period began on May 22, 2025, and ended on June 23, 2025. GSA offered multiple ways to submit comments, including via comment form, mailed letter, email, and verbally provided comments at the public meeting. During the Draft EA public comment period, GSA received 26 comments from agencies and individual citizens. A breakdown of the comments is provided in **Table 1–3**. GSA considered all substantive comments in the development of the Final EA. All comments received on the Draft EA, GSA’s responses to those comments, and the transcript from the Draft EA public meeting are included in **Appendix C**.

**Table 1–3: Formal Draft EA Comments by Commenter Type and Subject**

Subject	Agency Comments	Public Comments	Total Comments
<b>Project Alternatives</b>	0	1	1
<b>Land Use and Zoning</b>	2	0	2
<b>Socioeconomic Resources</b>	0	2	2
<b>Traffic and Transportation</b>	1	9	10
<b>Geology, Topography, and Soils</b>	1	0	1
<b>Cultural and Tribal Resources</b>	0	2	2
<b>Visual and Recreational Resources</b>	0	5	5
<b>Hazardous Materials</b>	0	1	1
<b>Utilities</b>	0	2	2
<b>Total*:</b>	<b>4</b>	<b>22</b>	<b>26</b>

\* GSA received an emailed comment on June 22, 2025 but was unable to open the attachment. GSA reached out to the sender the request that the comment be resent; GSA did not receive a reply.

### 1.4.5 Additional Public Engagement

Since the publication of the Draft EA, GSA, in collaboration with CBP, advanced the concept design of Alternative 1 to include the design for the CBP housing building. GSA distributed information regarding the housing building to the public on August 14, 2025, and invited public comments through September 2, 2025. GSA received seven comments during this additional public comment period. Public comments generally did not support locating the proposed CBP housing building adjacent to Big Island Road.

With consideration given to public comments received, GSA selected an alternate location for the CBP housing building on the north side of The Arnold Trail north of the existing officer housing. GSA notified project stakeholders of the CBP housing building's revised location on January 21, 2026. Information distributed to the public, comments received on the CBP housing building location, and GSA's responses are included in **Appendix D**. The revised designs and associated analysis are incorporated in **Chapter 3** of this Final EA.

## 1.5 Relevant Environmental Laws and Regulations

### 1.5.1 National Environmental Policy Act

Congress passed NEPA in 1969 and President Nixon signed it into law on January 1, 1970. NEPA, as amended in 2023, sets forth a national policy “to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans” (42 U.S.C. 4331(a)).

NEPA also requires federal agencies to prepare a detailed statement on (1) the environmental impact of a proposed action; (2) any adverse effects that cannot be avoided; (3) alternatives to the proposed action; (4) the relationship between local short-term uses of man’s environment and the maintenance and enhancement of long-term productivity; and (5) any irreversible and

irretrievable commitments of resources that would be involved in the proposed action (42 U.S.C. 4332(2)(C)).

Federal agencies are required to provide meaningful opportunities for the public to comment on proposed actions. Opportunities for the public to comment began during scoping and were carried out through a public review of the Draft EA. Additional public comment opportunities were provided in regard to the CBP housing location.

### **1.5.2 Section 106 of the National Historic Preservation Act**

The NHPA (54 U.S.C. 300101 et seq.) directs federal agencies to protect historic properties and avoid, minimize, or mitigate potential adverse effects that may occur from a proposed action.

Historic properties are those that are listed in, or eligible for listing in, the NRHP. The NRHP is maintained by the National Park Service and includes buildings, sites, districts, structures, or objects that have historic significance in American history, architecture, archaeology, engineering, or culture at the local, state, or national level. Generally, properties must be at least 50 years old to qualify for listing in the NRHP, unless of exceptional significance.

The Section 106 process includes four main steps: (1) initiate consultation with the primary consulting parties; (2) identify and evaluate historic properties; (3) assess effects of the proposed action on historic properties; and (4) resolve any adverse effects via avoidance, minimization, or mitigation.

GSA is consulting with the Maine Historic Preservation Commission (MHPC) which is the State Historic Preservation Office for Maine. Section 106 compliance for the Project is described in greater detail in Section 3.8 (Cultural and Tribal Resources) of this Final EA.

### **1.5.2 Section 7 of the Endangered Species Act**

The ESA was enacted in 1973 to provide protection under the law for fish, wildlife, and plants that are listed as threatened or endangered. It provides methods for listing new species or removing species as threatened or endangered, preparing, and implementing plans for the conservation and recovery of species, and provides for interagency cooperation to avoid adverse impacts to listed species.

The ESA requires federal agencies to ensure that proposed actions are not likely to jeopardize the continued existence of listed species or adversely modify designated critical habitat. Section 7 of the ESA (16 U.S.C. 1531 et seq.) describes procedures for federal interagency cooperation to conserve listed species and designated critical habitat. GSA's Section 7 consultation activities are described in detail in Section 3.6 (Biological Resources) of this Final EA.

### **1.5.3 Relevant Laws and Regulations and Design Standards**

**Table 1-4** and **Table 1-5** below provides a list of relevant laws and regulations that GSA must comply with as part of the project planning and NEPA process.

**Table 1-4: Potentially Applicable Laws and Regulations**

Statutes
National Environmental Policy Act of 1970 (42 U.S.C. § 4321 et seq.)
Clean Air Act of 1970 as amended (42 U.S.C. § 7401, et seq.)
Clean Water Act of 1977 as amended (33 U.S.C. § 1251, et seq.)
Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. § 9601, et seq.)
Archaeological Resources Protection Act of 1979 (16 U.S.C. § 470aa-mm)
Energy Independence and Security Act (42 U.S.C. § 17001, et seq.)
National Energy Conservation Policy Act (42 U.S.C. §82312, et seq.)
Resource Conservation and Recovery Act of 1976 (42 U.S.C. § 6901, et seq.)
Endangered Species Act of 1973 (16 U.S.C. § 1531-1544)
National Historic Preservation Act of 1966 (54 U.S.C. § 300101 et seq.) (89 Public Law 665 (1966))
Federal Uniform Relocation and Real Estate Acquisition Policies Act of 1970 as amended (42 U.S.C. 4601-4655)
Americans with Disabilities Act of 1970 (42 U.S.C. § 12101)
Safe Drinking Water Act of 1974, as amended (42 U.S.C. § 300f, et seq.)
Noise Control Act of 1972, 42 U.S.C. § 4901 et seq.
Regulations
Protection of Archaeological Resources: Uniform Regulations (32 C.F.R. 229)
U.S. Army Corps of Engineers Regulations (33 C.F.R. 320-330)
Protection of Historic Properties (36 C.F.R. 800)
Hazardous Substance Regulations (40 C.F.R. 300-399)
Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 Federal Register 44716, Thursday, September 29, 1983)
National Primary Drinking Water Regulations (40 C.F.R. 141)
Executive Orders
Executive Order 11593 – Protection and Enhancement of the Cultural Environment
Executive Order 11988 – Floodplain Management
Executive Order 11990 – Protection of Wetlands
Executive Order 13589 – Promoting Efficient Spending
Executive Order 14154 – Unleashing American Energy
Maine Administrative Code
Maine Drinking Water Rules 10-144 C.M.R., Chapter 231
Stormwater Management C.M.R. 06, 096, ch. 500
Erosion and Sediment Control C.M.R. 06, 096, ch. 500, app 096-500-A
Wetlands and Water Bodies Protection C.M.R. 06, 096, ch. 310
Natural Resources Protection Act C.M.R. 06, 096, ch. 305

Table 1-5 provides a list of relevant design standards.

**Table 1-5: Relevant Design Standards**

Design Standards
GSA Service Center Land Port of Entry Program of Requirements
CBP Land Port of Entry Design Standard – 2023
GSA Public Buildings Service Core Building Standards - 2025

## 2.0 ALTERNATIVES

GSA and CBP conducted several feasibility and design studies from 2018 to 2025, which led to the identification of one Action Alternative that meets the stated purpose and need of the Project. One Action Alternative has been analyzed in detail in this Final EA. The alternative presented in this Final EA is preliminary and subject to change throughout the design process, but would occur within the study area designated below.

The design of this LPOE would comply with the 2023 CBP LPOE Design Standard and GSA's Core Building Standards (GSA, 2025). The design of the CBP housing building would comply with the 2009 CBP Housing Standards. The proposed Action Alternative was developed in the context of existing site constraints, scanning technologies, standoff requirements, vehicle turning radii, site grading strategies, and both GSA's and CBP's PORs. The Main Building and all of its proposed facilities associated with the Modernized LPOE campus are referred to as the "Modernized LPOE" throughout this analysis. The majority of the Modernized LPOE would be dedicated to CBP operations. Dedicated GSA space would be provided with the Action Alternative.

### 2.1 Alternatives Considered

#### 2.1.1 Alternative 1 – Action Alternative (South Scheme)

GSA would develop a Modernized LPOE on the south side of The Arnold Trail, with most of the existing road alignment intact (**Figure 2-1**). The Modernized LPOE would be oriented so that vehicular traffic entering the U.S. from Canada would be fully visible from the border to primary inspection. Under the Action Alternative, inbound traffic from Canada would be directed through three lanes into the Modernized LPOE. An additional bypass lane south of the Main Building would be used for oversized vehicles. Admitted vehicles proceeding into the U.S. would either turn right onto The Arnold Trail or could make a left turn to access the gas station and lumber company. Rejected vehicles would be diverted to the two outbound lanes. Outbound traffic would access the Modernized LPOE from The Arnold Trail. International travelers would be directed using signage. Local traffic would continue along The Arnold Trail, north of the Modernized LPOE. **Figure 2-1** shows the general traffic circulation. A cul-de-sac would be built west of the gas station. The Existing LPOE Building, CBP residential structures, and other acquired buildings would be demolished. Under the Action Alternative, Big Island Road would be realigned to accommodate the location of the Modernized LPOE.

As part of the Modernized LPOE, GSA would construct a housing building for CBP Officers. The Modernized LPOE would require additional staffing, which would be greater than what the current CBP residences can accommodate. CBP housing would be situated on the north side of The Arnold Trail and would be accessed through a security gate at the end of the cul-de-sac. The CBP housing building would provide single-occupancy living quarters for up to 18 CBP Officers (up from eight individuals in the current CBP standalone housing).



The two-story housing building would include 18 one-bedroom living units, a covered structured parking garage on the lower level, and amenities such as a communal terrace, laundry, kitchen, gym, and lounge on the upper level. It would also include a small visitor parking lot and mechanical and utility storage spaces for site maintenance and snow removal. The total area of the housing building is projected to be approximately 22,000 gross square feet. The CBP residences would remain occupied until the CBP housing building is constructed.

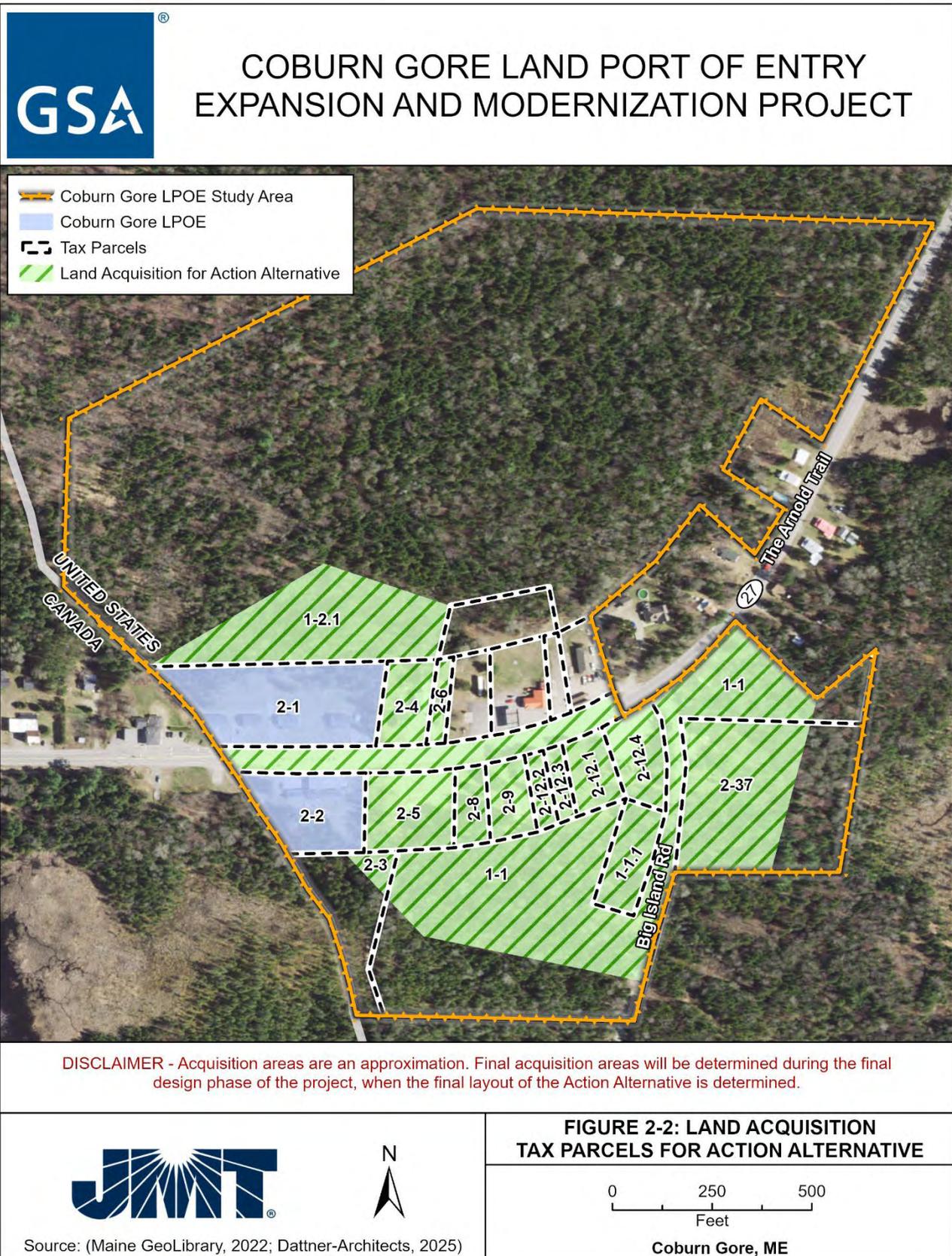
GSA anticipates that construction would start in 2027 and end in 2030. The Existing LPOE Building would remain open and operational throughout construction. Under this alternative, the Existing LPOE Building would remain in operation until the Main Building is fully operational. Operations would then move to the Main Building while the Existing LPOE Building is demolished. Similarly, the CBP residences would remain occupied until the CBP housing building is constructed. Inbound traffic would temporarily be routed along the outbound lanes until the Existing LPOE Building is demolished and the new inbound lanes are constructed. This alternative would occupy 21.09 +/- acres including approximately 7.32 impervious acres and approximately 7.27 landscaped acres.

While estimated at 15.27 acres, the total amount of land to be acquired for the Action Alternative has not yet been finalized. Acquisition may be in the form of fee simple, permanent easements, and/or temporary construction easements. The Action Alternative would require the acquisition of two residences, a gatehouse with seasonal residence, commercial properties, forested land, and portions of The Arnold Trail, and would cause the realignment of a portion of Big Island Road. **Figure 2-2** and **Table 2-1** show the approximate land acquisition area required for the Project, listed by tax parcel number. GSA will work to minimize the Project's overall site acquisition area and minimize impacts to private property adjacent to the Modernized LPOE.

**Table 2-1: Alternative 1 – Action Alternative Property Acquisition**

Parcel Number	Approximate Property Acquisition (acres)
1-1	6.35
1-1.1	0.65
1-2.1	2.32
2-3	0.19
2-4	0.62
2-5	1.02
2-6	0.21
2-8	0.38
2-9	0.50
2-12.1	0.51
2-12.2	0.23
2-12.3	0.21
2-12.4	0.68
2-37*	1.40
<b>Total Property Acquisition for LPOE area</b>	<b>15.27</b>
<b>Total LPOE Area**</b>	<b>21.09</b>

\*GSA would realign Big Island Road across Parcel 2-37 and a portion of Parcel 1-1 using a temporary construction easement. The realignment of Big Island Road would avoid impacts to the closed landfill located on Parcel 2-37. GSA does not intend to acquire the landfill. \*\*The total LPOE area includes 2.23 acres of existing road and 3.59 acres of existing government owned property.



### **2.1.2 Alternative 2 – No Action Alternative**

The No Action Alternative is included and analyzed to provide a baseline for comparison with impacts from the Project. This alternative assumes that no Modernized LPOE would be constructed. This action would not meet the purpose and need of the Project, as operational constraints and safety deficiencies would not be corrected.

## **2.2 Alternatives Considered and Dismissed from Detailed Analysis**

### **North Scheme**

GSA considered an alternative, referred to as the North Scheme, which would locate the Modernized LPOE on the north side of The Arnold Trail. This alternative would include the construction of a new operational campus including a Main Building and new CBP Officer housing. Supporting facilities would be constructed, including employee and visitor pedestrian paths, snow storage locations, stormwater management areas, return routes, employee and public parking spaces, and utility connections. This alternative would occupy 17.32 +/- acres with approximately 6.67 impervious acres and approximately 3.05 landscaped acres. Under this alternative, all four CBP residences, as well as the additional acquired buildings, would be demolished to construct the North Scheme. The Existing LPOE Building would be renovated for GSA operations. This alternative would require a significant amount of grading and earthwork due to the steep topography in this area. The amount of earthwork needed for construction was determined to be cost-prohibitive. Therefore, this alternative was dismissed from detailed analysis.

### **Middle Scheme**

GSA considered an alternative, referred to as the Middle Scheme, which would relocate the LPOE along the existing alignment of The Arnold Trail, with operations split to the north and south of the road. This alternative would include the construction of a new operational campus including a Main Building, commercial processing, secondary inspection facilities, government employee parking garage, traffic lanes, traffic roundabout, public parking, supporting facilities, stormwater management facilities, and snow storage areas. This alternative would occupy 8.4 +/- acres with approximately 3.75 impervious acres and approximately 2.06 landscaped acres. Under this alternative, all four of the CBP residences would be demolished to construct the Middle Scheme. The Existing LPOE Building would remain and become GSA space with additional staff parking. Because the LPOE would be relocated along the existing alignment of The Arnold Trail, the majority of the community, both residential and commercial, would be displaced. Therefore, this alternative was dismissed from detailed analysis.

The study area, as shown in **Figure 1-2**, was sized to accommodate the North Scheme, South Scheme (Action Alternative), and Middle Scheme. However, the North Scheme and Middle Scheme were dismissed due to the reasons mentioned above after the resource surveys were performed. Therefore, the original size of the study area remains.

### 3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

Chapter 3 describes the current environment for resource areas that may be affected by the alternatives and the potential environmental consequences associated with the alternatives. Through internal and external scoping, GSA identified the following resource areas to evaluate in detail in this Final EA:

- Land Use and Zoning
- Socioeconomic Resources
- Traffic and Transportation
- Geology, Topography, and Soils
- Biological Resources
- Water Resources
- Cultural and Tribal Resources
- Air Quality
- Noise
- Visual and Recreational Resources
- Hazardous Materials
- Utilities

GSA considered but dismissed from detailed analysis the following resource areas:

- Population and Housing
- Community Facilities and Services

The reasons for dismissing these resource areas are provided in **Table 3–1** below:

**Table 3–1: Topics Considered but Dismissed from Detailed Analysis**

Dismissed Topic	Reasons for Dismissing Impact Topic
<b>Population and Housing</b>	The Project would result in minor increases in staffing at the Modernized LPOE. As part of the Modernized LPOE, a separate, self-contained housing building would be constructed for the CBP Officers. The impacts from this building are discussed as part of the overall layout of the Modernized LPOE. The Action Alternative would not result in changes to the existing and future population and housing needs in the vicinity of the study area, outside of specific CBP needs for the LPOE. Therefore, this topic was dismissed from further analysis in this Final EA.
<b>Community Facilities and Services</b>	There are no community facilities or services in the study area; therefore, this topic was dismissed from further analysis in this Final EA.

### 3.1 Methodology

This section summarizes the existing physical, biological, social, and economic conditions of the study area. For each resource analyzed in this chapter, the area that could be impacted by the Project is defined, and the elements or components of the resource that may be potentially affected are described. For some resources, the geographic area for analysis extends beyond the boundaries of the study area. For other resources, the area of analysis is located within the footprint of the study area. The new Main Building and accessory uses, including the proposed CBP Officer’s housing, are referred to as the “Modernized LPOE” throughout this analysis. The Existing LPOE Building and accessory uses are referred to as the “Existing LPOE” throughout this analysis.

The analysis of environmental consequences for each resource begins by explaining the methodology used to characterize potential effects, including any assumptions made. This analysis considers how the condition of a resource would change as a result of implementing the Project and describes the types of effects that would occur (e.g., direct, indirect, beneficial, or adverse). The significance of effects is assessed using three parameters: magnitude (how much), duration (how long), and extent (sphere of influence). The types of effects and the evaluation criteria to determine the significance of effects are described below.

### 3.1.1 Types of Effects

For the purposes of this Final EA, the reasonably foreseeable effects evaluated in this document are defined as follows:

**Direct effects:** Effects that are caused by the action and occur at the same time and place.

**Indirect effects:** Effects that are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects also include “induced changes” in the human and natural environments.

Identified effects may be either adverse or beneficial. For this Final EA, the following definitions are used:

**Beneficial effects:** Those effects which are regarded as having a positive and supportive effect on the analyzed resource. A beneficial effect constitutes a positive change in the condition or appearance of the resource or a change that moves the resource toward a desired condition.

**Adverse effects:** Those effects which are regarded as having a negative and harmful effect on the analyzed resource. An adverse effect causes a change that moves the resource away from a desired condition or detracts from its appearance or condition.

### 3.1.2 Evaluation Criteria

Evaluation criteria (or significance criteria) provide a structured framework for assessing effects, supporting conclusions regarding the significance of effects, and comparing effects between alternatives.

The significance of effects is determined systematically by assessing three parameters of environmental effects: magnitude, duration, and extent. Each parameter is divided into the following levels:

**Magnitude:**

- Major – Substantial effect or change in a resource that is easily defined, noticeable, and measurable, or exceeds a standard.
- Moderate – Noticeable change in a resource occurs, but the integrity of the resource remains intact.
- Minor – Change in a resource occurs, but no substantial resource effect results.

- Negligible – The effect is at the lowest levels of detection – barely measurable but with perceptible consequences.
- None – The effect is below the threshold of detection with no perceptible consequences.

***Duration:***

- Permanent – The effect would last indefinitely.
- Long-term – The effect would likely last for the duration of the Project, or for as long as the Coburn Gore LPOE is in operation.
- Short-term – The effect would last for the duration of the construction phase.
- Temporary – The effect would last for a portion of the construction phase.

***Extent:***

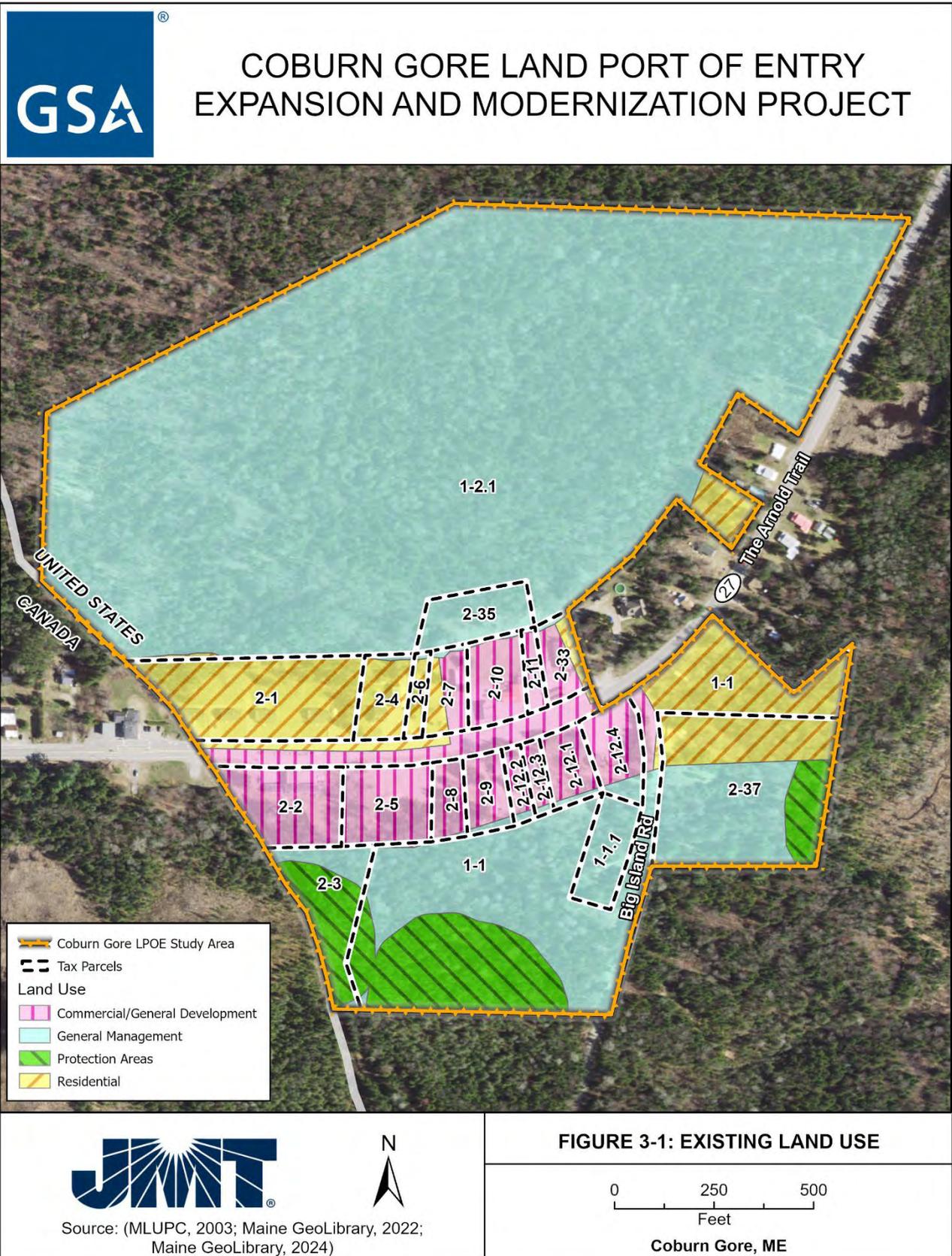
- Regional – Would affect the resource on a county, regional, or state level, extending well past the immediate study area. These may also include effects that would extend beyond the U.S.-Canada international border and into Canada.
- Localized – Would affect the resource only in the study area or its immediate surroundings, and would not extend into the county, region, state, or beyond the U.S.-Canada border. These also include impacts within the Township of Coburn Gore.
- Site-specific – Would affect the resource over a portion of the study area.

## **3.2 Land Use and Zoning**

### **3.2.1 Affected Environment**

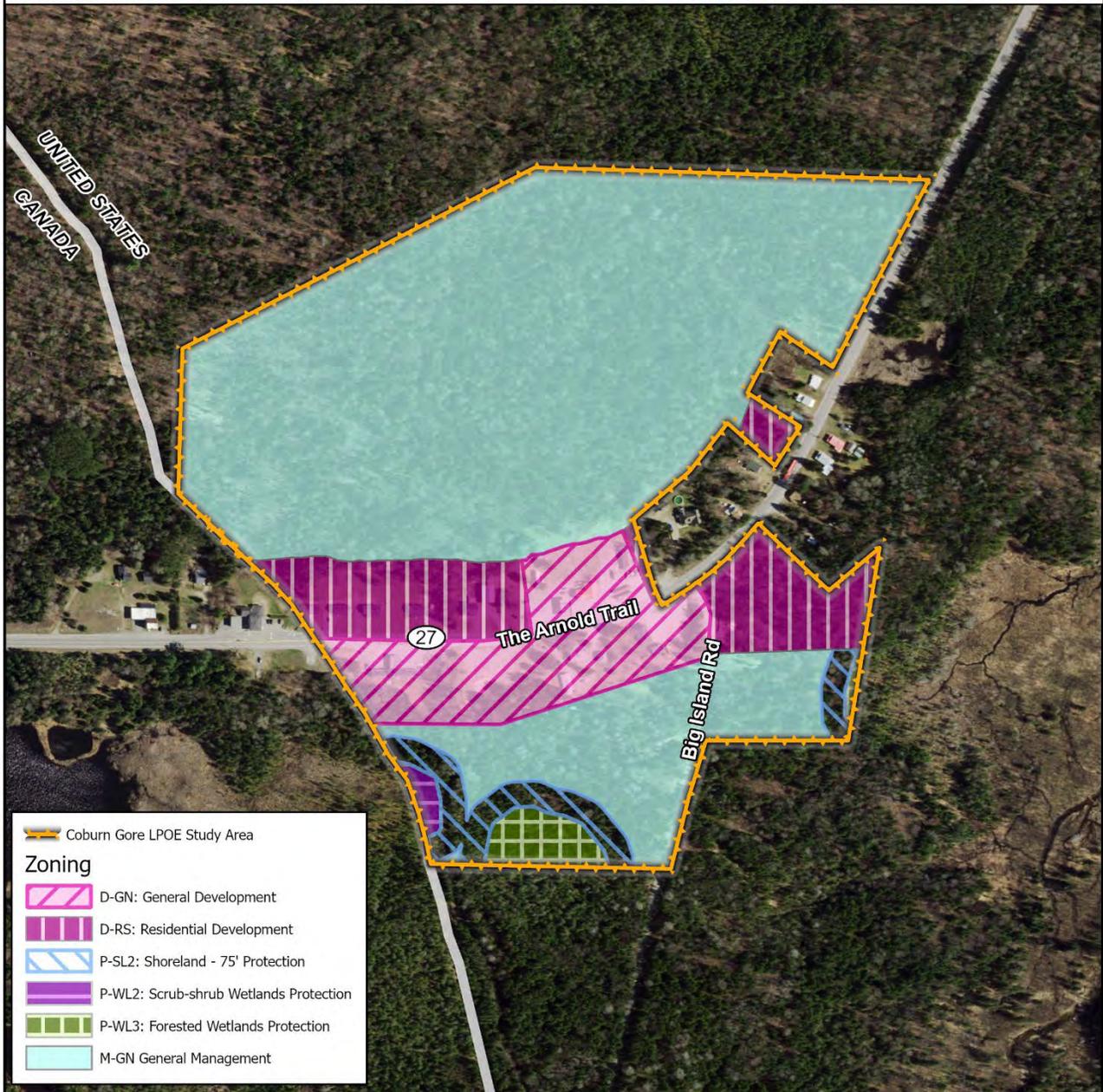
The Existing LPOE is located within Coburn Gore, an unincorporated area, in the North Franklin unorganized territory in Franklin County, Maine. The Project’s study area encompasses approximately 65 acres, which is the maximum amount of land area needed to build the Action Alternative. Current land use within the study area includes forest, government (Existing LPOE), commercial, residential, and a closed municipal landfill off Big Island Road (**Figure 3-1**).

The study area is zoned mostly as “General Management” (M-GN), covering approximately 70.7 percent of the area. The remaining area is zoned as “General Development” (D-GN) and “Residential Development” (D-RS) along The Arnold Trail and “Scrub-shrub Wetlands Protection” (P-WL2), “Forested Wetlands Protection” (P-WL3), and “Shoreland – 75’ Protection” (P-SL2) south of the road (Maine Land Use and Planning Commission [MLUPC], 2023) (**Figure 3-2**). **Table 3-2** shows a summary of the land use and zoning in the study area. **Table 3-3** shows the breakdown of zoning in the study area.





# COBURN GORE LAND PORT OF ENTRY EXPANSION AND MODERNIZATION PROJECT



 Coburn Gore LPOE Study Area

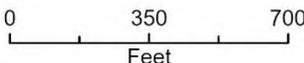
**Zoning**

-  D-GN: General Development
-  D-RS: Residential Development
-  P-SL2: Shoreland - 75' Protection
-  P-WL2: Scrub-shrub Wetlands Protection
-  P-WL3: Forested Wetlands Protection
-  M-GN General Management




Source: (MLUPC, 2003; Maine GeoLibrary, 2022;  
 Maine GeoLibrary, 2024)

**FIGURE 3-2: EXISTING ZONING**



0                      350                      700  
 Feet

**Coburn Gore, ME**

**Table 3–2: Summary of Land Use and Zoning within the Study Area**

Parcel	Owner	Zone	Current Land Use
01-1	Private	M-GN; D-RS; P-WL3; P-WL2;	Forest
01-1.1	Private	M-GN	Forest
01-2.1	Private	M-GN	Forest
02-1	Federal	D-GN	Government
02-2	Federal	D-RS	Government
02-3	Private	M-GN; P-WL2; P-SL2	Forest
02-4	Private	D-RS	Residential
02-5	Private	D-GN	Commercial
02-6	Private	D-RS	Residential
02-7	Private	D-GN	Commercial
02-8	Private	D-GN	Residential
02-9	Private	D-GN	Residential
02-10	Private	D-GN	Commercial
02-11	Private	D-GN	Commercial
02-12.1	Private	D-GN	Commercial
02-12.2	Private	D-GN	Residential
02-12.3	Private	D-GN	Residential
02-12.4	Private	D-GN	Commercial
02-33	Private	D-GN	Residential
02-35	Private	M-GN	Forest
02-37	Municipal	M-GN	Municipal

Sources: MLUPC, 2003; Maine GeoLibrary, 2024

**Table 3–3: Breakdown of Zoning in the Study Area**

Zone	Acreage	Percentage
M-GN	46	70.7%
D-RS	7	10.8%
D-GN	7	10.8%
P-WL2, P-WL3, P-SL2	5	7.7%
<b>Total:</b>	<b>65</b>	<b>100%</b>

Sources: MLUPC, 2003; Maine GeoLibrary, 2024

### 3.2.2 Environmental Consequences

#### Alternative 1 – Action Alternative

The Action Alternative would include land acquisition and new construction within the study area. The Modernized LPOE would be constructed southeast of the Existing LPOE and realign The Arnold Trail. The Action Alternative would acquire 15.27 +/- acres, consisting of residential and commercial properties, and forest.

During construction, there would be **direct, short-term, minor, localized, and adverse** effects on land use because of temporary road detours and temporary lane shifts during construction. As design progresses, GSA would coordinate with landowners and business owners to maintain access to their properties during and after construction.

After construction, the acquired properties would change to government use for the Modernized LPOE. The impact of this land use change would be experienced at the local level and would not cause a substantial change to the overall land use within the greater North Franklin unorganized territory.

In accordance with 40 C.F.R. § 3312, GSA would consult with the local officials to design the Modernized LPOE in a manner consistent with the zoning requirements to the maximum extent practicable, without compromising security of the LPOE or CBP mission requirements. Therefore, the Action Alternative would have **no effect** on zoning.

Indirect impacts to land use are not anticipated as the Modernized LPOE would not spur additional population growth and development in the study area or its vicinity.

### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. The No Action Alternative would have **no effect** on current land use and zoning in the study area, because the Existing LPOE would continue to operate in the existing space.

## 3.3 Socioeconomic Resources

The analysis of socioeconomic resources identifies those aspects of the social and economic environment that are sensitive to changes and that may be affected by actions associated with the Modernized LPOE. Socioeconomic factors describe the local demographics, income characteristics, and employment relevant to Coburn Gore, Franklin County (Region of Influence [ROI]), and Maine (Region of Comparison) that could be potentially affected by the Project. Census data is not available for Coburn Gore; therefore, Census Tract (CT) 9701.02 was used for the purpose of data comparison (**Figure 3-3**).

### 3.3.1 Affected Environment

#### 3.3.1.1 Population

A review of U.S. Census Bureau (USCB) data was conducted to compare the socioeconomic characteristics of CT 9701.02 with Franklin County with Maine (USCB, 2010a; USCB, 2015a; USCB, 2020a; USCB, 2024a). **Table 3-4** below shows the population trends from 2010 to 2024. The population within CT 9701.02 and Franklin County decreased by 41.6 percent and 0.8 percent, respectively. The total population in Maine increased by 4.5 percent.

**Table 3-4: Population Trends from 2010 – 2024**

Location	2010	2015	2020	2024	Population Change (2010–2024)
<b>CT 9701.02</b>	909	617	792	531	-41.6%
<b>Franklin County</b>	30,657	30,402	29,933	30,413	-0.8%
<b>Maine</b>	1,327,665	1,329,100	1,340,825	1,387,817	4.5%

Sources: USCB, 2010a; USCB, 2015a; USCB, 2020a; USCB, 2024a



### 3.3.1.2 Employment

The economic structure of CT 9701.02 is primarily comprised of arts, entertainment, recreation, accommodation, and food services; transportation, warehousing, and utilities; other services except public administration; finance, insurance, real estate, rental, and leasing; and retail trade (USCB, 2024b).

**Table 3–5** illustrates the five categories representing the majority of the economic development structure of CT 9701.02 compared with the same categories in Franklin County and Maine. The numbers represent a workforce of age 16 and older (USCB, 2024b).

**Table 3–5: Economic Structure Comparison for Census Year 2024**

Industry*	CT 9701.02	Franklin County	Maine
<b>Arts, entertainment, recreation, accommodation, and food services</b>	38.2%	7.9%	7.8%
<b>Transportation, warehousing, and utilities</b>	14.7%	3.5%	4.3%
<b>Other services except public administration</b>	12.0%	4.8%	4.4%
<b>Finance, insurance, real estate, rental, and leasing</b>	10.2%	4.0%	6.4%
<b>Retail Trade</b>	8.4%	11.6%	12.6%

Source: USCB, 2024b

\*Economic structure categories do not total 100 percent because not all U.S. Census 2000 industry categories were included.

**Table 3–6** shows the annual unemployment rates in CT 9701.02, Franklin County, and Maine in 2010, 2015, 2020, and 2024. Unemployment rates in CT 9701.02 have experienced an overall decrease from 3.9 percent in 2010 to 2.6 percent in 2024. The rates in Franklin County generally decreased from 2010 to 2024 (8.4 percent to 4.6 percent). The unemployment rate in Maine increased slightly between 2010 and 2015 (6.5 percent to 6.8 percent), then decreased slightly between 2015 and 2024 (6.8 percent to 3.8 percent).

**Table 3–6: Unemployment Rates from 2010 – 2024**

Location	2010	2015	2020	2024
<b>CT 9701.02</b>	3.9%	27.1%	7.8%	2.6%
<b>Franklin County</b>	8.4%	7.7%	4.8%	4.6%
<b>Maine</b>	6.5%	6.8%	4.0%	3.8%

Sources: USCB, 2010b; USCB, 2015b; USCB, 2020b; USCB, 2024c

### 3.3.1.3 Income

**Table 3–7** presents 2010, 2015, 2020, and 2024 mean household incomes for CT 9701.02, Franklin County, and Maine. All dollar estimates were adjusted for inflation.

**Table 3–7: Mean Household Incomes from 2010 – 2024**

Location	2010	2015	2020	2024	Percent Change (2010–2024)
<b>CT 9701.02</b>	\$42,584	\$47,647	\$57,629	\$47,037	10.5%
<b>Franklin County</b>	\$49,662	\$55,643	\$69,798	\$80,070	61.2%
<b>Maine</b>	\$60,036	\$64,985	\$78,301	\$100,102	66.7%

Sources: USCB, 2010c; USCB, 2015c; USCB, 2020c; USCB, 2024d

Note: All dollar estimates are adjusted for inflation.

The mean household income increased by 10.5 percent, 61.2 percent, and 66.7 percent over the 14-year span for CT 9701.02, Franklin County, and Maine, respectively.

### 3.3.2 Environmental Consequences

#### Alternative 1 – Action Alternative

The Action Alternative would include land acquisition and construction within the study area. The Action Alternative would require the acquisition of private property and relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs Act (the Uniform Act). GSA would notify the property owner of its intent to acquire and its appraisal obligations. GSA would determine the amount of just compensation to be offered for the private property; this amount would not be less than the fair market value established by an approved appraisal. GSA would offer relocation assistance services, payments, and other eligible benefits to any displaced persons in accordance with the policies and provisions in the Uniform Act, as needed.

The Action Alternative would have **direct, long-term, moderate, site-specific, and adverse** effects to private citizens whose property is acquired for the Project. There would be **direct, long-term, minor, localized and regional, and adverse** effects to socioeconomics due to the loss of real estate tax revenue from the replacement of private property with federal property.

During construction, the Modernized LPOE would result in **direct, indirect, short-term, minor, regional, and beneficial** economic effects within the ROI due to the creation of construction jobs and spending in the local community. The increase in construction expenditures within the ROI would last for the duration of construction. These effects would be regional as personnel from counties adjacent to the ROI may be hired to work on the construction site. Construction personnel would likely patronize local businesses such as the gas station/convenience store in Coburn Gore, temporary housing (hotels, motels, short-term rentals) in the area, and restaurants and retail store likely including businesses further south in Eustis. The additional workforce (estimated at 480 people) would be largely associated with construction and considered temporary and, therefore, would not contribute to a significant change in population.

For those parties who have business and/or properties outside the proposed land acquisition area of the Action Alternative, GSA would coordinate to maintain access to their properties during construction. There would be **direct, short-term, minor, site-specific, and adverse** effects to access due to lane closures, possible detours, and construction vehicles using local roads. A traffic management plan would be prepared prior to the start of construction that would outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and mitigation measures.

After construction, there would be new traffic patterns that may affect the business community since there would no longer be direct, drive-by exposure on The Arnold Trail, and the traffic patterns would be more complex. The new traffic patterns would continue to bring inbound and outbound traffic close to the business community, affording them visibility and access in the vicinity of the Modernized LPOE. As a result, the Action Alternative would have **direct, long-term, minor, localized, and adverse** economic effects to local businesses after construction of the Modernized LPOE. The Modernized LPOE would incorporate signage to assist travelers as to how to navigate the new roadways including access to The Arnold Trail.

Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. Therefore, the No Action Alternative would result in **no effect** to socioeconomics.

### 3.4 Traffic and Transportation

#### 3.4.1 Affected Environment

The Existing LPOE is located on The Arnold Trail. The Arnold Trail is characterized by a single travel lane in each direction with paved shoulders and continues into Quebec as Quebec Route 161. The Existing LPOE accommodates two inbound lanes from Quebec Route 161 and one outbound lane from The Arnold Trail. Big Island Road is gravel/dirt roadway that connects to The Arnold Trail. Access to the road is currently limited by a gate managed by the Megantic Fish and Game Corporation.

Traffic data for the Existing LPOE from 2018 through January 2023 indicates that POV traffic counts decreased during entry restrictions associated with Coronavirus Disease 2019 (COVID-19) from 2020 to 2021 but were returning to pre-pandemic levels as of January 2023, as shown in **Table 3–8**. No outbound traffic data is available.

**Table 3–8: Coburn Gore LPOE Inbound Traffic Data<sup>1</sup>**

Category	2018	2019	2020	2021	2022	2023 (January)
<b>Truck Count</b>	18,452	18,386	21,487	18,582	19,084	6,454
<b>Truck Occupants</b>	18,473	18,630	21,624	18,773	19,195	6,435
<b>POV Count</b>	57,200	58,061	21,585	7,746	30,224	10,340
<b>POV Occupants</b>	101,954	104,284	33,571	9,940	54,122	16,815
<b>Pedestrians</b>	21	43	18	3	6	1

Source: Dattner Architects, 2024

<sup>1</sup> Traffic data is not publicly available beyond January 2023.

### 3.4.2 Environmental Consequences

#### Alternative 1 – Action Alternative

Under the Action Alternative, three inbound lanes would be constructed for the Modernized LPOE to accommodate inbound traffic and improve the processing efficiency. The lanes would consist of straight approaches to the inspection area to enhance visibility, reduce delays, and improve the flow of traffic. Temporary traffic impacts would occur during construction. These impacts may include traffic delays resulting from temporary lane closures or during the use of temporary inspection areas. The majority of The Arnold Trail would remain open during construction to maintain access to residences and commercial properties. The area of The Arnold Trail directly east of the border would close after operations are moved to the Modernized LPOE. A cul-de-sac, which would serve as restricted vehicular access to the CBP housing building, would be built west of the gas station. Due to CBP security requirements, GSA must separate the outbound lane, as part of the LPOE campus, from local traffic using The Arnold Trail. The Arnold Trail and outbound lane cannot be the same road and must be distinct.

During construction, there would be **direct, short-term, minor, localized, and adverse** effects on traffic and transportation because of detours and traffic delays. As design of the Project progresses, GSA, in coordination with Maine Department of Transportation, would create a traffic management plan that would outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and temporary inspection areas.

Under the Action Alternative, Big Island Road would be realigned to accommodate the location of the Modernized LPOE. The traffic management plan would describe the potential impacts on Big Island Road during construction and any mitigation measures. GSA will continue to engage with stakeholders regarding the realignment of Big Island Road through final design.

After construction, i.e. during operations, **direct, long-term, minor, localized and regional, and beneficial** effects to traffic would occur under the Action Alternative since the Modernized LPOE improvements would increase processing efficiency and capacity for all traffic types, reduce traffic queues, minimize conflict points, improve line-of-sight to inbound traffic, and provide better line-of-sight between the U.S. and Canadian Ports of Entry.

The design of the LPOE shown in the Final EA is preliminary. Traffic flow will be designed to follow CBP security requirements. GSA will continue to review the traffic flow to accommodate all vehicle types including lumber/logging trucks. In addition, the final design will consider measures to address noise and light pollution from traffic. GSA will continue to engage with stakeholders through final design.

There is no expectation that modernizing the LPOE would lead to an increase in traffic. Traffic may increase as a result of normal population increases or economic growth in the area, but these increases would not be a result of modernizing the LPOE.

## Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. This would result in **no effect** to vehicle processing times and inspections.

### **3.5 Geology, Topography, and Soils**

#### **3.5.1 Affected Environment**

##### **3.5.1.1 Geology**

The study area is underlain by igneous bedrock formations. This bedrock formed sometime between 350 to 400 million years ago during the Devonian period and consists of Devonian granite with inclusions of biotite granite, as well as hornblende-biotite granite with inclusions of unmetamorphosed rock (Osberg et al., 1985). Depth to bedrock within the study area is primarily greater than 65 inches (in.), though as shallow as 6 in. in parts of the forest north of The Arnold Trail (Natural Resources Conservation Service [NRCS], 2024a).

##### **3.5.1.2 Geological Hazards**

The study area and vicinity do not contain any active faults and there are no active Quaternary faults<sup>2</sup> within 60 miles of the area of analysis (U.S. Geological Survey [USGS], 2024). No earthquakes greater than 5.0 magnitude have occurred within 60 miles of Coburn Gore in the last 100 years. The largest earthquake recorded within the area occurred in 1973 and was a 4.8 magnitude event in Lac-Megantic, Québec, Canada, approximately 9 miles to the southwest (Earthquake Track, 2024a). There have been numerous earthquakes between magnitude 1.6 and 3.1 in the last 50 years within 60 miles of the study area (Earthquake Track, 2024b). According to the Federal Emergency Management Agency's (FEMA) Earthquake Hazards Map, the study area, and much of Maine, is within the seismic design category, which reflects the likelihood and severity of earthquakes, of "B." Category B indicates: "could experience shaking of moderate intensity" and "moderate shaking – Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage Slight" (FEMA, 2020a).

No documented landslides have occurred within five miles of the study area in the last quarter-century. The nearest documented landslide to the study area occurred approximately 9.4 miles south-southeast (Maine Department of Agriculture, Conservation, and Forestry [DACF], 2021). Other geological hazards such as rockslides, volcanoes, avalanches, and land subsidence, are not known to be a problem surrounding the study area.

##### **3.5.1.3 Topography**

The topography within the study area and vicinity is generally sloped from northwest to southeast. The topography is relatively flat around the Existing LPOE Building but slopes down to the south in the rear of the building. The Existing LPOE is approximately 1,420 feet (ft) above mean sea

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<sup>2</sup> A quaternary fault is a fracture or zone of fractures between two blocks of rock that has been recognized at the surface and that has moved in the past 1,600,000 years (1.6 million years). That places fault movement within the Quaternary Period, which covers the last 2.6 million years (USGS, 2025).

level. Elevations within the study area range from approximately 1,400 ft to 1,460 ft above mean sea level (Google Earth, 2022; ESRI, 2024; **Figure 3-4**).

### 3.5.1.4 **Soils**

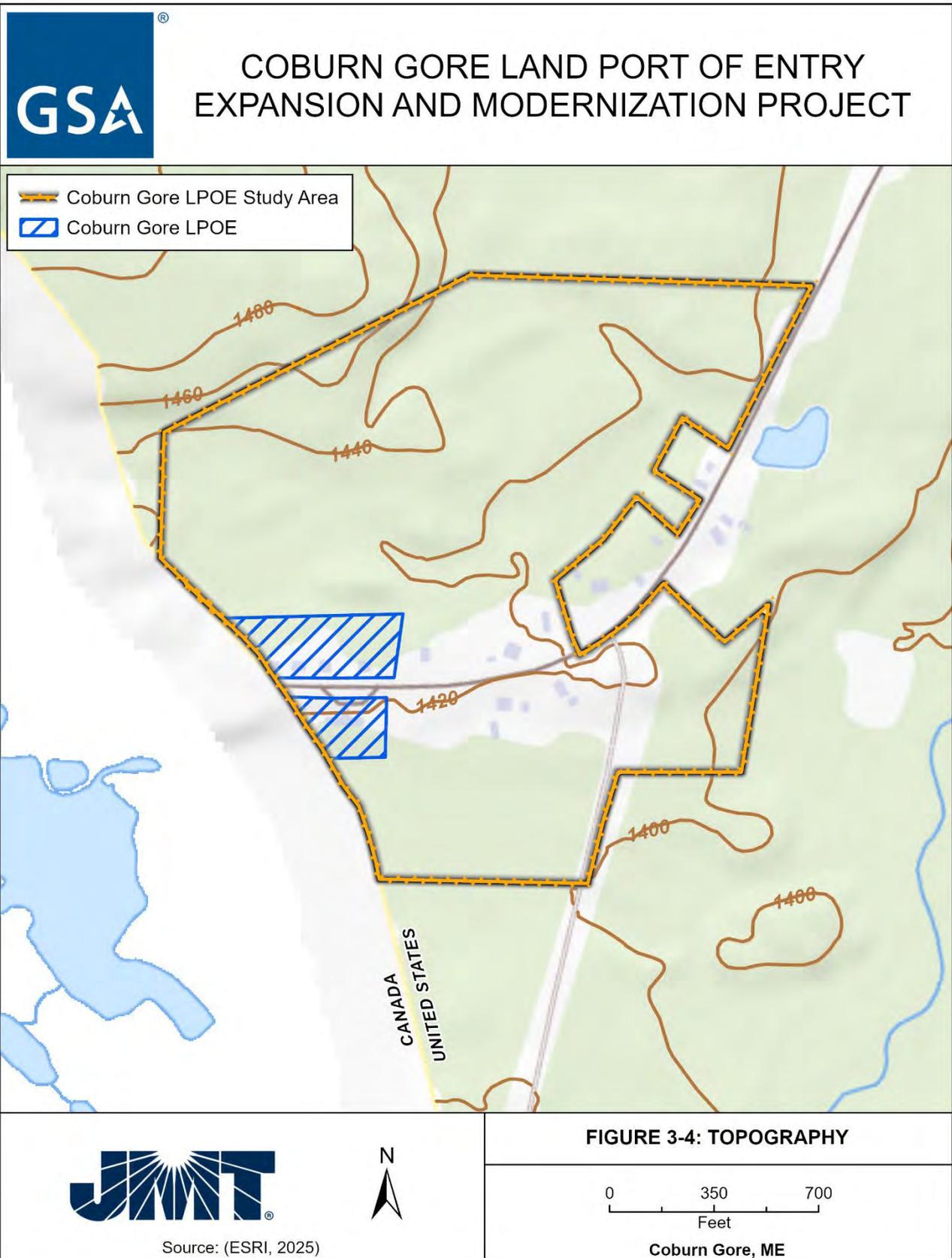
The Soil Survey Geographic Database compiled by the U.S. Department of Agriculture - NRCS indicates that the study area contains five soil map units (**Figure 3-5, Table 3-9**).

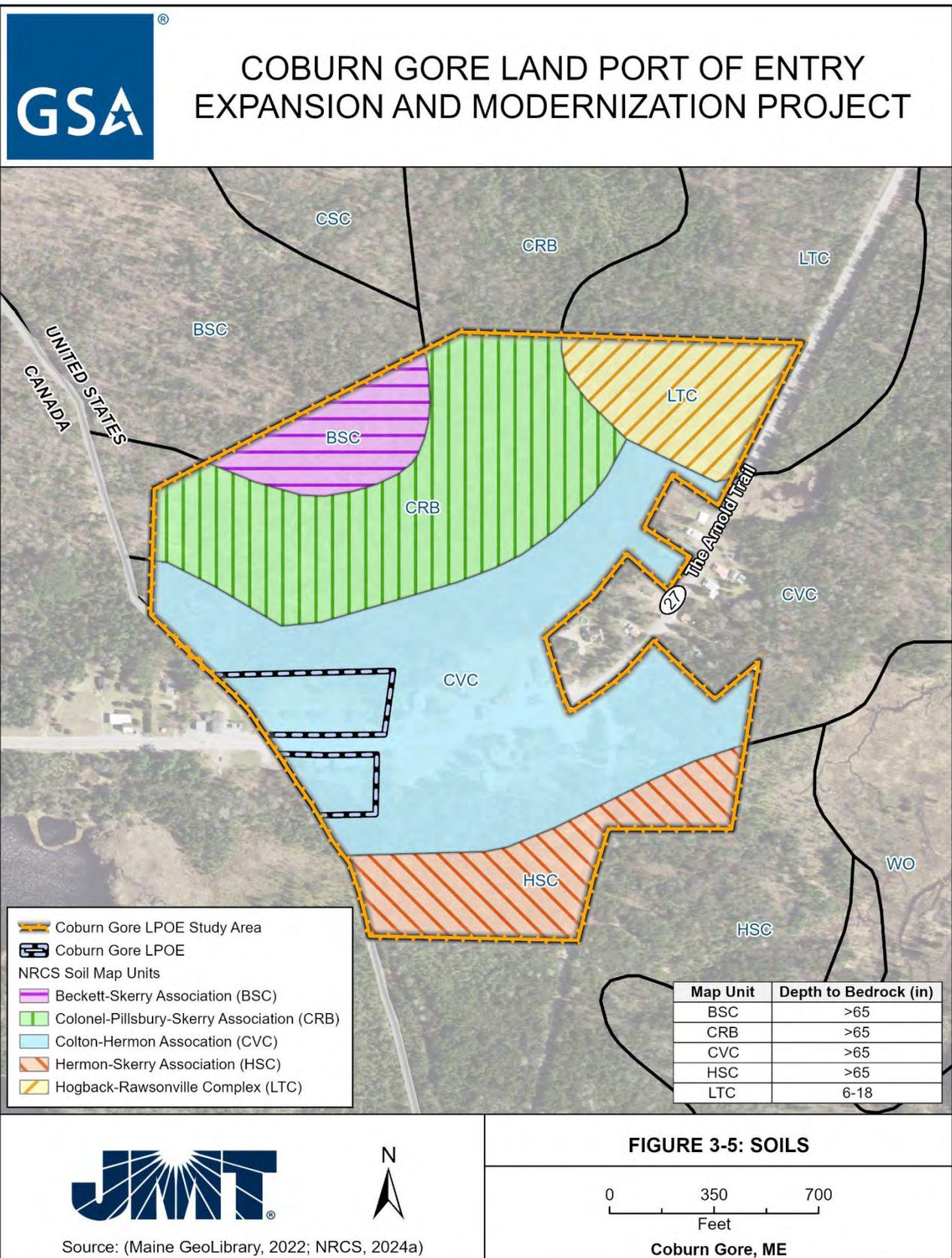
The Beckett-Skerry soil association encompasses approximately four acres of the study and occurs on the higher elevations of the study area. This soil is extremely stoney, very deep, moderately well drained, and formed in loamy materials over dense, sandy glacial till on drumlins and glaciated uplands. Depth to bedrock is greater than 65 in., which is considered shallow, and slopes range from 0 to 15 percent (NRCS, 2024a).

**Table 3-9: Soils in the Study Area Summary Table**

Symbol	Description	Farmland Classification	Depth to Water Table (in.)	Acres in Study Area
<b>BSC</b>	Beckett-Skerry association, 0 to 15 percent slopes, very stony	Not Farmland	>80	4
<b>CRB</b>	Colonel-Pillsbury-Skerry association, 0 to 8 percent slopes, very stony	Not Farmland	6-18	18
<b>CVC</b>	Colton-Hermon association, 5 to 15 percent slopes	Not Farmland	>80	29
<b>HSC</b>	Hermon-Skerry association, 0 to 15 percent slopes, extremely stony	Not Farmland	>80	8
<b>LTC</b>	Hogback-Rawsonville complex, 4 to 25 percent slopes	Not Farmland	>80	6
			<b>Total:</b>	<b>65</b>

Source: NRCS, 2024a





The Colonel-Pillsbury-Skerry soil association encompasses approximately 18 acres of the study area and contains hydric soil.<sup>3</sup> This soil association is moderately deep to a dense substratum and very deep to bedrock soils that form in loamy lodgment till in glaciated uplands and lowlands. Depth to bedrock is greater than 65 in., which is considered shallow, and slopes range from 0 to 8 percent (NRCS, 2024a).

The Colton-Hermon soil association encompasses approximately 29 acres. The Existing LPOE and surrounding area is located on this soil. Colton-Hermon soils are well-drained, moderately deep soils formed in glacial till on till plains and ridges. Depth to bedrock is greater than 65 in., which is considered shallow, and slopes range from 5 to 15 percent (NRCS, 2024a).

Hermon-Skerry association soil, encompassing approximately eight acres, is a very deep, somewhat excessively drained, dense soil formed of dense, sandy glacial till on drumlins and glaciated uplands, upland till plains, hills, and ridges. Depth to bedrock is greater than 65 in., which is considered shallow, and slopes range from 0 to 15 percent (NRCS, 2024a).

Approximately six acres of the study area is mapped as Hogback-Rawsonville complex soil which is shallow, very rocky, well drained, and formed in loamy till on glaciated uplands. Depth to bedrock ranges from 6 to 18 in., and slopes range from 4 to 25 percent (NRCS, 2024a).

No soils within the study area have a farmland designation; therefore, the Farmland Policy Protection Act does not apply.

## 3.5.2 Environmental Consequences

### 3.5.2.1 Geology

#### Alternative 1 – Action Alternative

Due to the shallow depth to bedrock in the study area, rock excavation would be needed in some areas during construction grading activities (see **Figure 3-5**; NRCS, 2024a). Grading for the Action Alternative would likely require blasting and other percussive measures. Geotechnical investigations would need to be performed to determine the amount of rock excavation that would be anticipated. The use of line or channel drilling would directly affect the excavated bedrock and stress-induced damage to surrounding rock mass may occur. Practices to reduce potential effects to surrounding rock mass would be adhered to, when possible. As a result, construction of the Modernized LPOE would have a **direct, permanent, minor, localized, and adverse** effect on geology due to the need for rock excavation and the potential effects to surrounding rock mass.

Drilling into bedrock is also anticipated for a geothermal system and the installation of two water supply wells. Geothermal energy would be considered as a renewable energy source for the Modernized LPOE. Maine regulates geothermal bores through the Maine Department of Environmental Protection (Maine DEP) Underground Injection Control program. The final locations of geothermal bores and the piping system would need to be carefully coordinated during the design phase for the building.

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<sup>3</sup> A hydric soil is formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part (NRCS, 2024b).

After construction, there would be **no effect** to the geology of the area as no blasting or drilling would be required during operation of the Modernized LPOE.

Because the study area is not located on any active faults and is not susceptible to landslides, the would be **no effect** on geologic hazards.

#### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. **No effect** to geology in the study area would occur under the No Action Alternative as there would be no ground disturbing activities.

### **3.5.2.2 Topography**

#### Alternative 1 – Action Alternative

The existing topography for the Action Alternative reflects a decrease in grade to the south of The Arnold Trail and adjacent structures, and an increase in grade to the north of the Arnold Trail and adjacent structures. Placement of the Modernized LPOE and CBP housing building along The Arnold Trail results in significant import requirements for structural fill, with no readily available source of on-site cut material. To accommodate the Modernized LPOE and CBP housing building and achieve the required line of sight, the Action Alternative would result in a net fill scenario. The total area of site disturbance would be approximately 14.59 acres. The total cut volume would be estimated at 18,307 cubic yards (CY) and the total fill volume would be estimated at 126,457 CY<sup>4</sup> (Dattner Architects, 2025). Existing grades would be met at the limits of work. The proposed footprint of the Modernized LPOE and CBP housing building is generally flat with minor grading to the east and west away from the Main Building for stormwater management. The effect to topography from the Action Alternative grading would be **direct, permanent, moderate, site-specific, and adverse**.

After construction, there would be **no effect** to topography as no additional grading would be required during operation of the Modernized LPOE.

#### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. **No effect** to topography in the study area would occur under the No Action Alternative as there would be no ground disturbing activities.

### **3.5.2.3 Soils**

#### Alternative 1 – Action Alternative

Construction and site preparation consisting of grading, excavation, and filling would adversely affect the existing natural soil horizons. Impacts on soils (previously disturbed and undisturbed)

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<sup>4</sup> This quantity is based on available information to date. Cut and fill amounts are subject to change in final design.

would be 14.59 acres for the Action Alternative. In addition, during construction, the use of heavy equipment and the location of staging areas would contribute to soil compaction. Heavy equipment and other vehicles would compact or loosen and destroy the structure and function of organic and mineral soils; reduce the transfer of air and water through the soil; cause decreased vegetative productivity due to root restriction; and reduce soil moisture resulting in increased runoff and erosion. As a result, the effect on soils would be **direct, indirect, long-term, moderate, site-specific, and adverse.**

Stormwater management best management practices (BMPs) would be implemented to prevent or reduce soil erosion and soil pollution/contamination during and after construction. BMPs that GSA would consider include installing silt fencing and sediment traps; placing gravel or riprap for heavy vehicle transit; and reestablishing vegetation to minimize erosion and sedimentation. Revegetation with regionally appropriate native plant species of areas around the buildings, parking lots, and other infrastructure where soils remain exposed after construction would also minimize impacts over a longer term. To the extent practicable, existing disturbed and developed land within the study area would be used for staging construction equipment and stockpiling.

After construction, there would be **no effect** to soils as no additional grading or excavation would be required during operation of the Modernized LPOE.

#### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. **No effect** to soils in the study area would occur under the No Action Alternative as there would be no ground disturbing activities.

### **3.6 Biological Resources**

Biological resources information was collected for the study area during on-site field investigations conducted on October 23–27 and November 29, 2023, April 23, 2024, and June 23, 2025 by qualified biologists.

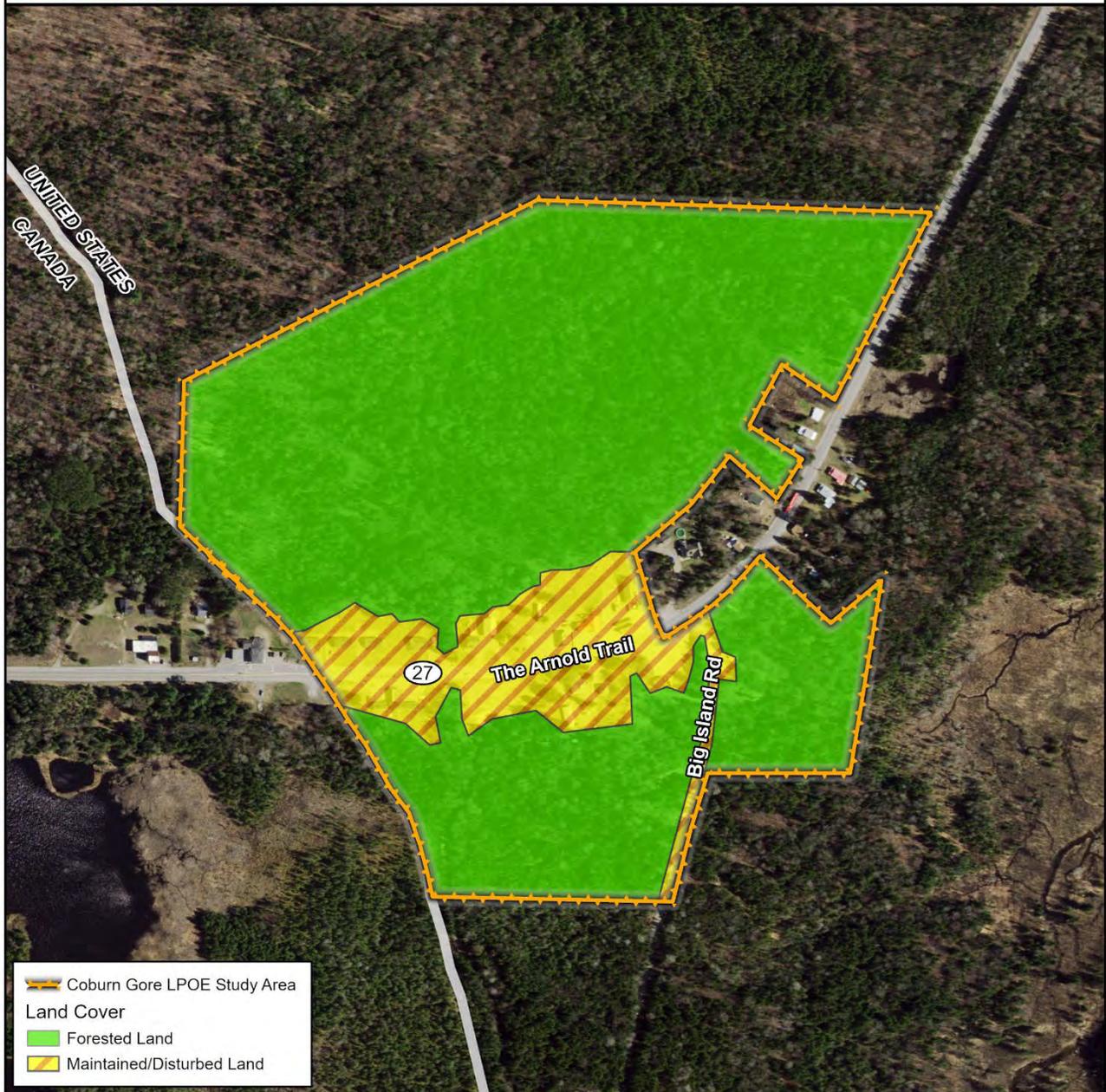
#### **3.6.1 Affected Environment**

##### **3.6.1.1 Vegetation**

The majority (56 +/- acres) of the 65-acre study area is forested (**Figure 3–6**). The forested area is comprised of a Montane Spruce-Fir Forest vegetative community (Gawler and Cutko, 2010). Plants in the forested area included balsam fir (*Abies balsamea*) as the dominant canopy species with red maple (*Acer rubrum*), white ash (*Fraxinus americana*), yellow birch (*Betula alleghaniensis*), northern white cedar (*Thuja occidentalis*), striped maple (*Acer pensylvanicum*), and paper birch (*Betula papyrifera*) also present. Approximately 9 acres of the study area is maintained/disturbed land, including the Existing LPOE, roads and other paved areas, and rural residential and commercial areas. The Existing LPOE and residential/commercial areas have a mixture of mowed turf grass and planted trees.

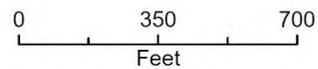


# COBURN GORE LAND PORT OF ENTRY EXPANSION AND MODERNIZATION PROJECT



Source: (Maine GeoLibrary, 2022)

FIGURE 3-6: LAND COVER



Coburn Gore, ME

Surrounding and directly abutting the study area are two parcels of the Coburn Gore Forest Conservation Project conservation easement, held by the Forest Society of Maine (**Figure 3-7**). The overall Coburn Gore Forest Conservation Project encompasses a total of 8,175 acres of forestlands, 7,075 acres of which are working forests, and 1,100 acres are designated as ecological reserves. This land has been managed for logging since 1970. Coburn Gore Forest Conservation Project connects conserved land in Maine to public and Nature Conservancy Canada lands in Québec creating a network of protected land totaling nearly 200,000 acres. Natural Areas are regulated by the Maine Natural Areas Program (Maine Legislature Title 12, Part 2, Chapter 201-A, Subchapter 1).

### **3.6.1.2 Wildlife and Wildlife Habitat**

The forested portion of the study area contains suitable habitat for many common wildlife species. Wildlife that may occur in the study area include martens, red foxes, opossum, white-tailed deer, beavers, chipmunks, skunks, raccoons, weasels, woodchucks, porcupines, squirrels, bats, sparrows, pigeons, starlings, bobcats, coyotes, hares and rabbits, moles, muskrats, otters, ruffed grouses, bald eagles, geese, owls, robins, swallows, woodpeckers, snakes, black bears, and moose (Maine Department of Inland Fisheries and Wildlife [MDIFW], 2024a).

Significant Wildlife Habitats are defined under the Maine Natural Resources Protection Act (NRPA) as deer wintering areas, inland waterfowl / wading bird habitat, seabird nesting islands, shorebird areas, significant vernal pools, and tidal waterfowl / wading bird habitat. A review of available data from the MDIFW Beginning with Habitat (BwH) Map Viewer indicated that no Significant Wildlife Habitat is located within or adjacent to the study area. Additionally, the BwH data did not identify state designated rare wildlife or plant habitats and communities within the study area. The map viewer identified the study area as outside of undeveloped habitat blocks (MDIFW, 2024b).

### **3.6.1.3 Federally Protected Threatened and Endangered Species and Special Status Species**

Under Section 7 of the ESA, the U.S. Fish and Wildlife Service (USFWS) has regulatory authority over federally listed endangered or threatened plant and animal species. The USFWS Information for Planning and Consultation (IPaC) was reviewed to identify federally listed threatened and endangered species, designated critical habitats<sup>5</sup>, migratory birds, and national wildlife refuges potentially occurring within and surrounding the study area (**Appendix B**; USFWS, 2026).

IPaC indicates that two federally listed species may occur within the study area: Canada lynx (*Lynx canadensis*) and Monarch Butterfly (*Danaus plexippus*). The federal status for the Canada lynx is "Threatened"<sup>6</sup> and the federal status for the monarch butterfly is "Proposed Threatened."<sup>7</sup>

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<sup>5</sup> Critical habitat is the habitat necessary to support the special needs of federally threatened or endangered species (USFWS, 2025a).

<sup>6</sup> The term "threatened species" means any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range (ESA, 1973).

<sup>7</sup> "Proposed Threatened" species are plants and animals for which the USFWS has determined is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range (ESA, 1973).



Proposed threatened species receive no statutory protection under the ESA (ESA, 1973). No USFWS designated critical habitat for either species was identified within the study area.

Field assessments determined that suitable habitat for Canada lynx is present within the forested areas of the study area. In a letter dated August 25, 2025, the USFWS concurred with a biological conclusion of "may affect, not likely to adversely affect" (**Appendix B**) and has provided mitigation measures to implement during construction (see Section 3.6.2.3).

MDIFW holds management responsibility for inland fish and wildlife listed under the Maine Endangered Species Act (MESA) and shares responsibility with the USFWS for inland fish and wildlife listed under ESA. MESA applies only to animals; plants are not included in the legislation. MDIFW did not indicate known occurrences of protected species within the study area (MDIFW, 2024b).

Special status species are identified by federal and state agencies to conserve rare species, avoid future federal threatened or endangered status, and avoid effects during construction activities. These species are not listed as federally threatened, endangered, proposed, or candidate species.

Special status species are considered:

- Species protected by the Migratory Bird Treaty Act of 1918;
- Species considered rare, sensitive, or noteworthy by local conservation organizations or specialists.

The Migratory Bird Treaty Act (MBTA) prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the U.S. Fish and Wildlife Service (USFWS, 2024a). While additional species may occur, the USFWS IPaC query identifies nine bird species protected under the MBTA as potentially occurring within the study area:

- Bald eagle (*Haliaeetus leucocephalus*) – breeding season from December 1 to August 31;
- Bobolink (*Dolichonyx oryzivorus*) – breeding season from May 20 to July 31;
- Canada warbler (*Cardellina canadensis*) – breeding season from May 20 to August 10;
- Chimney swift (*Chaetura pelagica*) – breeding season from March 15 to August 25;
- Evening grosbeak (*Coccothraustes vespertinus*) – breeding season from May 15 to August 10;
- Olive-sided flycatcher (*Contopus cooperi*) – breeding season from May 20 to August 31;
- Rose-breasted grosbeak (*Pheucticus ludovicianus*) – breeding season from May 15 to July 31;
- Veery (*Catharus fuscescens fuscescens*) – breeding season from May 15 to Jul 15; and,
- Wood thrush (*Hylocichla mustelina*) – breeding season from May 10 to August 31.

The bald eagle is protected by the Bald and Golden Eagle Protection Act even though it has been delisted under the Endangered Species Act. The Bald and Golden Eagle Protection Act, originally passed in 1940, provides for the protection of the bald eagle and the golden eagle (as amended in 1962) by prohibiting the take, possession, sale, purchase, barter, or offer to sell, purchase or barter, transport, export or import, of any bald or golden eagle, alive or dead, including any part, nest, or egg, unless allowed by permit (16 U.S.C. 668(a); 50 C.F.R. 22; USFWS, 2024b). Based on a review of the USFWS Bald Eagles Nest Sites data online mapper and field observations, there are no bald eagle nests within or immediately adjacent to the study area; however, there is one known nest approximately 15 miles to the southeast of the study area (USFWS, 2024c). According to the USFWS, this nest is a breeding pair.

### 3.6.2 Environmental Consequences

#### 3.6.2.1 Vegetation

##### Alternative 1 – Action Alternative

Under the Action Alternative, approximately 6.92 acres of maintained/disturbed vegetation and 7.67 acres of forested areas would be cleared for the Modernized LPOE. The total area of disturbance would be approximately 14.59 acres, of which approximately 7.32 acres would be converted to impervious surfaces and approximately 7.27 acres would be landscaped as part of the Modernized LPOE.

During construction, overall effects on vegetation would be minimized by concentrating the area of disturbance to the smallest area necessary to complete the Project. Tree clearing would be minimized to the extent practicable. Disturbed areas would be replanted with native vegetation, where feasible, after the end of construction. Some areas of grass and other low vegetation may incur short-term disturbance due to heavy equipment, vehicle passes, and foot traffic. Staging areas would be established in previously disturbed and unvegetated areas to the extent possible. Staging areas would be established in previously disturbed and unvegetated areas to the extent possible.

Construction activities could also indirectly spread invasive plant species to the study area through seeds and plant matter being accidentally brought from external areas in imported equipment. Additionally, construction activities would create disturbed conditions that would be susceptible to the establishment and spread of invasive species. BMPs, such as equipment washing and proper disposal of invasive species found during construction activities, would be implemented to limit the introduction and establishment of invasive species.

As a result, the Action Alternative would have **direct, indirect, long-term, minor, localized, and adverse** effects on vegetation during construction.

After construction, there would be **no effect** to vegetation as no additional clearing would be required during operation of the Modernized LPOE.

### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. This alternative would have **no effect** on vegetation.

#### **3.6.2.2 Wildlife**

##### Alternative 1 – Action Alternative

Construction activities could cause minor displacement of and disturbance to wildlife that may be present in or near the study area due to habitat loss, noise, and visual disturbance during project activities. The start of construction activities would likely scare wildlife away from the footprint of disturbance. Species would be expected to return to areas where vegetation is not cleared, and where habitat still exists after project activities are completed. Species likely to be impacted are common and widely distributed and, as a result, construction of the Action Alternative would not significantly impact the size or future viability of their populations.

Approximately 7.67 acres of forest would be cleared for the Action Alternative. Tree clearing would be limited to the maximum extent practicable. Vegetation clearing would not create fragmented habitat, as the study area is surrounded with forest, which would provide continued connection of wildlife habitat. Species would be expected to return to areas where vegetation is not cleared, and where habitat still exists after project activities are completed.

BMPs would be implemented during the construction and operation of the Modernized LPOE to minimize potential adverse effects to wildlife. Construction vehicles would observe speed limits to minimize the possibility for any wildlife-vehicle collisions. Staging and stockpile areas would be located within or immediately adjacent to the construction footprint within the study area to reduce the area of habitat disturbance. As a result, construction activities would have **direct, indirect, short-term, minor, localized, and adverse** effects on wildlife.

After construction, no large-scale increases in border crossings are expected. Noise from traffic passing through the LPOE would be consistent with current levels. In addition, there would be adverse effects from the removal of habitat. As a result, the Action Alternative would have **direct, indirect, long-term, minor, localized, and adverse** effects on wildlife.

##### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. This alternative would have **no effect** on wildlife.

#### **3.6.2.3 Federally Protected Threatened and Endangered Species and Special Status Species**

##### Alternative 1 – Action Alternative

During construction, forest clearing would be anticipated under the Action Alternative (**Table 3-10**). Habitat loss, construction noise and associated visual disturbance could result in

temporary displacement of Canada lynx within and adjacent to the study area, but they would likely return to the vicinity once construction activities are completed. The amount of habitat removed would be relatively small compared to the availability of suitable habitat in the surrounding vicinity. The Modernized LPOE would have a **direct, short- and long-term, minor, localized, and adverse** effect to the Canada lynx and its suitable habitat. USFWS has provided the following recommended mitigation measures that would be required before and during construction to avoid and minimize potential effects:

- Avoid tree clearing and disturbance to the extent practicable between May 1 and July 15 to avoid the breeding and denning season of Canada lynx.
- If work must be conducted between May 1 and July 15, work crews or an environmental monitor should be trained to perform a pre-construction walkthrough of the area and inspect for evidence of Canada lynx dens or Canada lynx (sightings, tracks, scat, etc.). If Canada lynx evidence is observed within 100 ft of the site, do not proceed with construction until after July 15.
- Brief project personnel on avoiding Canada lynx and preventing vehicle collisions (drive slowly and during daylight hours as much as possible).
- Schedule construction work during daylight hours to minimize trips during the dusk and dawn periods when Canada lynx are most active.
- Any permanent fencing must be permeable to wildlife to allow any trapped Canada lynx to escape.
- Install temporary fencing around any open pits to prevent Canada lynx from falling in, and/or place ramps into any pits or trenches for Canada lynx to escape if they fall in.

During operation of the Modernized LPOE, operational noise would not be expected to differ from operation of the Existing LPOE. Canada lynx would likely continue to avoid the Modernized LPOE, especially during periods of higher traffic.

Bald eagles and other migratory birds may occur in or near the study area but are unlikely to utilize the available habitat due to the high levels of disturbance and traffic. BMPs would be implemented, such as minimizing tree removal, and avoiding tree removal during the breeding season for protected migratory birds, to the greatest extent practicable. Construction activities could temporarily displace migratory birds, but the disturbance would not increase migratory bird energy expenditure or resource competition outside of the range of natural variation. Additionally, any temporary disturbances to migratory bird activities would end following construction. Therefore, the Action Alternative would have **direct, indirect, short-term, minor, localized, and adverse** effects on migratory birds during construction of the Modernized LPOE.

After construction, no large-scale increases in border crossings are expected. Noise from traffic passing through the LPOE would be consistent with current levels. In addition, there would be adverse effects to migratory birds from the removal of potential breeding habitat. As a result, the Action Alternative would have **direct, indirect, long-term, minor, localized, and adverse** effects on migratory birds.

## Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. This alternative would have **no effect** on federally protected threatened and endangered species and special status species.

### **3.7 Water Resources**

#### **3.7.1 Affected Environment**

##### **3.7.1.1 Waters of the U.S. (including wetlands)**

Waters of the U.S. (WOTUS) are defined under 33 C.F.R. Part 328 and 40 C.F.R. Part 120 (effective as of March 20, 2023) (U.S. Environmental Protection Agency [EPA] and U.S. Army Corps of Engineers [USACE], 2023) as summarized below:

- Tributaries to traditional navigable waters, the territorial seas, interstate waters, or impoundments when the tributaries meet either the relatively permanent standard or the significant nexus standard (“jurisdictional tributaries”)
- Wetlands adjacent to waters, wetlands adjacent to and with a continuous surface connection to relatively permanent impoundments, wetlands adjacent to tributaries that meet the relatively permanent standard, and wetlands adjacent to impoundments or jurisdictional tributaries when the wetlands meet the significant nexus standard (“jurisdictional adjacent wetlands”)

Executive Order (E.O.) 11990 *Protection of Wetlands* requires federal agencies to minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands. To meet these objectives, the E.O. requires federal agencies, in planning their actions, to consider alternatives to wetland sites and limit potential damage of an activity affecting a wetland cannot be avoided.

WOTUS are regulated under Sections 404 and 401 of the Clean Water Act (CWA). The USACE regulates the discharge of fill material into WOTUS under Section 404 and issues permits for actions proposed within such waters. Under Section 401 of the CWA, certificates of compliance with state or tribal water quality standards are required for any discharge of dredge and fill material into WOTUS. The MLUPC has been designated the "certifying agency" for all activities located wholly within areas of MLUPC regulatory jurisdiction and subject to MLUPC permitting review and approval under the Land Use Planning Law or the Maine Waterway Development and Conservation Act. Coburn Gore is located within the Western Region of the MLUPC.

In Maine, natural resources are also protected under the NRPA. Protected natural resources are defined as coastal sand dune systems, coastal wetlands, significant wildlife habitat, fragile mountain areas, freshwater wetlands, great ponds and rivers, streams or brooks. A permit may be required when an activity is located in, on, or over any protected natural resource.

The study area is located within the Kennebec River watershed (Hydrologic Unit Code 010500030603), which has a drainage area of 3,776,000 acres. The study area drains to Massachusetts Bog Stream which flows into Arnold Pond and Horseshoe Stream (DACF, 2007).

The National Wetlands Inventory (NWI) and National Hydrology Dataset (NHD) databases were queried to map possible WOTUS that may occur in the study area. NWI mapping indicates three wetland areas in the study area (USFWS, 2025b; **Figure 3–8**). NHD does not identify any features within the study area.

JMT, GSA’s NEPA contractor, conducted WOTUS delineations on October 23–27, November 29, 2023, and April 23, 2024, in accordance with the Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory, 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region, Version 2.0 (USACE, 2011) and current regulations. A request for a Preliminary Jurisdictional Determination was approved by the USACE on November 11, 2024 (**Appendix B**).

Four wetland systems were delineated within the study area during field investigations (**Figure 3–9, Table 3–10**; JMT, 2024a). No streams or open water features were identified within the study area. In addition, no vernal pools or wetland features that could potentially be vernal pools were identified within the study area.

**Table 3–10: WOTUS Delineated within the Study Area**

Map ID	Acres	Classification <sup>8</sup>
<b>WA</b>	0.60	Palustrine Forested Wetland
<b>WB</b>	13.00	Palustrine Forested Wetland
<b>WET-1</b>	0.37	Palustrine Forested Wetland
<b>WET-2</b>	2.37	Palustrine Forested Wetland
<b>Total:</b>	<b>16.34</b>	

Source: JMT, 2024a

<sup>8</sup> A palustrine wetland system includes all nontidal wetlands dominated by trees, shrubs, persistent emergent plants, emergent mosses or lichens, and all such wetlands that occur in tidal areas where salinity due to ocean derived salts is below 0.5 parts per thousand (USFWS, 2024d). A palustrine forested wetland is a type of wetland that contains trees and is dominated by woody vegetation.





### **3.7.1.2 Floodplains**

E.O. 11988 *Floodplain Management* requires federal agencies to avoid or minimize development in the floodplain except where there are no practicable alternatives. FEMA regulations related to the implementation and enforcement of E.O. 11988 are set forth in 44 C.F.R. Chapter 1 (10–1–03 Edition).

FEMA identifies flood hazard areas throughout the U.S. and its territories by producing Flood Hazard Boundary Maps, FEMA Flood Insurance Rate Maps, and Flood Boundary and Floodway Maps. Several areas of flood hazards are commonly identified on these maps. One of these areas is the Special Flood Hazard Area or high-risk area defined as any land that would be inundated by the 1-percent annual chance (historically known as the 100-year) flood (also referred to as the base flood).

The FEMA and the Maine Floodplain Management Program (MFP) have not completed a flood hazard study for the Township of Coburn Gore; therefore, a flood map has not been published (FEMA, 2024; MFP, 2024).

FEMA defines a “Critical Action” as a facility<sup>9</sup> for which even a slight chance of flooding is too great (FEMA, 2020b). GSA’s baseline requirement for a building enclosure is to locate non-critical facilities above the 1-percent annual chance base flood elevation (BFE) plus two feet, while “Critical Action” facilities must be elevated above the 1-percent annual chance BFE plus three feet, or the 0.2-percent annual chance elevation, whichever is higher. The CBP issued a determination in September 2023 that the LPOE is considered a “Critical Action” facility (**Appendix B**). GSA would need to design the Modernized LPOE to minimize impacts to the floodplain and mitigate to protect all critical facilities.

### **3.7.1.3 Stormwater Management**

Stormwater runoff is regulated by the CWA Section 402, which authorizes the National Pollutant Discharge Elimination System (NPDES) program as well as the state pollutant discharge elimination system program. These permit programs are intended to maintain water quality by regulating discharges of pollutants into surface waters, including sediment and pollutants that can be generated during ground-disturbing activities and transported by stormwater runoff. In Maine, the NPDES program is regulated and administered by the Maine DEP. The Project would require an NPDES permit for construction.

Section 438 of the Energy Independence and Security Act of 2007 (EISA) requires federal agencies to develop and redevelop facilities in a manner that maintains or restores stormwater runoff to the maximum extent technically feasible. The guidelines state: “... the sponsor of any development or redevelopment project involving a Federal facility with a footprint that exceeds 5,000 square feet shall use site planning, design, construction, and maintenance strategies for the property to maintain or restore, to the maximum extent technically feasible, the pre-development hydrology of the property with regard to the temperature, rate, volume, and duration of flow” (EPA, 2024a).

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<sup>9</sup> Examples of such facilities range from the storage of national strategic material to the storage of volatile or toxic materials, and to facilities such as hospitals, schools, and childcare facilities (FEMA, 2020b).

The existing stormwater drainage at the Existing LPOE follows the site's natural topography: sloping to the southeast. There is no storm drainage system and stormwater runoff either infiltrates into the ground or is intercepted by the wetlands south of the Existing LPOE.

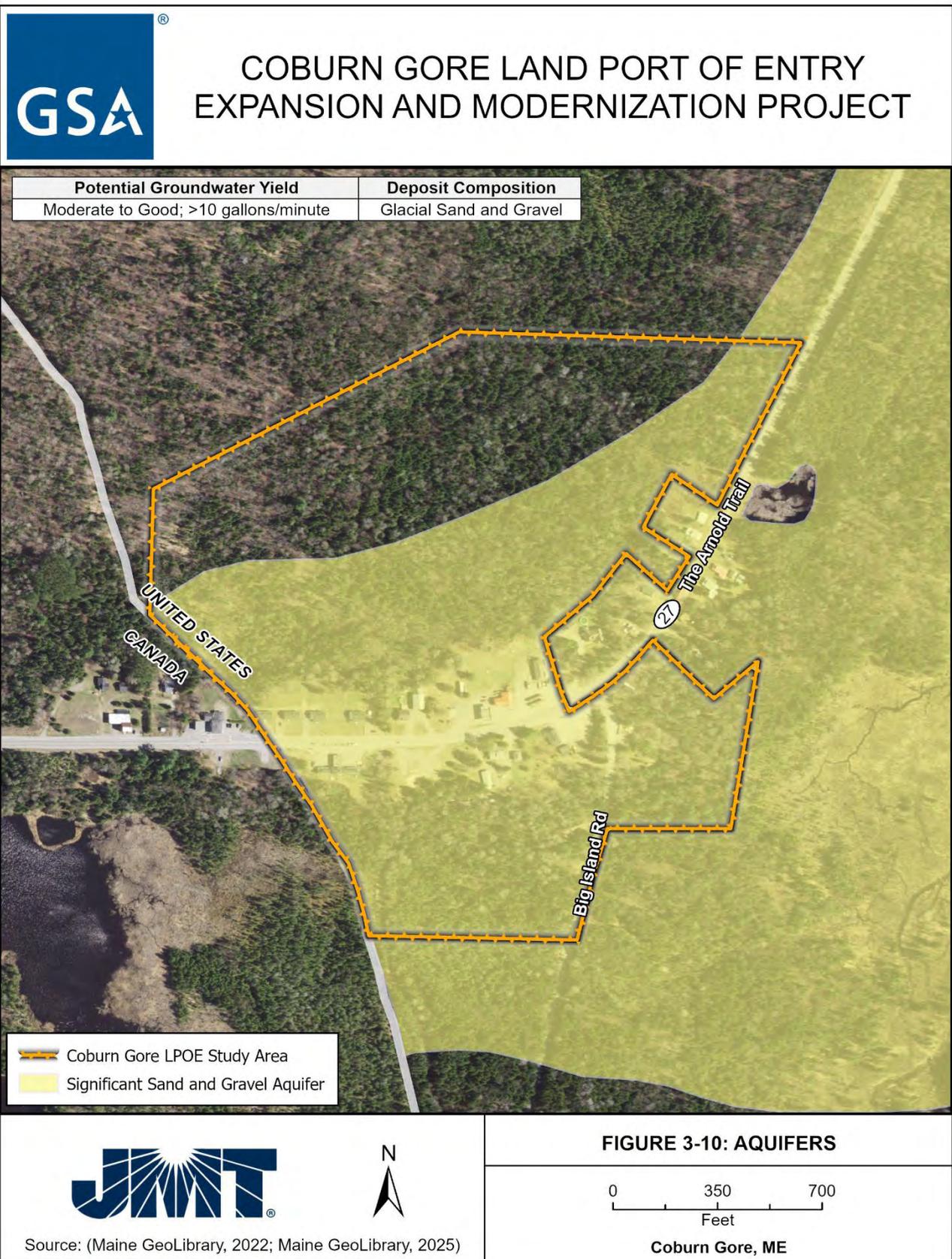
#### **3.7.1.4 Groundwater**

Under Section 1424(e) of the Safe Drinking Water Act of 1974 (Public Law 93–523, 42 U.S.C. 300 et. seq) the EPA may designate sole source aquifers (SSA). A review of the EPA's map of SSAs (EPA, 2024b) and the Maine Geological Survey's (MGS) Significant Sand and Gravel Aquifer maps (MGS, 2024) indicates that the study area is not within an SSA but is over a significant sand and gravel aquifer<sup>10</sup> (**Figure 3–10**). A significant sand and gravel aquifer is a geologic formation that contains a large amount of water that can be extracted and used and capable of being continuously pumped at a rate of 10 gallons per minute or more. Sand and gravel aquifers are recharged by local precipitation, which make them excellent groundwater sources for towns (DACF, 2012).

A review of available information from the Maine Center for Disease Control and Prevention Division of Environmental and Community Health Public Water Resources Information System (Maine Division of Environmental and Community Health, 2024) identifies a GSA-owned water well within the study area that supplies the Existing LPOE. Private property owners within the Coburn Gore community are served by individual wells on their respective properties.

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<sup>10</sup> Sand and gravel aquifers are unconsolidated sand and gravel deposits formed during the last glacial episode that contain porosity and permeability that make them significant groundwater resources (DACF, 2012).



## 3.7.2 Environmental Consequences

### 3.7.2.1 Waters of the U.S. (including wetlands)

#### Alternative 1 – Action Alternative

GSA designed the Action Alternative with an aim to minimize impact to existing wetlands; however, construction of the Modernized LPOE would require permanent fill in previously undeveloped forested wetlands due to grading and construction activities. Permanent impacts to wetlands would be approximately 0.53 acres. Temporary impacts to wetlands during construction are also anticipated and would be determined when construction easements are finalized. Impacts to approximately 0.53 acres would require an Individual Permit (given that more than 0.5 acres would be affected) from the USACE under the CWA. The Individual Permit would be acquired prior to construction. An NRPA permit may also be required as the wetlands identified within the study area are considered a protected natural resource (freshwater wetland).

Construction would result in **direct, permanent** and **short-term, minor, site-specific**, and **adverse** effects to WOTUS following implementation of mitigation measures required by the permit.

After construction, there would be **no effect** to the WOTUS during the operation of the Modernized LPOE.

Under the Action Alternative, mitigation for permanent impacts to wetlands would be required under the CWA and NRPA and would be administered by Maine DEP. Compensation for those impacts that cannot be further avoided or minimized would be accomplished through payment to the In Lieu Fee Compensation Program. Resource compensation fees are calculated using the resource dependent formulas provided by Maine DEP and the resource compensation ratio outlined in the Wetlands and Waterbodies Protection Rules, Chapter 310 and the Significant Wildlife Habitat Rules, Chapter 335.

#### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. This alternative would have **no effect** on WOTUS.

### 3.7.2.2 Floodplains

#### Alternative 1 – Action Alternative

Because no existing flood studies were identified for the area, a future design phase of the Project would include performing a detailed hydrologic and hydraulic (H&H) modeling analysis. The full H&H evaluation would establish the 1-percent annual chance and the 0.2-percent annual chance (historically known as the 500-year) water level for these areas in the existing condition and Action Alternative condition. Design measures would be implemented to reduce impacts to abutting properties as a result of fill or runoff from the Project, and critical assets of the Modernized LPOE would be located above the design water levels (Dattner Architects, 2024).

Given that no flood studies have been performed within the study area and the area has not been mapped by FEMA, it is **undetermined** if the Action Alternative would have an **effect** on floodplains during or after construction. As the final design for the Modernized LPOE progresses, flood studies would be performed.

#### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. This alternative would have **no effect** on floodplains.

### **3.7.2.3 Stormwater Management**

#### Alternative 1 – Action Alternative

Because construction activities would disturb more than 1 acre, a Construction General Permit (CGP) would be required under the NPDES program. The CGP would be acquired prior to construction. Permits contain limits on what can be discharged, monitoring and reporting requirements, and other provisions to ensure that the discharge does not harm water quality. Issuance of a CGP would be contingent upon the submission of a Stormwater Pollution Prevention Plan (SWPPP) to Maine DEP. The SWPPP would include erosion prevention, sediment control, and water quality requirements in controlling stormwater runoff and pollutants during construction and post construction.

Accidental spills of chemicals, fuels, or other substances used during construction would have a low likelihood of occurring; however, if they do occur, they could contribute to small reductions in water quality depending on the volume and composition of spilled substances. Spill prevention BMPs would be implemented to reduce the risk of contaminated sediments escaping the site via erosion or the risk of spilled materials (e.g., diesel fuels or oils) escaping the site via stormwater runoff during the construction phase. Drop cloths, proper storage of chemicals, and immediate treatment of spill areas with absorbents and soil removal are examples of BMPs that GSA would consider.

Well drillers for water and geothermal would not use materials or procedures which may adversely affect the public health, the drill site, and groundwater. All drilling fluids and contaminated drill cuttings, samples, or liquids would be disposed of properly. All drilling equipment which may have become contaminated during a drilling operation would be thoroughly cleaned and decontaminated before reuse. Wells would be sited such that there is no migration of contaminants into uncontaminated zones.

Through the implementation of the SWPPP, the effects of construction on stormwater runoff would be minor because the risk of escape of sediments or other pollutants from the site would be minimal. The Action Alternative would have **direct, short-term, negligible, localized, and adverse** effects to stormwater management during construction-related activities.

After construction, the replacement of vegetated surfaces with impervious surfaces under the Action Alternative would reduce natural stormwater percolation and attenuation processes, thereby increasing stormwater runoff associated with the Modernized LPOE. See **Table 2-2** for

the proposed impervious acres under the Action Alternative. Stormwater water treatment volumes for a preferred alternative would be calculated as design progresses.

Stormwater runoff from the Modernized LPOE would be collected in a combination of a closed drainage system (catch basins and storm drain piping) and open grassed swales, then conveyed to on-site stormwater BMPs designed to comply with the EISA Section 438 requirements to retain runoff from the 95th percentile storm and mitigate peak runoff rate increases from larger design storm events. Stormwater design would also be pursuant to the requirements of the Maine DEP Stormwater Management Standards, Chapter 500, related to water quality treatment; the Project's stormwater design would incorporate appropriate BMPs in conformance with Section 4.C.(3) and corresponding Appendices of Chapter 500. Under the Action Alternative, the grade of the Modernized LPOE would be designed to direct water to infield stormwater regions. From the infield areas, overflow water is sub-terraneously drained to a detention basin. This stormwater system allows for contaminants and chemicals to be strained from site water before being filtered to natural wetlands surrounding the Modernized LPOE.

Increased impervious surfaces resulting from the Action Alternative would increase the potential for degradation of water quality from stormwater runoff. The design and implementation of stormwater management infrastructure would mitigate the effects of increased runoff. The resulting effects to stormwater management after construction would be **direct, long-term, negligible, localized, and adverse**.

#### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. Drainage and stormwater would remain unchanged from current conditions. The No Action Alternative would have **no effect** to stormwater management in the study area.

#### **3.7.2.4** Groundwater

##### Alternative 1 – Action Alternative

Under the Action Alternative, earthwork would occur to prepare the site for construction of the Modernized LPOE. Contaminants (such as hazardous materials like fuel, paint, and other chemicals) may percolate into the groundwater from storm events and adversely affect groundwater quality in the short term. Drilling for the proposed wells and geothermal systems would also affect groundwater by causing erosion due to surface disturbance and potential contamination from drilling fluids (containing salts, heavy metals, and other chemicals). GSA would implement appropriate BMPs to minimize adverse effects to groundwater similar to the measures described above in the stormwater section. During construction, the Action Alternative would result in **direct, indirect, short-term, negligible, localized, and adverse** effects to groundwater.

After construction, the long-term effects of the Action Alternative would result in small reductions of ground recharge from the addition of impervious surfaces to the study area. See **Table 2-2** for the proposed impervious acres under the Action Alternative. The existing sand and gravel aquifer is largely undeveloped with little impervious surfaces. The increase in impervious surfaces from

the Modernized LPOE would be a small percentage of the area of the aquifer. Stormwater infrastructure design would be incorporated into the Modernized LPOE to promote stormwater infiltration to recharge the groundwater where feasible. As a result, the Action Alternative would result in **direct, indirect, long-term, negligible, localized, and adverse** effects to groundwater.

#### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. The No Action Alternative would have **no effect** to groundwater in the study area.

### **3.8 Cultural and Tribal Resources**

Cultural resources are associated with the use of an area by humans that result in archaeological sites, ethnographic interest areas, historic architectural structures, or other historic properties associated with the past and present use of an area as defined in the NHPA of 1966, as amended (36 C.F.R. 800). A cultural resource may be physical remains either buried (archaeological sites) or above ground (historic architecture) or may be intangible traditional use areas and landscapes of past or present resources. Historic Properties are those cultural resources that are either listed in or eligible for listing in the NRHP. Traditional cultural properties having heritage value for contemporary communities (often, but not necessarily, Native American groups) also can be listed in the NRHP because of their association with historic cultural practices or beliefs that are important in maintaining the cultural identities of such communities. Standing structures and buildings are usually referred to as historic architectural properties, while physical remains of cultural resources are referred to as archaeological sites. Tribal resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to historic and modern Native Americans (Bureau of Indian Affairs, 2025).

The potential effects of the Project alternatives on historic resources are evaluated in the Cultural and Tribal Resources section of this Final EA, as required by NEPA. GSA must also identify and assess the effects its actions may have on cultural resources in accordance with Section 106 of the NHPA. These evaluations can be integrated under the NEPA analysis or done separately. For this Project, GSA has elected to perform these evaluations separately.

#### **3.8.1 Affected Environment**

A desktop literature review and pedestrian survey of cultural resources, including archaeological resources and historic structures, was conducted in the study area in summer 2024 as part of a cultural resources technical report. The study area includes the Existing LPOE and several private properties. This did not represent official initiation of the Project with MHPC. GSA invited each of Maine's four federally recognized tribes (Houlton Band of Maliseet Indians [HBMI], Mi'kmaq Nation, Passamaquoddy Tribe, and Penobscot Nation) to consult on this Project and each was invited to attend the public scoping meetings. To date, there has been no response from the Tribes or Nations regarding this Project. Evaluations of eligibility and determinations of effect on the private residences and structures within the alternative have not been completed. No archaeological surveys have been completed as of the release of the Final EA. Coordination between GSA, MHPC, tribal historic preservation officers, and other consulting agencies and parties is being initiated through the Section 106 process.

### **3.8.1.1 History of the Study Area**

#### *Coburn Gore LPOE*

The Existing LPOE is located in Parcel 02-2 and was constructed in 1931 on approximately 2.5 acres. The Existing LPOE Building is a one- and one-half story building with shed dormers on the north and south elevations and is flanked by two four-bay garages (Building Conservation Associates, Inc., 2019a). The Arnold Trail pre-dated the facilities, though no development was identified on the property in historic imagery prior (Building Conservation Associates, Inc., 2019a). Major alterations include a replaced canopy, partially renovated garage space in each of the wings for additional office space, addition of a vestibule at the entrance, and replaced windows.

Parcel 02-1, across The Arnold Trail from the Existing LPOE Building, contains the residences for CBP Officers. The two easternmost residences, Numbers 1 and 2, were built in 1931 and are wood-framed, vinyl-clad, with gable roofs and small, enclosed porticos on the north elevation. Residence Number 1 is no longer in use. They are mirrored copies of each other (Building Conservation Associates, Inc., 2019b). While the exteriors of the 1931 residences have been modified by the enclosure of the front porch, the buildings retain their original footprint, location and interior spatial arrangement. Residences 3 and 4, to the west, were built in 1967 and are also wood frame, but with a brick veneer in a running bond. They also have a gable roof and are mirrored (Building Conservation Associates, Inc., 2019c).

The Existing LPOE officially opened in 1931. The Existing LPOE was listed in the NRHP in 2014 as part of a Multiple Property Documentation Form (MPDF) for border crossing facilities constructed in the 1930s and 1940s (NRHP Ref # 14000558; MHPC Inventory No.: 533-0001). The NRHP listing currently includes three contributing resources: the Existing LPOE Building as the primary resource and CBP Residences 1 and 2 as two auxiliary resources.

The 1931 CBP Residences were also listed in the NRHP in the 2014 MPDF (NRHP Ref # 14000558; Residence #1 – MHPC Inventory No.: 533-0002; Residence #2 – MHPC Inventory No.: 533-0003). The 1931 residences are an important component of the Existing LPOE because they provide living quarters for CBP employees working at the remote border crossings (Building Conservation Associates, Inc., 2019b). MHPC determined in a letter on November 13, 2017 (**Appendix B**) that the 1967 CBP residences #3 and #4 are potentially eligible for listing in the NRHP in a letter to GSA on November 13, 2017 for their association with the Existing LPOE under Criteria A politics / government (Residence #3 – MHPC Inventory No.: 533-0004; Residence #4 – MHPC Inventory No.: 533-0005; Mohny, 2017).

#### *Private Property*

Historic maps and atlases show the development of the study area including prior parcel boundaries. A review of historic records and imagery by MHPC has identified no documented occupation of the study area by Euro-Americans prior to 1861. Limited mapping of the region limits our understanding of the development of the study area through time, which makes it unclear when the unincorporated community of Coburn Gore was established. The earliest occupation at the border crossing verified by mapping is likely associated with the early 1930s, during the period of construction. By 1935, there were some developments, and additional roads built surrounding Arnold Pond, though Coburn Gore is still minimally inhabited (USGS, 1935).

Currently, Coburn Gore contains Pepin’s General Store and gas station, the LPOE and associated residences, and a series of private property. At one point there was a Forestry Department along The Arnold Trail, but that is now closed.

**Table 3–11** below shows privately owned parcels containing residences or other structures visible in the 1984 aerial image (Nationwide Environmental Title Research [NETR] Online, 2024).

**Table 3–11: Structures within Coburn Gore Parcels from 1984 to Present.**

Parcel	Visible Structure in 1984 Aerial	Present Conditions
<b>Within the Study Area</b>		
02-1	CBP Residences 1-4	CBP Residences 1-4
02-2	Existing LPOE	Existing LPOE
02-3	No structures	No structures
02-4	Residence and possible garage	Residence and garage, new build*
02-5	Residence and possible garage	No structures
02-6	Residence and possible secondary structure	No structures
02-7	Possible residence, may be trailer	No structures
02-8	No structures	No structures
02-9	Residence and possible garage	Residence and secondary structure
02-10	Likely Pepin’s Store and gas station	Pepin’s Store and gas station
02-11	Unclear	No structures
02-12.1	Commercial structure and garage	Commercial structure and secondary structure associated with 02-12.4
02-12.2	Possible garage/secondary structure associated with 02-9	Residence associated with 02-9
02-12.3	No structures	Garage
02-12.4	No structures	Secondary structure associated with 02-12.1*
02-33	Residence	Residence/Office, new build*
02-35	No structure	No structures
02-37	No structures	No structures
01-1	No structures	No structures
01-1.1	Residence	Residence
01-2.1	No structures	No structures
Parcel	Visible Structure in 1984 Aerial	Present Conditions
<b>Adjacent to the Study Area</b>		
02-13	Residence	Residence
02-14	Residence	Residence
02-15	Residence	Residence
02-16	Residence	Residence
02-17	Residence and secondary structures	Residence and secondary structures
02-18	Residence	Residence
Parcel	Visible Structure in 1984 Aerial	Present Conditions
02-19	Residence and secondary structures	Residence and secondary structures
02-31	Residence and secondary structure	Residence and secondary structures
02-36	Unclear	Structures
02-38	No structures	Residence and garage*

\*New build since 1984, unlikely to be eligible for NRHP

### 3.8.1.2 Cultural Resource Reconnaissance Investigation

#### *Known Cultural Resources*

A cultural resources records search of the study area was requested by GSA as part of a cultural resources technical report. On June 24, 2024, MHPC provided a list of previously identified cultural resources and surveys of the study area and immediate vicinity (Mohney, 2024; **Appendix B**). The information provided by MHPC showed that no prior archaeological or historic architecture surveys have been conducted within the study area or the immediate vicinity. The 1931 Existing LPOE Building and 1931 residences 1 and 2 are listed in the NRHP, while GSA has been directed to consider the 1967 residences 3 and 4 as potentially eligible for listing in the NRHP. None of the private residences or associated structures have been evaluated for their eligibility at this time; however, structures built in the last 50 years are unlikely to be eligible for listing in the NRHP, including the house at Parcel 02-4. No known archaeological resources are located within the study area. The coordination with MHPC did not represent official project initiation on behalf of GSA.

#### *Archaeological Sensitivity Assessment*

In the June 2024 letter, MHPC noted a potential for historic archaeological resources within the LPOE parcels for refuse areas associated with construction of the Modernized LPOE or with the CBP personnel who have worked at the Existing LPOE since its opening (Mohney, 2024). Because of this, MHPC recommended an archaeological survey of the area with a focus on features and deposits associated with the twentieth century period of use of the LPOE. While no Pre-Contact<sup>11</sup> resources were previously identified either, areas of level terrain and the near-distance to Arnold Pond and other resource areas indicate a high potential for Pre-Contact archaeological resources in the study area as well.

#### *Historic Architecture Assessment*

The Existing LPOE Building and CBP Residences 1 and 2 are listed in the NRHP, while CBP Residences 3 and 4 are potentially eligible for listing in the NRHP. A search of Maine's Cultural & Architectural Resource Management Archive map viewer noted the private residences within and directly adjacent to the study area had not been documented or surveyed previously.

There are approximately six structures north of The Arnold Trail and eight structures south of The Arnold Trail. These structures are residences and businesses for permanent and seasonal inhabitants of the area. These structures are largely one-and-one-half to two-story houses and cabins with associated sheds, garages, and secondary structures. Aerial imagery indicates the majority of these structures were present at least since 1984 (see **Table 3-11**). Historic imagery of Coburn Gore is unclear as to when development began after the construction of the border crossing.

In the June 2024 letter, MHPC also requested a historic architecture survey.

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<sup>11</sup> Pre-Contact is a reference to Native American cultural traditions prior to extensive trade and interaction with European settlers (MHPC, 2019).

### 3.8.1.3 Native American Tribes

Maine is home to four federally recognized Wabanaki tribes, including the HBMI, Mi'kmaq Nation, Passamaquoddy Tribe, and Penobscot Nation, together making up the Wabanaki Confederacy. None of the four federally recognized Tribes or Nations are currently associated with land in Franklin County (HBMI, 2024; Mi'kmaq Nation, 2024; Passamaquoddy Tribe, 2024).

### 3.8.2 Environmental Consequences

In the June 2024 letter, MHPC requested both a historic archaeological investigation and historic architecture survey to identify the presence/absence of cultural resources. The testing methodology will be designed to identify potentially significant archaeological and historic architectural resources not previously identified according to all MHPC standards and guidelines. This consultation was done as part of a cultural resources technical report.

With the development of the Final EA, GSA has initiated Section 106 consultation as set forth in 36 Code of Federal Regulations (C.F.R.) 800.3. Through the Section 106 consultation process, GSA will discuss the potential cultural resource impacts with the MHPC and identified consulting parties and, if necessary, negotiate measures to mitigate adverse effects.

#### Alternative 1 – Action Alternative

The Action Alternative would result in the demolition of the Existing LPOE Building, the two 1931 residences, and the two 1967 residences due to site overlap and required border sightlines to achieve clear visibility to the U.S.-Canada border. The Existing LPOE is listed on the NRHP with the Existing LPOE Building as a primary contributing resource and the 1931 CBP Residences 1 and 2 as auxiliary contributing resources. The 1967 CBP Residences 3 and 4 are potentially eligible for listing in the NRHP as auxiliary contributing resources.

The Action Alternative would construct a Modernized LPOE on the south side of The Arnold Trail with a new operational campus, inspection facilities, travel lanes, and supporting facilities. The Arnold Trail would be terminated west of the Pepin General Store parcel. Big Island Road would be rerouted to the east around the Modernized LPOE. This Alternative would require the acquisition of two residences, a gatehouse with seasonal residence, commercial properties, forested land, and portions of The Arnold Trail, and would cause the realignment of a portion of Big Island Road.

Private residences are planned for demolition and there may be visual impacts to other privately owned structures. None of these buildings have been evaluated for NRHP eligibility. GSA will coordinate with MHPC on an effects determination.

No archaeological resource surveys have been completed within the study area.

GSA has initiated Section 106 consultation with the MHPC and has determined that demolition of the existing Coburn Gore LPOE facility, including the Existing LPOE Building and four CBP Officer residences, would have an unavoidable **adverse** effect on historic properties. MHPC concurred with this determination in a letter dated February 24, 2026 (**Appendix B**). Coordination is ongoing with respect to potential impacts to unidentified historic resources.

No federally recognized Tribes or Nations use the study area for cultural activities, nor do they own properties within the study area that would be impacted by the project. Therefore, there would be **no effect** to Tribes or Nations after construction of the Modernized LPOE.

The strategies for the mitigation of impacts to cultural resources would involve specific mitigation measures to rectify adverse effects and would be determined with MHPC coordination throughout the process. No further effects would be expected due to the operation of the LPOE.

#### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance and repair, as needed. The No Action Alternative would have **no effect** on cultural and tribal resources because the existing facilities would remain.

### **3.9 Air Quality**

The Clean Air Act requires that the EPA establish primary and secondary National Ambient Air Quality Standards (NAAQS) for air pollutants that are considered harmful to the public and environment. The pollutants, identified as criteria pollutants, include ozone, particulates that have aerodynamic diameters of 10 micrometers or less (PM<sub>10</sub>), particulates with aerodynamic diameters of less than 2.5 micrometers (PM<sub>2.5</sub>); carbon monoxide (CO); nitrogen dioxide (NO<sub>2</sub>); sulfur dioxide; and lead. Federally funded projects are required to comply with the General Conformity Rule to ensure that federal actions do not interfere with a state's plans to attain or maintain the NAAQS.

#### **3.9.1 Affected Environment**

Maine, including Franklin County, is in attainment for the NAAQS for all criteria pollutants and is therefore not subject to EPA's general conformity requirements (EPA, 2025a). Franklin County has no air monitoring stations for criteria pollutants. An active PM<sub>2.5</sub> monitoring site is located in the Rumford Avenue area, in Rumford, Maine, approximately 60 miles south-southeast, and an active ozone monitoring site is located on Smith Farm Road in Bethel, Maine, approximately 70 miles south-southwest (Maine DEP, 2019). There have been no PM<sub>2.5</sub> exceedances in either 2024 or thus far in 2025 (EPA, 2025b). EPA's Air Data Air Quality Index Summary Report (EPA, 2025c) notes air quality monitoring was performed for 90 days (about 3 months) within Oxford County thus far in 2025; yet there are no reported exceedances of the NAAQS. Oxford County was used as the closest area to the Existing LPOE because Franklin County data was not available.

Air emission sources in the vicinity of the Existing LPOE primarily include exhaust emissions of vehicles that travel through the Existing LPOE on The Arnold Trail. Air emissions are also emitted from the boiler heat pumps and the liquid propane fueled emergency generator that serve the Existing LPOE Building.

#### **3.9.2 Environmental Consequences**

##### Alternative 1 – Action Alternative

Project impacts on air quality were qualitatively assessed using publicly available data and project design information for the Action Alternative. During construction of the Action Alternative,

operation of construction vehicles and construction associated traffic delays would result in temporary increases in emissions of criteria pollutants due to the exhaust emissions associated with construction vehicles and equipment, idling of vehicles passing through the Existing LPOE during construction delays, release of fugitive dust from construction, and disturbance of excavated soils. Emissions from construction activities are anticipated to include CO, nitrogen oxides, volatile organic compounds, PM<sub>10</sub>, and PM<sub>2.5</sub>. GSA would require contractors to use the best available technology regarding construction equipment, to the extent possible, to minimize and/or mitigate vehicle emissions. Dust suppression would be used onsite to control particulates. Mitigation measures would reduce emissions, but there would still be a net increase of emissions during site preparation, demolition, and construction activities. During construction, the Action Alternative would result in **direct, short-term, minor, site-specific, and adverse** effects on air quality.

During operation, the Project is not anticipated to induce traffic level increases. Traffic levels are expected to return to pre-construction numbers once construction is complete. The Modernized LPOE would benefit from vehicle processing upgrades and additional lanes that would increase the capacity to process vehicles more efficiently and reduce vehicle idling. Decreased vehicle idling would decrease vehicle emissions at the LPOE because vehicles would move faster through the LPOE, thereby creating less exhaust, which contains carbon dioxide, NO<sub>2</sub>, and PMs. Heating and cooling would be provided via heat pumps powered through geothermal well fields and electricity supplied by Hydro-Québec, which would decrease the need for non-renewable energy sources for heating the Modernized LPOE. The Action Alternative would have **direct, long-term, minor, regional, and beneficial** effects on air quality during operation of the Modernized LPOE.

#### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. This alternative would have **no effect** on Air Quality.

### **3.10 Noise**

The Noise Control Act of 1972 (42 U.S.C. 4901) authorized the EPA to issue regulations to address sources of noise, finding “that inadequately controlled noise presents a growing danger to the health and welfare of the Nation’s population, particularly in urban areas; that the major sources of noise include transportation vehicles and equipment, machinery, appliances, and other products in commerce.” The Act was amended by the Quiet Communities Act of 1978 (42 U.S.C. 4913) which promoted the development of effective state and local noise control programs.

The U.S. Occupational Safety and Health Administration (OSHA) has established acceptable occupational noise exposure levels (29 C.F.R. 1910.95, 2008). These regulations state that employees must not be exposed to occupational noise levels greater than 90 A-weighted decibels (dBA) without adequate hearing protection. If occupational noise levels exceed 85 dBA, the employer must establish a hearing conservation program as described under 29 C.F.R. 1910.95(c-o), 2008. For occupational noise exposure levels greater than 90 dBA, the daily period of noise exposure must be less than eight hours, as described in 29 C.F.R. 1910.95(b), 2008.

### 3.10.1 Affected Environment

Noise-sensitive land uses include those associated with indoor or outdoor activities that may be subject to stress or substantial interference from noise and generally include residences, hotels/motels, nursing homes, schools, places of worship, and libraries. Residential properties within, and in the vicinity of, the study area are a noise-sensitive land use (**Figure 3-11**). There are no additional sensitive noise receptors in the vicinity.

Ambient noise in the study area is mostly the vehicular traffic traveling along The Arnold Trail. Passenger vehicles and commercial traffic including logging trucks are the main noise sources, with additional ambient noise coming from the Existing LPOE and surrounding residential and commercial land uses.

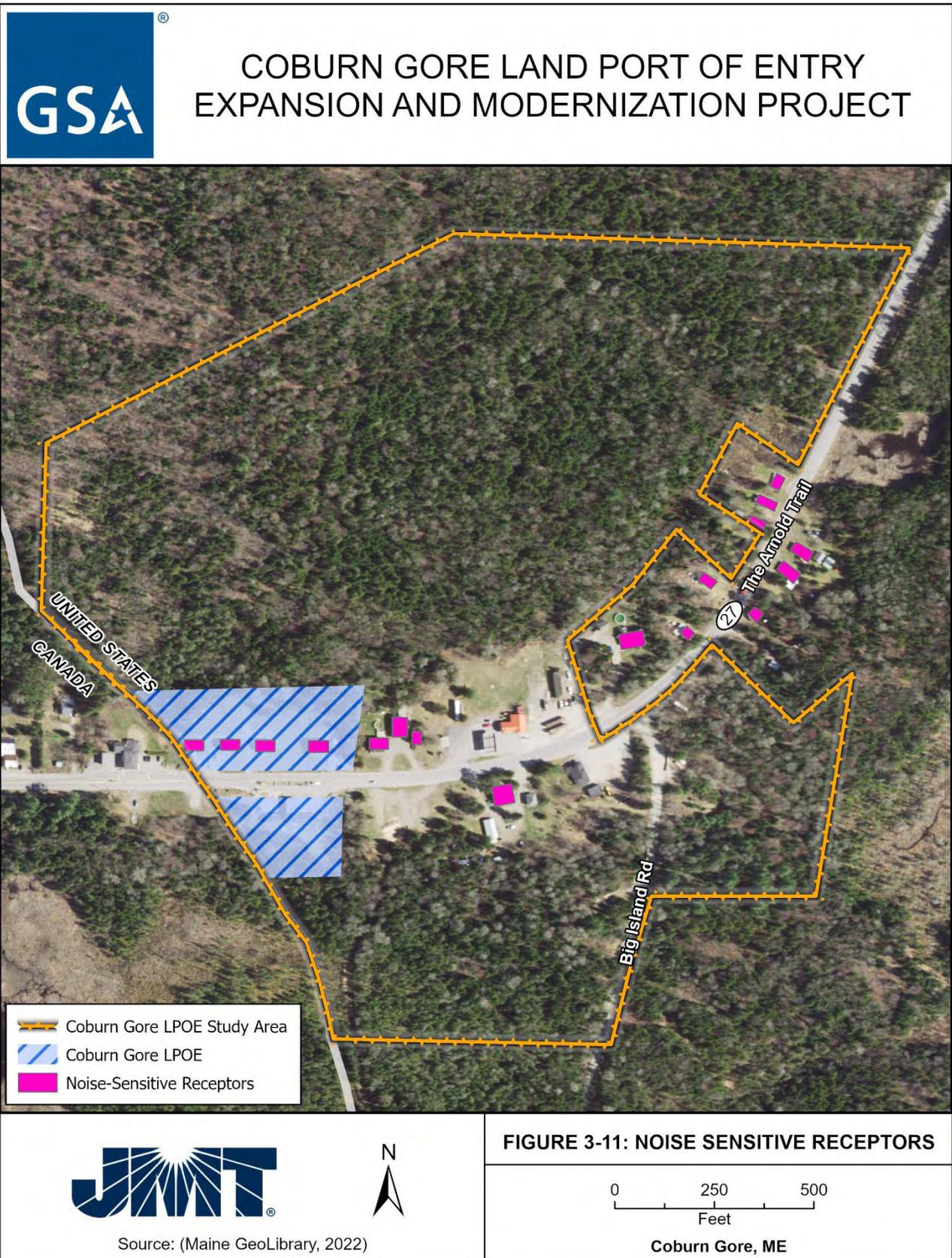
### 3.10.2 Environmental Consequences

#### Alternative 1 – Action Alternative

There would be temporary increases in noise levels from construction equipment and activities. Demolition and construction activities would generate noise caused by the operation of heavy equipment, such as bulldozers, excavators, and dump trucks. Construction vehicles and equipment on average generate noise levels of 77 to 130 dBA directly at the source of the sound (Berger et al., 2018). Relatively high construction noise levels (76 to 82 dBA) typically occur within distances of 400 to 800 ft from the site of major equipment operations. Affected noise sensitive receptors within this distance include the residential properties along The Arnold Trail (see **Figure 3-11**).

Construction of the Action Alternative would require grading. Due to the relatively shallow depth of bedrock underlying the study area, grading would likely require blasting and other percussive measures. The average noise level from blasting bedrock is typically around 80-90 dBA, with peak levels potentially reaching up to 115 dBA, depending on the size of the blast, distance from the blast site, and the type of rock being blasted. Geotechnical investigations would need to be performed to determine the amount of rock excavation that would be anticipated. Construction would result in **direct, short-term, minor, site-specific, and adverse** effects from noise.

Noise regulations are intended to protect human health from environmental noise pollution or regulating occupational noise hazards. Franklin County and the Township of Coburn Gore do not have ordinances pertaining to construction noise levels. Construction crews would follow applicable OSHA regulations regarding noise exposures and wear protective equipment. Mitigation measures that GSA would consider include using low-noise construction machinery with sound-dampening technology and low-noise engines, position noise sources farther away from sensitive areas like residences, informing nearby residents about construction plans and noise mitigation measures, and limiting construction activities to daylight hours to the maximum extent possible.



The Modernized LPOE would be similar to existing operations and result in a similar noise environment. The Modernized LPOE would comply with OSHA's noise exposure levels during operation. Each alternative would be compliant with the Noise Control Act of 1972, and the Quiet Communities Act of 1978. After construction, operation of the Modernized LPOE is not anticipated to create increased noise, so there would be **no effect**.

#### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. This alternative would have **no effect** on noise.

### **3.11 Visual and Recreational Resources**

#### **3.11.1 Affected Environment**

The landscape's viewshed consists of the Existing LPOE, the surrounding rural residential community, and natural features comprised of mature forests. Due to the rural location of the Existing LPOE, potential observers of the viewshed would be mostly limited to POV passengers and truck drivers crossing the U.S.-Canadian border and passing through the LPOE, those visiting or working at the LPOE, and the rural residential community.

The study area is located across from the Mont-Megantic International Dark Sky Reserve in Québec, Canada. It is approximately 18 miles from the Mont-Megantic National Park and Mont-Megantic Observatory. Designated as such in 2007, Mont-Megantic International Dark Sky Reserve is the first of its kind, encompassing 34 Canadian municipalities, all of which have developed outdoor lighting regulations in order to control and limit the area's light pollution (DarkSky International, 2015). Though Coburn Gore is not located within the Reserve, it is located in one of the darkest horizons due to its sparse population density.

Tourism and recreation contribute significantly to Maine's economy. The Maine Trails Coalition is developing the Longfellow Trail, a recreational/heritage trail from Eustis to Coburn Gore. A portion of this trail is proposed to cross through Coburn Gore and into Canada (Maine Trails Coalition, 2024; **Figure 3-12**). A map of the proposed location of the trail shows the route extending south of Arnold Pond before turning north toward Coburn Gore and intersecting with The Arnold Trail at Big Island Road and either following The Arnold Trail to the border or extending north behind the gas station and residences and following the forest line (Town of Carrabassett Valley, 2016; Warren, 2023). An alternate route maps the trail following Recreational tourism and convenient and safe access to and through the border is important along the State Route 27 corridor.

#### **3.11.2 Environmental Consequences**

##### Alternative 1 – Action Alternative

Under the Action Alternative, construction would detract from views of the surrounding landscape and make the area potentially unsafe for people using recreation resources; however, this would only last the duration of the Project and would cease upon conclusion of these activities. The presence of construction vehicles and equipment, along with their activities, would alter the viewshed in the area during construction. These objects are not part of the characteristic viewshed and could detract from the views of the Existing LPOE and the surrounding forest. Construction

would result in **direct, short-term, minor, site-specific**, and **adverse** effects on visual and recreational resources.

The Action Alternative would result in changes to the visual appearance of the Existing LPOE with larger, more modern structures. The Existing LPOE occupies approximately 3.6 acres. Under the Action Alternative, the total Modernized LPOE would be approximately 21.09 acres. This conversion of natural lands into developed areas would shift part of the characteristic landscape. The rural location of the Modernized LPOE would limit the number of observers. The viewshed would only be affected for those traveling along The Arnold Trail and through the Modernized LPOE, those who are visiting or working at the Modernized LPOE, and residents of the rural community. Vehicle traffic is not expected to increase under either alternative, so it is unlikely that the LPOE expansion would bring more visitors to the area. After construction, the Action Alternative would result in **direct, long-term, minor, site-specific**, and **adverse** effects on visual resources.

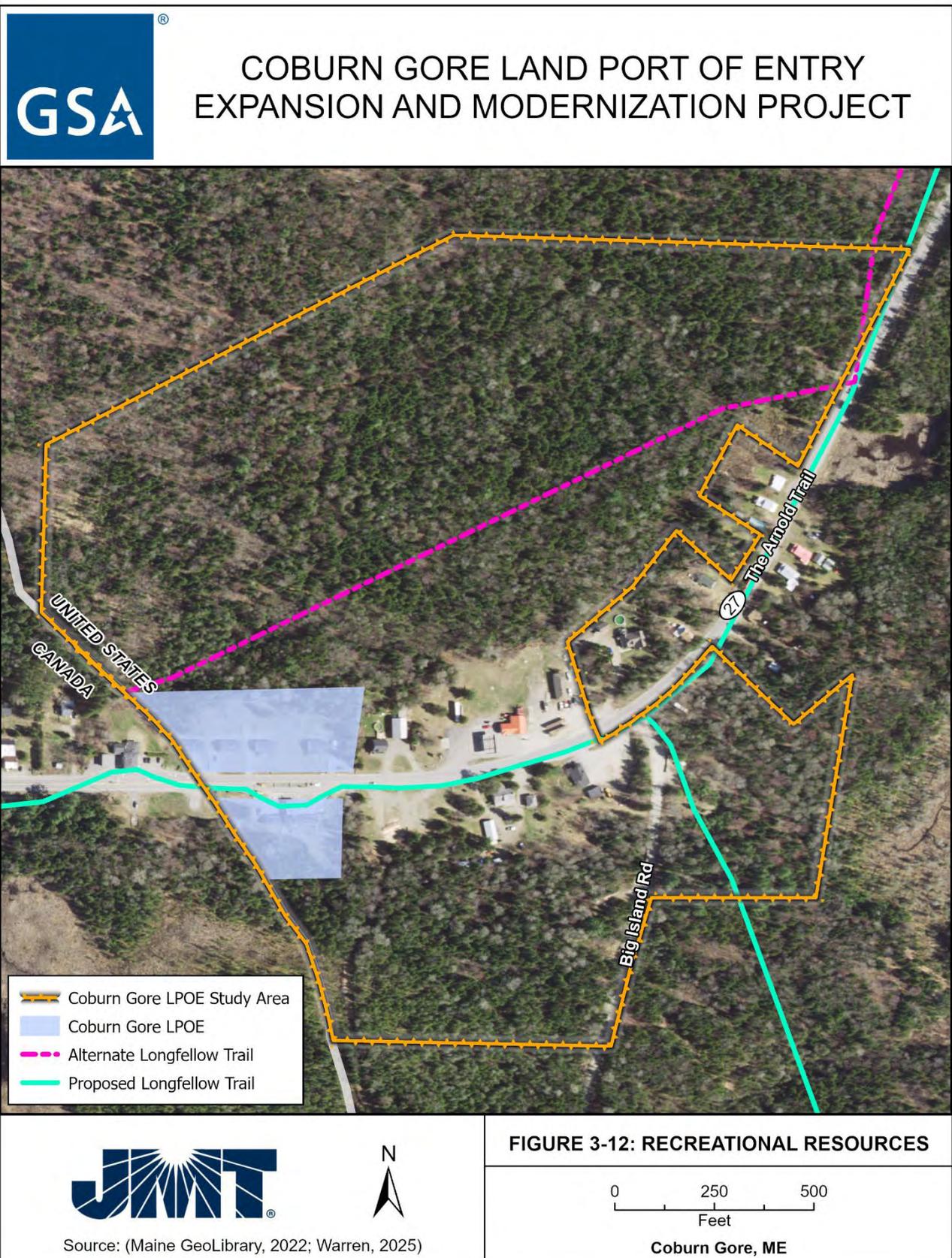
The CBP design guide includes requirements for the Dark Sky Initiative, which will be followed to the maximum extent feasible. In order to minimize impacts to the Mont-Megantic International Dark Sky Reserve, the Modernized LPOE would consider strategies to reduce artificial light pollution. The following minimization and mitigation measures include, but are not limited to:

- Light fixtures that are directed towards the ground;
- Light source that are amber/warm in color;
- Luminaires that produce sober and uniform lighting and are not excessively bright. For a brightness of more than 1000 lumens, a bulb of 1800 Kelvin (k) to 2200k that is amber or “insect repellent” LED should be used. For a brightness of less than 1000 lumens, the color temperature should not exceed 3000k; and
- Control over the period and duration of artificial light use (DarkSky International, 2015).

The Modernized LPOE would be designed to continue to accommodate pedestrian and non-motorized traffic. It would increase processing efficiency and capacity for all traffic types, reduce traffic queues and travel delays, and minimize conflict points. Currently, the exact alignment of the Longfellow Trail is undetermined. GSA would coordinate with Maine Trails Coalition regarding the location of the proposed trail in association with the selected alternative. The Action Alternative would result in **direct, long-term, minor, site-specific** and **regional**, and **beneficial** effects on recreational resources.

#### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. This alternative would have **no effect** on visual resources. The Existing LPOE caters to pedestrians and non-motorized traffic; therefore, this alternative would have **no effect** to recreational resources.



## 3.12 Hazardous Materials

### 3.12.1 Affected Environment

A Phase I Environmental Site Assessment (Phase I ESA) was completed on the Study Area, and a Building Materials Survey (Federal Occupational Health, 2012; Federal Occupational Health, 2013) was completed for the Existing LPOE. Details on the Existing LPOE and the privately-owned parcels identified for acquisition as a part of Alternative 1 – Action Alternative (**Figure 2-2**) are summarized below.

#### 3.12.1.1 Phase I ESA

A Phase I ESA was prepared in July 2024 (Revised November 2024; JMT, 2024b). The assessment was performed in accordance with the American Society of Testing and Materials (ASTM) Standard Practice for the Phase I Environmental Site Assessment Process (ASTM Designation: E1527–21) and the U.S. Environmental Protection Agency Standard Practice for All Appropriate Inquiries (40 C.F.R. Part 312) under the Comprehensive Environmental Response, Compensation, and Liability Act. The main objective of the Phase I ESA was to identify recognized environmental conditions (RECs) in Study Area.

#### Existing LPOE Property

The Phase I ESA identified the following REC for the Existing LPOE (Parcel 02-2):

- Dumping areas were observed near the southern boundary of the Existing LPOE property that included materials such as metal gas cans, and rusted, unlabeled, 55-gallon drums. This type of waste is indicative of a possible hazardous material release, and thus indicates a REC. Although evidence of a material release (e.g., staining, stressed vegetation, leakage) was not noted during the inspection, given the type and condition of materials present, inability to determine original contents, and volume of abandoned waste, the possibility of a material release cannot be ruled out.

A Phase II ESA is recommended to investigate the impact of the dumped materials.

#### Land Acquisition Parcels for Alternative 1 - Action Alternative

The Phase I ESA identified the following REC for the private properties identified for acquisition under Alternative 1 – Action Alternative, Parcels 02-4, 02-6, 02-5, 02-8, 02-9, 02-12.2, 02-12.3, 02-12.1, 02-12.4, 01-1 (incl. 02-3), 01-1.1 and 02-37 (**Figure 2-2**):

- Multiple dumping areas were observed that included materials such as abandoned vehicles and parts, an aboveground storage tank, abandoned piping, unlabeled plastic bottles which appear to have contained oil, a gas pump, 55-gallon oil drums, and discarded 5-gallon hydraulic oil buckets. This type of waste is indicative of a possible hazardous material release, and thus indicates a REC. Although evidence of a material release (e.g., staining, stressed vegetation, leakage) was not noted during the inspection, given the type and condition of materials present, inability to determine original contents, and volume of abandoned waste, the possibility of a material release cannot be ruled out.

A Phase II ESA is recommended to investigate the impact of the dumped materials.

Two environmental database records were identified for a closed municipal landfill at Parcel 02-37. The Active Solid Waste and Closed Landfills, Landfill Closure Program records associated with the landfill indicate the suspected closure date as some time in the 1980's. However, the details do not provide a method of closure or if continued monitoring is required. Further investigation may be required.

### **3.12.1.2 Aboveground Storage Tanks (ASTs)**

Four 500-gallon heating oil ASTs are present in the basement of the Existing LPOE Building. Each of the residences currently used by CBP Officers contain two 500-gallon heating oil ASTs located in the basement (JMT, 2024b). While JMT was not able to verify the condition and possible releases associated with the ASTs inside two of the four residences, the ASTs that were inspected appeared to be in good condition, free of rust and pitting, and without signs of past releases.

### **3.12.1.3 Building Material Surveys**

An Asbestos Survey Report (Federal Occupational Health, 2012) details the identification of suspect asbestos-containing materials (ACMs) and bulk sampling that was performed at the Existing LPOE Building and CBP Officer housing. The report indicates that asbestos containing sheetrock, joint compound/paint, floor tile with mastic, insulation, and gray duct mastic were identified in the residences. Asbestos containing floor tile, sheetrock/joint compound, ceiling tile, and gray duct mastic were identified in the Existing LPOE Building.

## **3.12.2 Environmental Consequences**

### **Alternative 1 – Action Alternative**

Dumped materials with the potential to release petroleum or other hazardous substances were observed throughout the Alternative 1 – Action Alternative area and the occurrence of unreported spills or releases cannot be ruled out. Further assessment, such as a Phase II ESA, may be required to determine the presence of hazardous substances. GSA would consult with Maine Department of Environmental Protection, as appropriate. There would be **direct, short-term, minor, site-specific, and adverse** effects if there were accidental spills of hazardous materials, such as from construction vehicles or during the removal of existing fuel and other storage tanks.

GSA would develop a Materials Management Plan (MMP) to offer guidance on handling and disposal of unanticipated hazardous substances encountered during construction activities. Construction and demolition waste would be removed frequently to minimize contaminant runoff from standing waste. Removal and disposal of fuel and other storage tanks would be conducted using licensed contractors and all proper closure procedures. Accidental spills of hazardous materials (e.g., diesel fuel from vehicles, paint, solvents) would be minimized by implementing practices such as regular vehicle inspections and maintenance, proper storage of hazardous materials, maintaining a clean working environment, and adherence to a Spill Prevention, Control, and Countermeasure plan.

ACM waste identified in the 2012 Asbestos Survey Report would be produced from the demolition of the Existing LPOE Building and CBP Officer housing. The possibility of ACM and lead would

be considered during demolition of buildings within the Alternative 1 – Action Alternative area. Asbestos and lead encountered during demolition activities would be disposed of in accordance with state and federal regulations. BMPs for managing ACM during demolition may include adequately wetting all regulated ACMs, sealing the material in leak tight containers, and disposing of the ACMs as expediently as practicable. Lead-safe practices would be employed during demolition.

Given proper coordination with the appropriate state and federal regulation for cleanup and remediation activities during construction, the Action Alternative would result in **direct, long-term, minor, site-specific** and **localized**, and **beneficial** effects from the clean-up and remediation of hazardous materials.

At this time, the Project is not expected to impact the traffic volume, and therefore the number of vehicles passing through the Modernized LPOE carrying hazardous materials is not expected to increase. The potential for any spills or release of hazardous materials during normal operations would be minimal. CBP staff would continue to utilize existing inspection and safety procedures that are currently in place. BMPs would be in place to minimize the chance of a spill occurring, and any potential spill or leak would be addressed in accordance with applicable laws and regulations as soon as it is noticed. Overall, LPOE operations would result in **direct, long-term, negligible, site-specific**, and **adverse** effects.

#### Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. Impacts on unknown or possible buried environmental contamination and hazardous waste impacts would not occur. The No Action Alternative would result in **no effect** to hazardous materials.

### **3.13 Utilities**

This section describes the utilities within the study area, such as potable water supply, sanitary sewer, electric supply, and telecommunications services. No city water or natural gas utilities feed the Existing LPOE.

#### **3.13.1 Affected Environment**

##### **3.13.1.1 Potable Water Supply and Sanitary Sewer**

The Existing LPOE and CBP residences are supplied with potable water from on-site wells with a filtration system (Dattner Architects, 2024).

The sanitary sewer system consists of a septic tank and leach field. The leach field is located to the southeast of the Existing LPOE Building. Each of the four CBP residences has its own septic tank and leach field (Parsons, 2018).

### **3.13.1.2 Electric Supply**

The existing single phase electrical service to the Existing LPOE is provided by Hydro-Québec, which owns the power lines in Canada and has a high voltage of 12,470 Volts to 13,800 Volts at the border. Hydro-Québec and Central Maine Power (CMP) have an agreement to step power down at the border to 240 Volts, for use at the Existing LPOE. Hydro-Québec supplies power to the border and CMP distributes power using CMP owned poles on the U.S. side including the Existing LPOE. The current Service Entrance Main Distribution Panel is a 120/240V 1ph, 3W, 400 Amp Panel. The Existing LPOE also has a 50-kilowatt (kW) generator which provides emergency power via an Automatic Transfer Switch (Dattner Architects, 2024). The emergency generator, located outside of the Existing LPOE Building, was installed in 2016. The emergency generator is a liquid propane type. There is an existing Generac engine generator rated 30 kW and all accessories located in the basement that was decommissioned in 2016 (Parsons, 2018).

### **3.13.1.3 Telecommunications**

CBP provides internet services for the Existing LPOE. The existing T1/telephone lines come from overhead into the building down into the basement where the main telephone/communications board is located. A line is routed to the sewer located on the 1st floor (Parsons, 2018). Cellular telephone service coverage in the study area is poor based on reception during the site visit. CBP operates a communications tower on-site.

## **3.13.2 Environmental Consequences**

### **Alternative 1 – Action Alternative**

Under the Action Alternative, existing utilities would require upgrades for the Modernized LPOE. Construction of the Modernized LPOE would occur in phases to ensure minimal disruption to the Existing LPOE. Utility infrastructure would be installed during the first phase of construction. While construction could result in temporary and minor outages for some utilities at the Existing LPOE due to construction of the Modernized LPOE and utility relocation and upgrades, any impacts would be temporary. A subsurface utility investigation would occur prior to any construction activities under the Action Alternative.

Construction crews would follow standard industry practices to minimize the chance of discovering unmarked utilities during construction work. These include locating and marking utilities prior to demolition and site preparation and coordination with utilities providers in the event of discovery of unmarked utilities.

The Modernized LPOE would be designed and built adhering to sustainable guidelines and the latest building standards and codes, ensuring that they are more energy and water efficient compared to existing facilities. In addition, renewable energy sources would be considered for viability and feasibility as the design progresses. After construction, the Modernized LPOE would be more energy efficient, but the facility would be larger than the Existing LPOE. There would not likely be significant increases in utility demands to accommodate the Modernized LPOE.

### **3.13.2.1 Potable Water Supply and Sanitary Sewer**

The Modernized LPOE would include the installation of two new water supply wells and construction of a water supply system. The construction of new wells may require an application for the MLUPC Site Law Permit. Forms would be submitted to the Maine Department of Health and Human Services - Drinking Water Program (DHHS-DWP) proposing the well location and design, evaluating potential contaminant sources, and documenting compliance with the siting and setback requirements. Once approved, a Maine-licensed well driller would install the wells per design specifications. The well drillers would minimize soil erosion and effects on bedrock geology using the best available boring techniques.

The new wells would be sited in locations that meet the setback requirements of the Maine Drinking Water Rules, which include a minimum 300-foot setback distance to potential sources of contamination such as septic leach fields and stormwater infiltration systems; and a minimum 1,000-foot setback distance to regulated USTs intended for oil or chemicals (waivers may be available on a case-by-case basis). Once installed, the new wells would be tested for water quality and safe yield. Water samples would be analyzed by a certified laboratory for primary drinking water contaminants that are regulated by the Section 7.B and 7.C of the State of Maine Rules Relating to Drinking Water (“Maine Drinking Water Rules,” 10–144 Code of Maine Regulations, Chapter 231) and the National Primary Drinking Water Regulations (40 C.F.R. Part 141).

The Modernized LPOE would rely on septic for sanitary treatment. The system would be sized to accommodate the planned number of employees, occupants of the CBP Officer housing, and fixtured counts. To reduce both initial construction and long-term maintenance costs, the leach field would be located close to the building(s) being served and preferably at a lower elevation to utilize gravity flow to the extent possible and avoid the need for more expensive sanitary lift stations.

In Maine, any changes to, or replacement of, the water supply and/or wastewater disposal system would need to be included and described in the application for the MLUPC Site Law Permit. Additionally, a new public water supply would need approval from Maine DHHS-DWP. A new wastewater system may require a permit under Maine Subsurface Wastewater Disposal Rules, 10–144 Code of Maine Regulations, Chapter 241 (“ME Wastewater Rules”).

During construction there would be **no effect** on potable water supply and sanitary sewer demands as the Existing LPOE has its own dedicated water and sewer system. Since new potable water supply and sanitary sewer facilities would be constructed specifically for the Modernized LPOE, these facilities would have **no effect** on the facilities outside of the Modernized LPOE that are servicing the utility needs for the rest of the community.

### **3.13.2.2 Electric Supply**

Energy demand would not be expected to increase during site preparation and the majority of the construction phase because construction equipment and vehicles are not electric and would not contribute to the energy demand of the LPOE. However, energy demand at the LPOE would increase temporarily during the final construction phase due to concurrent operations of temporary facilities, the Existing LPOE, and electrical commissioning of the Modernized LPOE.

Specific power and commissioning plans would be determined during the planning and design phase of this Project to determine the capacity of the electrical grid.

GSA would implement energy conservation measures into their design and operations and would generally require less utility service per square foot than the Existing LPOE. While the number of CBP staff and traffic flowing through the LPOE is not expected to increase, the Modernized LPOE would also be larger than the Existing LPOE; operation of the larger modernized buildings would likely increase the overall energy demand of the LPOE.

Based on the estimated power loads, the total connected load for the Modernized LPOE is roughly 1.9 megawatts. The total connected load would be more defined as the design progresses and exact LPOE equipment is provided. The current electrical service needs to be upgraded to three phase 480V to accommodate the Modernized LPOE demand load as well as 50 percent future expansion as stated in the 2023 CBP LPOE Design Standards. In order to provide the Modernized LPOE with three phase power, two additional phase conductors need to be provided from the nearest three phase pole owned by Hydro-Québec to the U.S. border. Coordination with CMP would be required to distribute power from the border to the Modernized LPOE. CMP would buy power from Hydro-Québec and the Modernized LPOE would buy power from CMP (Dattner Architects, 2024).

For emergency power, two 1250 kW standby 480V, 3 phase, 4 wire diesel fuel engine-generators with associated output distribution would be provided, sized at 150 percent each to support the emergency, legally required and optional standby loads as well as 50 percent future expansion as required the 2023 CBP LPOE Design Standard to support the Modernized LPOE (Dattner Architects, 2024). The diesel fuel engine-generators would be fully EPA compliant.

Geothermal energy would be considered as a renewable energy source for the Modernized LPOE. Maine regulates geothermal bores through the Maine DEP Underground Injection Control program. The Action Alternative would utilize a geothermal heat pump system that would require installation of a geothermal well field consisting of approximately 48, 400-foot-deep wells in an approximately 14,000 square foot field. The exact quantity of wells and configuration of the circuiting would be dependent on the geological analysis of the well field.

During construction, there would be **direct, short-term, minor, site-specific** and **regional**, and **adverse** effects on electric supply. After construction, the electric capacity of the Modernized LPOE would be outsized to accommodate expansion following CBP standards and geothermal energy would decrease energy needs for heating the Modernized LPOE, therefore there would be a **direct, long-term, minor, site-specific** and **regional**, and **beneficial** effect.

### **3.13.2.3      Telecommunications**

The communications tower would be maintained. Cellular service would not be impacted by the work. CBP would provide telephone and internet service, which would not be impacted. There would be **no effect** on telecommunications under the proposed Action Alternative.

Alternative 2 – No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. **No effect** to utilities at the Existing LPOE are anticipated under the No Action Alternative.

**3.14 Unavoidable Adverse Environmental Effects**

Impacts from the Action Alternative on the environment have been described in detail in the previous individual resource sections of this chapter. **Table 3–12** provides a summary of unavoidable adverse environmental effects of the Project.

**Table 3–12: Unavoidable Adverse Environmental Effects**

Resource	Unavoidable Effects
<b>Land Use and Zoning</b>	During construction, there would be <b>direct, short-term, minor, localized,</b> and <b>adverse</b> effects on land use because of temporary road detours and temporary lane shifts during construction.
<b>Socioeconomic Resources</b>	<p>The Action Alternative would have <b>direct, long-term, moderate, site-specific,</b> and <b>adverse</b> effects to private citizens whose property is acquired for the Project. There would be <b>direct, long-term, minor, localized</b> and <b>regional,</b> and <b>adverse</b> effects to socioeconomics due to the loss of real estate tax revenue from the replacement of private property with federal property. There would also be <b>direct, short-term, minor, site-specific,</b> and <b>adverse</b> effects to access to local businesses due to lane closures, possible detours, and construction vehicles using local roads.</p> <p>The new traffic patterns would continue to bring inbound and outbound traffic close to the business community, affording them visibility and access in the vicinity of the Modernized LPOE. As a result, the Action Alternative would have <b>direct, long-term, minor, localized,</b> and <b>adverse</b> economic effects to local businesses after construction of the Modernized LPOE.</p>
<b>Traffic and Transportation</b>	During construction, there would be <b>direct, short-term, minor, localized,</b> and <b>adverse</b> effects on traffic and transportation because of detours and traffic delays.
<b>Geology, Topography, and Soils</b>	<p>Construction of the Modernized LPOE would have a <b>direct, permanent, minor, localized,</b> and <b>adverse</b> effect on geology due to the need for rock excavation and the potential effects to surrounding rock mass.</p> <p>During construction the effect to topography from the Action Alternative grading would be <b>direct, permanent, moderate, site-specific,</b> and <b>adverse.</b></p> <p>During construction there would be <b>direct, indirect, long-term, moderate, site-specific,</b> and <b>adverse</b> effects to soils due to excavation, grading, and cut and fill operations.</p>
<b>Biological Resources</b>	<p>During construction there would be <b>direct, indirect, long-term, minor, localized,</b> and <b>adverse</b> effects due to forest clearing and removal of native plant species and from the potential spread of invasive species.</p> <p>During construction there would be <b>direct, indirect, short-term, minor, localized,</b> and <b>adverse</b> effects due to the loss and disturbance of available habitat and from construction and LPOE operation related disturbances. After construction there would be <b>direct, indirect, long-term, minor, localized,</b> and <b>adverse</b> effects on wildlife from the removal of habitat.</p>

Resource	Unavoidable Effects
<b>Biological Resources (Cont.)</b>	During and after construction there would be <b>direct, short- and long-term, minor, localized, and adverse</b> effects to the Canada lynx and its suitable habitat due to noise and activity during construction and forest clearing. There would also be a <b>direct, indirect, short- and long-term, minor, localized, and adverse</b> effect on migratory birds due to the removal of potential breeding habitat and disturbance due to noise and activity during construction. After construction, there would be removal of potential breeding habitat which would result in <b>direct, indirect, long-term, minor, localized, and adverse</b> effects on migratory birds.
<b>Water Resources</b>	<p>Construction of the Action Alternative would result in <b>direct, permanent and short-term, minor, site-specific, and adverse</b> effects to WOTUS following implementation of mitigation measures required by the permit.</p> <p>The Action Alternative would have <b>direct, short-term, negligible, localized, and adverse</b> effects to stormwater management during construction-related activities. The resulting effects to stormwater management after construction would be <b>direct, long-term, negligible, localized, and adverse</b>.</p> <p>During construction there would be <b>direct, indirect, short-term, negligible, localized, and adverse</b> effects to groundwater due to the impact of contaminants and erosion from drilling short-term and reductions in groundwater recharge long-term.</p> <p>After construction, the long-term effects of the Action Alternative would result in small reductions of ground recharge from the addition of impervious surfaces to the study area. The Action Alternative would result in <b>direct, indirect, long-term, negligible, localized, and adverse</b> effects to groundwater.</p>
<b>Cultural and Tribal Resources</b>	Demolition of the existing Coburn Gore LPOE facility, including the Existing LPOE Building and four CBP Officer residences, would have an unavoidable <b>adverse</b> effect on historic properties.
<b>Air Quality</b>	During construction there would be <b>direct, short-term, minor, site-specific, and adverse</b> effects due to increased emissions and fugitive dust.
<b>Noise</b>	During construction there would be <b>direct, short-term, minor, site-specific, and adverse</b> effects due to grading activity and construction equipment use.
<b>Visual and Recreational Resources</b>	<p>During construction, there would be <b>direct, short-term, minor, site-specific, and adverse</b> effects because construction would detract from views of the surrounding landscape and make the area potentially unsafe for users.</p> <p>After construction there would be <b>direct, long-term, minor, site-specific, and adverse</b> visual effects due to larger structures added and increased infrastructure.</p>
<b>Hazardous Materials</b>	<p>During construction, there would be <b>direct, short-term, minor, site-specific, and adverse</b> effects if there were accidental spills of hazardous materials, such as from construction vehicles or during the removal of existing fuel and other storage tanks.</p> <p>At this time, the Project is not expected to impact the traffic volume, and therefore the number of vehicles passing through the Modernized LPOE carrying hazardous materials is not expected to increase. The potential for any spills or release of hazardous materials during normal operations would be minimal. Overall, LPOE operations would result in <b>direct, long-term, negligible, site-specific, and adverse</b> effects.</p>
<b>Utilities</b>	During construction, there would be <b>direct, short-term, minor, site-specific and regional, and adverse</b> effects on electric supply.

### 3.15 Irreversible and Irretrievable Commitments of Resources

Section 102(C)(v) of NEPA [42 USC 4332] requires NEPA documents to address “any irreversible and irretrievable commitments of resources which would be involved in the Action Alternative should it be implemented.” Irreversible commitments of resources mean losses to or impacts on natural resources that cannot be recovered or reversed. Irretrievable commitments are those that are lost for a period of time.

#### 3.15.1 Irreversible Commitments of Resources

Under the Action Alternative, the following irreversible commitments of resources would occur:

- Consumption of fossil fuels (primarily diesel) and lubricants by heavy construction equipment (e.g., bulldozers and Caterpillars, graders, scrapers, excavators, loaders, trucks) during site preparation and construction activities;
- Materials used to develop and construct modernized LPOE structures, including cement/concrete, soil cement, steel, iron and other metallic alloys, copper wiring, polyvinyl chloride pipe, plastic, etc.;
- Energy, supplied by fossil fuels or some other source, used over the operational life of the Modernized LPOE; and
- Workforce labor for both the construction of and operation of the Modernized LPOE.

#### 3.15.2 Irretrievable Commitments of Resources

As noted above, “irretrievable” commitments of resources are those that are lost for a period of time, but not permanently. The Action Alternative would entail the long-term loss of the landscaped, non-native vegetation within the study area. Mitigation measures and BMPs would be implemented to minimize impacts; they are summarized for each resource in **Table 3-13**.

**Table 3-13: Summary of Mitigation Measures and BMPs**

Resource	Mitigation Measures and BMPs
<b>Land Use and Zoning</b>	<p>GSA would coordinate with landowners and business owners to maintain access to their properties during and after construction.</p> <p>Consistent with 40 C.F.R. § 3312, GSA would consult with the local officials to design the Modernized LPOE in a manner consistent with the zoning requirements to the maximum extent practicable, without compromising security of the LPOE or CBP mission requirements.</p>
<b>Socioeconomic Resources</b>	<p>GSA would notify the property owner of its intent to acquire and its appraisal obligations. GSA would determine the amount of just compensation to be offered for the private property; this amount would not be less than the fair market value established by an approved appraisal. GSA would offer relocation assistance services, payments, and other eligible benefits to any displaced persons in accordance with the policies and provisions in the Uniform Act, as needed.</p> <p>A traffic management plan would be prepared prior to the start of construction that would outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and mitigation measures. The Modernized LPOE would incorporate signage to assist travelers as to how to navigate the new roadways including access to The Arnold Trail.</p>

<b>Resource</b>	<b>Mitigation Measures and BMPs</b>
<b>Traffic and Transportation</b>	<p>GSA, in coordination with Maine Department of Transportation, would create a traffic management plan that would outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and temporary inspection areas. The traffic management plan would describe the potential impacts on Big Island Road during construction and any mitigation measures. GSA will continue to engage with stakeholders through final design.</p>
<b>Geology, Topography, and Soils</b>	<p>Practices to reduce potential effects to surrounding rock mass would be adhered to, when possible, to minimize effects to geology within the study area.</p> <p>Stormwater management BMPs would be implemented to prevent or reduce soil erosion and soil pollution/contamination during and after construction. BMPs that GSA would consider include installing silt fencing and sediment traps; placing gravel or riprap for heavy vehicle transit; and reestablishing vegetation to minimize erosion and sedimentation. Revegetation with regionally appropriate native plant species of areas around the buildings, parking lots, and other infrastructure where soils remain exposed after construction would also minimize impacts over a longer term. To the extent practicable, existing disturbed and developed land within the study area would be used for staging construction equipment and stockpiling.</p>
<b>Biological Resources</b>	<p>During construction, overall effects on vegetation would be minimized by concentrating the area of disturbance to the smallest area necessary to complete the Project. Tree clearing would be minimized to the extent practicable. Disturbed areas would be replanted with native vegetation, where feasible, after the end of construction. Some areas of grass and other low vegetation may incur short-term disturbance due to heavy equipment, vehicle passes, and foot traffic. Staging areas would be established in previously disturbed and unvegetated areas to the extent possible. Staging areas would be established in previously disturbed and unvegetated areas to the extent possible.</p> <p>BMPs, such as equipment washing and proper disposal of invasive species found during construction activities, would be implemented to limit the introduction and establishment of invasive species.</p> <p>BMPs would be implemented during the construction and operation of the Modernized LPOE to minimize potential adverse effects to wildlife. Construction vehicles would observe speed limits to minimize the possibility for any wildlife-vehicle collisions. Staging and stockpile areas would be located within or immediately adjacent to the construction footprint within the study area to reduce the area of habitat disturbance.</p> <p>Mitigation measures for the Canada lynx are as summarized: avoid tree clearing from May 1–July 15; if construction is conducted between May 1–July 15, inspect area for Canada lynx; drive slowly and work during daylight hours; permanent fencing must be permeable; and place ramps in any open pits.</p> <p>BMPs would be implemented, such as minimizing tree removal, and avoiding tree removal during the breeding season for protected migratory birds, to the greatest extent practicable.</p>

Resource	Mitigation Measures and BMPs
<b>Water Resources</b>	<p>Under the Action Alternative, mitigation for permanent impacts to wetlands would be required under the Clean Water Act (CWA) and Natural Resources Protection Act (NRPA) and would be administered by Maine Department of Environmental Protection (DEP). Compensation for those impacts that cannot be further avoided or minimized would be accomplished through payment to the In Lieu Fee Compensation Program.</p> <p>GSA would develop and implement a SWPPP for Maine DEP. The SWPPP would include erosion prevention, sediment control, and water quality requirements in controlling stormwater runoff and pollutants during construction and post construction.</p> <p>Spill prevention BMPs would be implemented to reduce the risk of contaminated sediments escaping the site via erosion or the risk of spilled materials (e.g., diesel fuels or oils) escaping the site via stormwater runoff during the construction phase. Drop cloths, proper storage of chemicals, and immediate treatment of spill areas with absorbents and soil removal are examples of BMPs that GSA would consider.</p> <p>Well drillers for water and geothermal would not use materials or procedures which may adversely affect the public health, the drill site, and groundwater. All drilling fluids and contaminated drill cuttings, samples, or liquids would be disposed of properly. All drilling equipment which may have become contaminated during a drilling operation would be thoroughly cleaned and decontaminated before reuse. Wells would be sited such that there is no migration of contaminants into uncontaminated zones.</p> <p>Stormwater design would also be pursuant to the requirements of the Maine DEP Stormwater Management Standards, Chapter 500, related to water quality treatment; the Project's stormwater design would incorporate appropriate BMPs in conformance with Section 4.C.(3) and corresponding Appendices of Chapter 500.</p> <p>GSA would implement appropriate BMPs to minimize adverse effects to groundwater similar to the measures described above in the stormwater section.</p>
<b>Cultural and Tribal Resources</b>	<p>Cultural resource investigations and consultation in accordance with Section 106 have been initiated and will continue beyond publication of the Final EA. Consultation with MHPC will define potential conditions and mitigation measures (if needed). GSA would satisfy any agreed to mitigation measures.</p>
<b>Air Quality</b>	<p>GSA would require contractors to use the best available technology regarding construction equipment, to the extent possible, to minimize and/or mitigate vehicle emissions. Dust suppression would be used onsite to control particulates.</p>
<b>Noise</b>	<p>The Modernized LPOE would comply with U.S. Occupational Safety and Health Administration (OSHA) noise exposure levels during operation. Each alternative would be compliant with the Noise Control Act of 1972, and the Quiet Communities Act of 1978.</p> <p>GSA would consider using low-noise construction machinery with sound-dampening technology and low-noise engines, position noise sources farther away from sensitive areas like residences, informing nearby residents about construction plans and noise mitigation measures, and limiting construction activities to daylight hours to the maximum extent possible.</p>
<b>Visual and Recreational Resources</b>	<p>Mitigation measures to limit artificial light pollution would include directing light fixtures toward the ground, light sources with amber/warm colors, control light temperatures, and control the period and duration of artificial light use.</p>

Resource	Mitigation Measures and BMPs
<b>Hazardous Materials</b>	<p>GSA would develop an MMP to offer guidance on handling and disposal of unanticipated hazardous substances encountered during construction activities. Construction and demolition waste would be removed frequently to minimize contaminant runoff from standing waste. Removal and disposal of fuel and other storage tanks would be conducted using licensed contractors and all proper closure procedures. Accidental spills of hazardous materials (e.g., diesel fuel from vehicles, paint, solvents) would be minimized by implementing practices such as regular vehicle inspections and maintenance, proper storage of hazardous materials, maintaining a clean working environment, and adherence to a Spill Prevention, Control, and Countermeasure plan.</p> <p>Asbestos and lead encountered during demolition activities would be disposed of in accordance with state and federal regulations. BMPs for managing ACM during demolition may include adequately wetting all regulated ACMs, sealing the material in leak tight containers, and disposing of the ACMs as expediently as practicable. Lead-safe practices would be employed during demolition.</p> <p>BMPs would be in place to minimize the chance of a spill occurring, and any potential spill or leak would be addressed in accordance with applicable laws and regulations as soon as it is noticed.</p>
<b>Utilities</b>	<p>Construction crews would follow standard industry practices to minimize the chance of discovering unmarked utilities during construction work. These include locating and marking utilities prior to demolition and site preparation and coordination with utilities providers in the event of discovery of unmarked utilities.</p> <p>GSA would implement energy conservation measures into their design and operations and would generally require less utility service per square foot than the Existing LPOE.</p>

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## **APPENDIX A: PUBLIC SCOPING REPORT**

*(Appendix not fully accessible)*



# FINAL PUBLIC MEETING SCOPING REPORT

## Coburn Gore Land Port of Entry Coburn Gore, Maine

**Prepared for:**

U.S General Services Administration  
Region 1 – New England



**Prepared by Johnson, Mirmiran, and Thompson**

**Submitted:** October 18, 2024

**JMT Project No:** 22-03611-001



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## Table of Contents

1.0	Introduction .....	1
2.0	Project Description .....	1
2.1	Existing Facilities .....	4
2.2	Proposed Alternatives.....	4
3.0	Notification of Scoping Meeting .....	5
3.1	Newspaper Advertisements .....	5
3.2	Press Release and Social Media .....	5
3.3	Interested Parties Letter .....	6
4.0	Public Scoping Meeting .....	6
4.1	Meeting Details and Location.....	6
5.0	Public Scoping Comments.....	7
5.1	Collecting Comments.....	7
5.2	Summary of Commenters.....	7
5.3	Issues Identified During Scoping Meeting #1 .....	8
5.4	Issues Identified During Scoping Meeting #2 .....	8
5.5	Summary of Comments by Subject.....	9
5.5.1	Requests for Information.....	9
5.5.2	Historical Resources.....	9
5.5.3	Traffic and Transportation.....	9
5.5.4	Facility Design and Aesthetics .....	9
5.5.5	Dark Skies Protection .....	9
5.5.6	Recreation .....	9
5.5.7	Land Use .....	9
5.5.8	Socioeconomics/ Business Concerns .....	10
5.5.9	Wildlife/ Wildlife Habitat .....	10
5.5.10	Sustainability/ Resilience .....	10
5.5.11	Wetlands and Water Quality .....	10
5.5.12	Community Impacts .....	10
5.5.13	Utilities .....	10
5.6	Summary of Informal Comments by Subject.....	10
5.6.1	Requests for Information.....	11
5.6.2	Traffic/Transportation .....	11
5.6.3	Utilities .....	11
5.6.4	Climate.....	11



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5.6.5 Customs and Border Protection/Safety .....	11
5.6.6 Siting.....	11
5.6.7 Labor/Economy .....	11
5.6.8 Dark Skies Protection.....	11
5.6.9 Hazardous Materials .....	11
6.0 List of References .....	11

**FIGURES**

2-1 Coburn Gore LPOE Project Location

2-2 Coburn Gore LPOE Study Area and Vicinity

**APPENDICES**

Appendix A: Newspaper Advertisements

Appendix B: Press Release and Advertising on Social Media

Appendix C: Distribution List and Letter to Interested Parties

Appendix D: Public Meeting Materials

Appendix E: Meeting Sign-In Sheet and Follow-Up Email

Appendix F: Public Scoping Meeting Transcript

Appendix G: Index of Comments by Source and Date



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**ACRONYMS AND ABBREVIATIONS**

CBP	U.S. Customs and Border Protection
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
EA	Environmental Assessment
EDT	Eastern Daylight Time
EST	Eastern Standard Time
GOV	Government-owned Vehicle
GSA	U.S. General Services Administration
HVAC	Heating, ventilation, and air conditioning
JMT	Johnson, Mirmiran, and Thompson, Inc
LEED	Leadership in Energy and Environmental Design
LPOE	Land Port of Entry
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
POV	Privately-owned vehicle
QR	Quick-response
SITES	Sustainable SITES Initiative
SR	State Route
U.S.	United States
USC	United States Code



## 1.0 INTRODUCTION

The United States (U.S.) General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze the potential impacts of the proposed modernization and expansion of the existing Coburn Gore Land Port of Entry (LPOE) as required by the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] 4321-4347), the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] 1500-1508), and the GSA Public Buildings Service's NEPA Desk Guide.

Johnson, Mirmiran, and Thompson, Inc (JMT), GSA's NEPA Contractor, prepared this scoping report on behalf of GSA to describe the proposed project, communicate details of the two public scoping meetings and the coordinating advertisement materials, and to summarize the comments received during the two public scoping periods. This document also includes:

- Appendix A: Newspaper Advertisements
- Appendix B: Press Release and Advertising on Social Media
- Appendix C: Distribution List and Letter to Interested Parties
- Appendix D: Public Meeting Materials
- Appendix E: Meeting Sign-in Sheet and Follow-up Email
- Appendix F: Public Scoping Meeting Transcript
- Appendix G: Index of Comments by Source and Date

GSA, with support from JMT, held a public scoping meeting on Thursday, October 26, 2023, from 5:00 to 7:00 PM Eastern Standard Time (EST) at the Coburn Gore LPOE Main Building. Comments were accepted during the public scoping period from October 2 to November 27, 2023.

After the first public scoping meeting, the Study Area was expanded to the south due to comments received during the first public scoping period and other due diligence. In order to provide an update to the public and solicit comments pertinent to the revised Study Area, GSA held a second public scoping meeting on Thursday, June 27, 2024, from 5:00 to 7:00 PM Eastern Daylight Time (EDT) at the Coburn Gore LPOE Main Building. Comments were accepted during the second public scoping period from May 31 to July 29, 2024.

## 2.0 PROJECT DESCRIPTION

The Coburn Gore LPOE is a port of entry for vehicles and pedestrians crossing the U.S.- Canada border between Coburn Gore, Maine, and Woburn, Quebec, Canada. Coburn Gore is a small, unorganized township in an isolated setting about 20 miles northwest of the small town of Eustis, ME. The port accommodates commercial and non-commercial vehicles and focuses on the inspection and control of vehicles, goods, and people. See **Figure 2-1** below for a broad overview of the region.



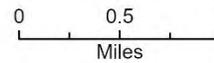
# COBURN GORE LAND PORT OF ENTRY EXPANSION AND MODERNIZATION PROJECT



Source: (ESRI, 2024)



FIGURE 2-1: PROJECT LOCATION



Coburn Gore, ME



Adjacent land uses include the Canadian inspection station (Saint-Augustin-de-Woburn) to the west; four LPOE residences to the north of the existing LPOE, a small center of residential and commercial development along State Route (SR) 27, and undeveloped forested lands surrounding the area to the north, south, east, and west. See **Figure 2-2** below for an aerial view of the project area and vicinity.





The existing LPOE consists of a main building and four stand-alone residences on 3.6 acres. It is bisected by SR 27, with the southern half of the LPOE containing 1.38+/- acres and the main building and paved driveways. The northern portion of the site consists of 2.18+/- acres of land and includes the four residences. The main building and two of the residences were built in 1932 and are listed on the National Register of Historic Places (NRHP). Two additional residences were built in 1967 and are considered eligible for listing in the NRHP according to the Maine State Historic Preservation Office. Due to the lack of capacity for inspections of different traffic types (commercial, non-commercial, and pedestrian) and outdated facilities and technologies, the LPOE no longer functions adequately and poses safety and security risks for U.S. Customs and Border Protection (CBP) officers and the traveling public. The existing LPOE has spatial constraints, with limited interior space for offices and processing, limited separation between port operations and Officer's living quarters, and limited opportunity for expansion within its current footprint.

The proposed project would expand and modernize the Coburn Gore LPOE to improve the operational efficiency, safety, and security of CBP personnel and cross-border travelers at the LPOE. The proposed LPOE would be functional, accessible, and equitable for CBP and their operations and interactions with the public. All facility and infrastructure improvements proposed under the action alternatives would incorporate sustainable, climate-resilient, cyber-secure, and operationally efficient design. Specific sustainability goals include, but are not limited to:

- A net-zero ready facility;
- Use all-electric heating, ventilation, and air conditioning (HVAC) and plumbing equipment;
- 80% fossil fuel-energy generated reduction;
- Use GSA's green proving ground technology;
- Achievement of Leadership in Energy and Environmental Design (LEED) Gold and Sustainable SITES Initiative (SITES) Silver certification; and
- Whole-building embodied carbon reduction.

## **2.1 EXISTING FACILITIES**

The Coburn Gore LPOE consists of the main building, which oversees two non-commercial lanes and one lane that can process permitted commercial traffic. The facility is open 24 hours per day, seven days a week, and processes non-commercial vehicles, buses, pedestrians, and limited commercial traffic. The main building is a two-story building which contains an office work area, privately-owned vehicle (POV) inspection booth, holding cells, an armory, bathroom and shower, relief quarters, IT room/closet, and a PPE room (Dattner A/E Team, 2024). The fuel tanks are located in the cellar and the generator is located outside. There is no occupiable space under the garages. The garages are too small for modern vehicles, so the space is used as storage/multipurpose space. The east wing of the garage was remodeled around 2006, and is used as a multipurpose space and mat room.

## **2.2 PROPOSED ALTERNATIVES**

The EA will consider "action" alternatives and a "no action" alternative. The "action" alternatives may include the following activities:

- Constructing new LPOE facilities- Main building, commercial processing, a separate non-intrusive inspection, secondary inspection, government-owned vehicle (GOV) garage, traffic lanes, parking and supporting facilities;



- Acquiring additional land;
- Reuse, renovation, and/or removal of some or all the existing historical features on site;
- Constructing new LPOE housing;
- Creating a cul-de-sac at the end of SR 27;
- Grading for new LPOE facilities;
- Building a retaining wall for new LPOE facilities; and
- Constructing on-site stormwater management measures.

The “no action” alternative assumes that the existing LPOE would remain in its current state and continue to operate under current conditions.

### 3.0 NOTIFICATION OF SCOPING MEETING

This section summarizes the outreach conducted to inform the public of the Coburn Gore LPOE scoping meetings. GSA notified the public of both public scoping meetings using advertisements in the newspaper and letters to interested parties and adjacent property owners, and social media posts. Advertisements and meeting materials were provided in both English and French. GSA accepted public comments from October 2 to November 27, 2023, for the first scoping period and from May 31 to July 29, 2024 for the second scoping period.

#### 3.1 NEWSPAPER ADVERTISEMENTS

JMT published an advertisement in both English and French in *The Franklin Journal* on October 6 and October 13, 2023, prior to the first meeting, and on June 7 and June 14, 2024, prior to the second meeting. The advertisements stated GSA’s intent to prepare an EA and conduct each scoping meeting; provided a brief description of the project; identified each public scoping meeting’s time and location; and included instructions for submitting comments via email or through written comments via mail. **Appendix A** contains affidavits for the legal notices and the newspaper advertisements.

#### 3.2 PRESS RELEASE AND SOCIAL MEDIA

GSA distributed to local media and posted press releases on the GSA New England Region 1 website on October 18, 2023, prior to the first scoping meeting<sup>1</sup>, and on June 18, 2024, prior to the second scoping meeting<sup>2</sup>. Each press release briefly summarized the purpose of the scoping meeting, and provided details of each meeting’s time, date, and location. **Appendix B** contains a screenshot of the press releases. A link to the press releases was also provided on the project website<sup>3</sup>.

To increase project visibility and in an effort to expand public participation in the first scoping meeting for the Coburn Gore LPOE Expansion and Modernization project, GSA advertised on several social media platforms. GSA posted a social media notice to the “U.S. General Services Administration New England Region” Facebook page on October 18, 2023. The Facebook post announced the scoping meeting and provided a link to the press release with the meeting details.

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<sup>1</sup><https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/region-1-newsroom/press-releases/us-general-services-administration-to-host-publi-10182023>

<sup>2</sup><https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/region-1-newsroom/press-releases/us-general-services-administration-to-host-secon-06182024>

<sup>3</sup> <http://gsa.gov/coburngore>



Similarly, the “GSA New England Region” Twitter page posted a notice announcing the scoping meeting on October 18, 2023. **Appendix B** contains screenshots of the Facebook and Twitter posts.

### **3.3 INTERESTED PARTIES LETTER**

A list of stakeholders was developed for the Coburn Gore LPOE which included state and local government officials; federal, state, and local agencies (including Canadian agency contacts); non-governmental organizations; and adjacent property owners or individuals with a known or potential interest in the project. The scoping letters were emailed to interested parties with available email addresses on October 2, 2023, prior to the first meeting, and May 31, 2024, prior to the second meeting. Hard copies were mailed to interested parties without email addresses on the same dates. Each letter provided background information on the project, the date and time of each public scoping meeting, and instructions on how to submit comments. **Appendix C** contains the list of interested parties identified for the Coburn Gore LPOE Expansion and Modernization project and a copy of the letters sent to interested parties. The Maine State Historic Preservation Office and the Tribal Historic Preservation Offices were contacted directly by GSA for each meeting.

### **4.0 PUBLIC SCOPING MEETING**

The purpose of each scoping meeting was to provide the public with information regarding the proposed project, answer questions, identify issues regarding the potential environmental impacts that may result from implementation of the proposed project, and gather information to determine the scope of issues to be addressed in the EA.

#### **4.1 MEETING DETAILS AND LOCATION**

##### 2023 Public Scoping Meeting #1

GSA held the first public scoping meeting on Thursday, October 26, 2023, from 5:00 to 7:00 PM EST at the Coburn Gore LPOE Main Building. A total of 23 people attended the public meeting, in addition to GSA and JMT personnel. According to the U.S. Census Bureau (USCB) 2020 data, the population of the North Franklin unorganized territory totaled 41 people.

The meeting was held in an open-house format. Meeting posters were available in English and French to facilitate the discussion between GSA and the public. A French interpreter was available to provide language assistance services as needed. The posters provided background on the project and an explanation of the NEPA process. Throughout the public scoping meeting, the GSA team worked to encourage discussion and ensure that the public had ample opportunities to speak with project representatives.

GSA provided an informational handout that summarized the project background, NEPA process, and how to submit comments either at the meeting, via email, or via mail. Mailable comment forms were available for attendees who wished to provide written comments. The meeting handout also included a quick-response (QR) code with a direct link to an online form (also available in French) to submit comments. Attendees who signed in will be included on the distribution list for additional project email updates. **Appendix D** contains the handout, posters, and comment form for the public scoping meeting, which were also shared on the project website.



The meeting sign-in sheet is available in **Appendix E**. GSA followed up with meeting attendees and interested parties on November 9, 2023, via email with a reminder for how to submit written comments and to provide the handouts that were available at the public scoping meeting (see **Appendix E**).

## 2024 Public Scoping Meeting #2

Following GSA's decision to expand the Study Area, a second public scoping meeting was held on Thursday, June 27, 2024, from 5:00 to 7:00 PM EDT at the Coburn Gore LPOE Main Building. A total of 27 people attended the public meeting, in addition to GSA and JMT personnel.

The meeting was held in an open-house format. Oversized Study Area posters were available to facilitate the discussion between GSA and the public. A French interpreter was available to provide language assistance services as needed. The meeting began with remarks from GSA staff about the proposed project and moved into a question-and-answer session. Throughout the public scoping meeting, the GSA team worked to encourage discussion and information sharing and to ensure that the public had ample opportunities to speak with project representatives.

As with the first scoping meeting, GSA provided an informational handout that summarized the project background, NEPA process, and how to submit public comments either in-person at the meeting, via email, or via mail. Mailable comment forms were available for attendees who wished to provide written comments. The meeting handout also included a QR code with a direct link to an online form (also available in French) to submit comments. Attendees who signed in will be included on the distribution list for additional project email updates. **Appendix D** contains the handout, posters, and comment form for the public scoping meeting, which were also shared on the project website. The meeting sign-in sheet is available in **Appendix E**. The transcript of the public meeting is available in **Appendix F**.

## **5.0 PUBLIC SCOPING COMMENTS**

GSA invited scoping comments from the public, agencies, and other interested parties on the proposed project. **Appendix G** contains an index of all comments received.

### **5.1 COLLECTING COMMENTS**

GSA offered multiple ways to submit comments, including hard copy comment forms distributed at the public meeting, a QR code with a link to an online comment form, emails, and spoken comments at the public scoping meeting. GSA accepted comments throughout the first public scoping meeting's 56-day comment period and second public scoping meeting's 60-day comment period. GSA created a dedicated project email inbox ([coburngore.LPOE@gsa.gov](mailto:coburngore.LPOE@gsa.gov)) specifically to receive public comments pertaining to this project.

### **5.2 SUMMARY OF COMMENTERS**

JMT indexed received comments based on the source or commenter. Commenters included federal, state, and local agencies and members of the public. A total of 23 commenters provided input during the scoping period, 17 during the first scoping period and 6 during the second scoping period. **Appendix G** includes an index of comments including the commenter name, affiliation, and comment.



### 5.3 ISSUES IDENTIFIED DURING SCOPING MEETING #1

Table 5-1 shows the number of comments received by subject and commenter type during the first (October 2023) public scoping period. A total of 17 commenters submitted 34 comments (some commenters submitted more than one comment).

**Table 5-1. Commenter Type and Comments by Subject, Scoping Meeting #1**

Subject	Number of Agency Comments	Number of Public Comments	Total Number of Comments
Requests for Information	3	3	6
Historical Resources	0	1	1
Traffic and Transportation	0	4	4
Facility Design and Aesthetics	0	5	5
Dark Skies Protection	0	4	4
Recreation	0	1	1
Land Use	1	0	1
Socioeconomics/Business Concerns	0	3	3
Wildlife/Wildlife Habitat	1	2	3
Sustainability/Resilience	1	0	1
Wetlands and Water Quality	2	3	5
<b>Total</b>	<b>8</b>	<b>26</b>	<b>34</b>

### 5.4 ISSUES IDENTIFIED DURING SCOPING MEETING #2

Table 5-2 shows the number of comments received by subject and commenter type for the second (June 2024) public scoping period. A total of 6 commenters submitted 10 different comments (some commenters submitted more than one comment). This table does not include informal comments or questions raised during the public scoping meeting. Informal comments or questions identified in the second public scoping meeting are summarized in Section 5.7.

**Table 5-2. Commenter Type and Comments by Subject, Scoping Meeting #2**

Subject	Number of Agency Comments	Number of Public Comments	Total Number of Comments
Sustainability/Resilience	1	0	1
Facility Design and Aesthetics	0	4	4
Community Impacts	1	0	1
Utilities	0	1	1
Wetlands and Water Quality	2	0	2
Wildlife/Wildlife Habitat	1	0	1
<b>Total</b>	<b>5</b>	<b>5</b>	<b>10</b>



## **5.5 SUMMARY OF COMMENTS BY SUBJECT**

This section summarizes the comments received during the public scoping period. The comments are organized into 13 unique subject categories as shown in Table 5-1 and 5-2 above.

### **5.5.1 Requests for Information**

Six comments (three from agencies and three from the public) were submitted requesting additional information, including requests for more specialized information once the design has progressed further, and requests for additional information about the study area.

### **5.5.2 Historical Resources**

One comment was submitted in support of preserving the historical buildings.

### **5.5.3 Traffic and Transportation**

Four comments were submitted with concerns about traffic and transportation, including concerns about the proposed traffic flow and the potential impacts on businesses and the future development of the town, as well as access to adjacent properties, and potential increases in traffic through the LPOE and adjacent roadway.

### **5.5.4 Facility Design and Aesthetics**

Nine comments were submitted regarding the proposed facility design and aesthetics. One comment was in support of keeping the aesthetics of the facility consistent with Maine and its environment. Other comments offered suggestions for the layout of the proposed facility, the use of adjacent property, and functionality improvements. Other comments were concerned that the project site would prevent the use of SR 27, would encroach on their properties, and would impact the location of a scenic highway.

### **5.5.5 Dark Skies Protection**

Four comments were received regarding the effect the project may have on the dark night skies around the LPOE. The study area is located adjacent to the Mont-Megantic International Dark Sky Reserve and is about 18 miles from the Mont-Megantic Observatory, which is home to the largest scientific telescope on the East Coast. Commenters expressed concern over light pollution from the proposed LPOE and urged the study team to consider any strategies to reduce negative effects of artificial light coming from the facility.

### **5.5.6 Recreation**

One comment was received regarding a proposed trail network that would pass through the study area and the proposed LPOE. The commenter expressed interest in communicating with the project team about the proposed trail and how recreational users of the trail could pass through the LPOE.

### **5.5.7 Land Use**

One comment was received regarding consideration of compatibility of the proposed LPOE with the surrounding land uses and neighboring zoning development subdistricts.



### **5.5.8 Socioeconomics/Business Concerns**

Three comments were received regarding the potential socioeconomic effects of the project and business concerns. Local businesses in the area access the existing roadway network and are patronized by customers crossing through the LPOE. Business concerns included concern that creating a dead-end/cul-de-sac would result in less customers patronizing the businesses or that this condition would affect business operations.

### **5.5.9 Wildlife/Wildlife Habitat**

Four comments were received regarding wildlife and wildlife habitat including information about potential rare, threatened, or endangered species that may be in the affected area and comments about the effects of the project on existing forested areas and forest conservation easements.

### **5.5.10 Sustainability/Resilience**

Two comments were submitted supporting actions that would increase the sustainability/resilience of the proposed Coburn Gore LPOE. One commenter requested that the EA explain how the proposed design of the proposed action would meet the sustainability goals set forth for the project. Another commenter requested that the project design address climate change and its potential impacts on the new LPOE.

### **5.5.11 Wetlands and Water Quality**

Seven comments were submitted regarding water quality. The comments requested that the Draft EA analyze the potential impacts on water quality, such as potential impacts to wetlands and streams, increased runoff pollution, or impacts from septic systems that could result from the proposed action.

### **5.5.12 Community Impacts**

One comment was submitted regarding impacts on the community. The commenter suggested that the EA should address the effects that the construction and property acquisition would have on the local environment and community, and the commenter stressed the importance of stakeholder feedback and community engagement.

### **5.5.13 Utilities**

One comment was submitted regarding the proposed utilities for the new LPOE. The commenter was concerned that the proposed power supply would be unreliable and expensive and was concerned about the water supply for Coburn Gore and the new LPOE.

## **5.6 SUMMARY OF INFORMAL COMMENTS BY SUBJECT**

This section provides a high-level summary of the informal comments and questions voiced, but not formally recorded during the second public scoping meeting. For more specific detail of the questions and comments provided during the meeting, please refer to the meeting transcript provided in **Appendix F**. The comments are organized into 9 subject categories below.



### **5.6.1 Requests for Information**

Requests for information included questions about the timeline of the EA process, the guidance documents that inform the NEPA process, the appearance of the study area map, and the purpose of the project.

### **5.6.2 Traffic/Transportation**

Comments about traffic and transportation included concerns about traffic downstream caused by the renovation of the LPOE, processing times at the LPOE, and suggesting the involvement of the Maine Department of Transportation in the EA process.

### **5.6.3 Utilities**

Comments about utilities included concerns about electricity source and cost, location and maintenance of power lines, and concerns about the source and cleanliness of drinking water.

### **5.6.4 Climate**

Comments about the climate included concerns about severe winter weather and the effects of cold weather on the construction process.

### **5.6.5 Customs and Border Protection/Safety**

Comments about the operations of CBP and the safety of Coburn Gore included concerns about extra personnel needed during construction, extra safety measures at the new LPOE, communication between Canadian Border Services and CBP, and immigration procedures at the new LPOE.

### **5.6.6 Siting**

Comments about the siting of the new LPOE included concerns about the use of eminent domain and seizure of privately-owned lands and potential rerouting of SR 27.

### **5.6.7 Labor/Economy**

Comments about labor and economic issues included concerns about using local versus imported labor, the cost of the project and the cost to taxpayers, and the agency that will be responsible for funding the project.

### **5.6.8 Dark Skies Protection**

Comments about dark skies protection included concerns about light pollution from the construction and new LPOE impacting the nearby Dark Sky Reserve.

### **5.6.9 Hazardous Materials**

Comments about hazardous materials included concerns about gasoline spills in the Study Area.

## **6.0 LIST OF REFERENCES**

(Dattner A/E Team, 2024). Dattner A/E Team. 2024. Pre-design Feasibility Report- Coburn Gore Land Port of Entry. U.S. General Services Administration and U.S. Customs and Border Protection.

ESRI. 2024. World Street Map Basemap, Coburn Gore, ME. Accessed October 17, 2024.



Maine GeoLibrary. 2022. Regional OrthoImagery.

<https://gis.maine.gov/arcgis/services/imageryBaseMapsEarthCover/orthoRegional2022/ImageServer>.

Accessed October 17, 2024.

U.S. Census Bureau. 2020. "HISPANIC OR LATINO, AND NOT HISPANIC OR LATINO BY RACE." Decennial Census, DEC Redistricting Data (PL 94-171), Table P2, 2020,

<https://data.census.gov/table/DECENNIALPL2020.P2?q=P2&g=060XX00US2300751400>.

Accessed on October 17, 2024.



## **APPENDIX A: NEWSPAPER ADVERTISEMENTS**

## UMF Special EdProgram is now online

FARMINGTON —The University of Maine at Farmington is excited to announce that its long-standing, nationally accredited Special Education Program is now available fully online. Beginning in the Spring 2024 Semester, Farmington's new online modality will provide first-time students, place-bound students, and working adults with the same quality Special Education courses that are available to Farmington's traditional residential students.

In addition, this UMF Online Degree program qualifies for the New England Regional Program tuition discount for residents of Connecticut, Massachusetts, New Hampshire, Rhode Island, and Vermont for the 2023-2024 year—a savings of \$5,880.

UMF has prepared special education teachers since 1963. With this new initiative, courses will be taught by full-time special education faculty in a variety of online modality options, with no in-person instruction required.

According to Kate MacLeod, UMF assistant professor of Special Education, cultivating an inclusive and collaborative mindset, skill set, and heartset is critical to the work of an effective special education teacher—a profession that is increasingly needed in Maine schools.

"We want folks who have a passion for creating more equitable

see UMF Page B6

# Newberry & Verch Duo deeply rooted in tradition

FARMINGTON — Old South Church Concert Series proudly presents the keepers of tradition, the duo of Joe Newberry and April Verch to Farmington on Monday, October 23. Doors open at 6:30pm. The concert begins at 7 p.m. Admission: Adults \$25, Seniors (65+) and Students \$20. Old South Church, located at 235 Main Street, is handicapped accessible.

Tickets can be reserved by calling/texting 207-491-5919, purchased online at Eventbrite link <https://www.eventbrite.com/event/newberry-verch-in-concert-tickets-704497239207>, or at the door. Cash or checks are accepted methods of payment at the door. Questions contact 207-491-5919 or by email [old-southchurchconcerts@gmail.com](mailto:old-southchurchconcerts@gmail.com).

Growing up, Joe Newberry and April Verch absorbed traditions of home and hearth — in his Missouri Ozarks and her Ottawa Valley of Canada. Although they are on the road much of the year, the two musicians are fond of saying that they are rarely homesick, because their music means they always have a bit of home with them wherever they go.

Joe Newberry comes from a family of singers and dancers. He took up the guitar and banjo as a boy and learned fiddle tunes from great Missouri fiddlers. April Verch grew up listening to her dad's country band play at dances in the Ottawa Valley. She started step dancing at age three and fiddling at age six.

In a Newberry & Verch show, delighted audiences see first-hand the roots



Joe Newberry, left with April Verch, right.

SUBMITTED PHOTO

Folk Music and Independent Music nominations and awards for several of those releases.

She has also released an instructional stepdance DVD, a book of original fiddle tunes, and a Canadian Fiddle tune teaching method for Mel Bay. Verch was one of 6 fiddlers who represented the Canadian fiddle tradition to the world at the 2010 Olympic Winter Games in Vancouver, as part of a segment called "Fiddle Nation" featured in the Opening Ceremonies.

Ever since Newberry & Verch met, and discovered a musical spark that few can match, they have toured across North America, Europe, and the U.K., including Nova Scotia's signature festival Celtic Colours International Festival, the Grey Fox Bluegrass Festival in New York state, and Celtic Connections in Glasgow, Scotland. Their 2018 CD, "Going Home," was released to wide acclaim.

In 2021 they released "On This Christmas Day," an album to accompany their annual Holiday Cheer Tour. Whether it is the power of two voices lifted in harmony, or the sound of traditional tunes calling people to get up and move, these two masters of tradition put on an unforgettable show.

And, when their feet kick up the dust in perfect rhythm and those two voices become one, Joe Newberry and April Verch make folks remember why this music existed in the first place. To learn more about the Newberry-Verch duo visit [www.aprilverch.com/about/newberry-verch/](http://www.aprilverch.com/about/newberry-verch/)

A longtime guest on A Prairie Home Companion, he was a featured singer on the Transatlantic Sessions 2016 tour of the U.K., and at the Transatlantic Session's debut at MerleFest in 2017. In addition to his work with April Verch, he plays in a duo with mandolin icon Mike Compton. He also plays and teaches at festivals and workshops in North America and abroad.

Before launching her professional career, Verch was the first woman to win both the Canadian Grand Masters and Canadian Open Fiddling Championships. In 2000, she formed "The April Verch Band," and together they have toured the world, performing in 18 different countries. She has released 14 solo recordings to date, receiving JUNO, Canadian



## Need to sell the old car?

Place an ad in the Franklin Journal

Call 778-2075 for details

## LEGAL NOTICES

### LEGAL NOTICE

Pursuant to M.R.S.A. Title 10: §1374. Self-Storage Act. The contents of household/personal property of persons listed below will be sold to satisfy operators lien. Sale will be held at the Four "K" Storage facility, 386 US Route 2 Wilton, ME on October 14, 2023, at 10:00 AM. - Kimberly Sweatt Unit # 504

### TOWN OF FARMINGTON PUBLIC NOTICE

The Farmington Town Office will be closed on **Monday, October 9, 2023** in observance of the holiday.

### Public Meeting on the Scoping and Development of an Environmental Assessment for the Coburn Gore Point Land Port of Entry Modernization Project

The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze potential impacts from the proposed modernization project at the Coburn Gore Land Port of Entry (LPOE) in Coburn Gore, Maine. GSA is hosting a public meeting to provide project information, and to obtain written comments, on the scope of the EA on Thursday October 26, 2023, from 5:00 PM - 7:00 PM ET at: **Coburn Gore LPOE Main Building State Route 27 (The Arnold Trail) Coburn Gore, ME 04936**

Written comments must be submitted to GSA by November 27, 2023 using one of the following methods:

- In-Person: At the meeting
- Email: [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov) with subject line "Coburn Gore EA"
- Mail: Send written comments by mail to: General Services Administration Attention: Li Wang, Project Manager Thomas P. O'Neill, Jr. Federal Building 10 Causeway Street, 11th Floor Boston, MA 02222

Further information about the project can be viewed at: <http://gsa.gov/coburngore>. For more information, please contact Li Wang, Project Manager, GSA at (857) 246-6644 or [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov).

**STATE OF MAINE**

PROBATE COURT FRANKLIN, SS 140 MAIN STREET, SUITE 6 FARMINGTON, ME

**PROBATE NOTICES**

TO ALL PERSONS INTERESTED IN ANY OF THE ESTATES LISTED BELOW: Notice is hereby given by the respective petitioners that they have filed the following instruments. These matters will be heard at 8:30 A.M. or as soon thereafter as they may be, on the twenty-fifth day of October 2023. The requested actions may be taken on or after the hearing date if no interested persons appear to object. This notice complies with the requirement of 18-C M.R.S. § 3-403 and Maine Probate Rule 4.

**Docket No. 1998-0171** Estate of HARRY E. DYKE, late of Chesterville, ME Petition for Formal Probate of Will or Appointment of Personal Representative or Both S. Clyde Ross, 183 Middle Street, Farmington, ME 04938

**Docket No. 2023-0190** Estate of MAJORIE A. DYKE, late of Chesterville, ME Petition for Formal Adjudication of Intestacy and Appointment of Personal Representative or for Formal Adjudication of Intestacy Only S. Clyde Ross, 183 Middle Street, Farmington, ME 04938

**Docket No. 2023-0194** Estate of RONALD STINSON MCCARTHY, late of Farmington, ME Petition for Formal Probate of Will or Appointment of Personal Representative or Both. Rhonda Hunt McCarthy, 113 Spruce Lane, Farmington, ME 04938

Dated: September 27, 2023 /s/ Heidi P. Jordan, Register of Probate 10/06/2023 & 10/13/2023

**Réunion publique sur la portée et l'élaboration d'une Évaluation Environnementale pour le projet de modernisation du port d'entrée terrestre Coburn Gore**

La General Services Administration (GSA) des États-Unis prépare une Évaluation Environnementale (EE) pour analyser les impacts potentiels du projet de modernisation proposé au Port D'Entrée Terrestre de Coburn Gore à Coburn Gore, dans le Maine. La GSA organise une réunion publique pour fournir des informations sur le projet et pour obtenir des commentaires écrits sur la portée de l'EE le jeudi 26 octobre 2023, de 17h00 à 19h00 à: Le Port D'Entrée Terrestre de Coburn Gore, Bâtiment Principal Route 27 de l'État du Maine (également appelée Arnold Trail ou Arnold Pond Road), Coburn Gore, Maine 04936

Les commentaires écrits doivent être soumis à la GSA avant le 27 novembre 2023 en utilisant l'une des méthodes suivantes :

- En personne: lors de la reunion
- Par courriel à l'adresse suivante: [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov) avec pour ligne d'objet "Coburn Gore EA"
- Courrier: envoyer des commentaires écrits par courrier à: General Services Administration Attention: Li Wang, Project Manager Thomas P. O'Neill, Jr. Federal Building 10 Causeway Street, 11th Floor Boston, MA 02222

Plus d'informations sur le projet peuvent être consultées à l'adresse suivante: <http://gsa.gov/coburngore>.

Pour plus d'informations, veuillez contacter Li Wang, chef de projet, GSA au numéro suivant (857) 246-6644 ou par courriel à l'adresse suivante: [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov).

**Public Notices** are a permanent and independent record of government and court actions. These include state and local government meetings, rule making, available contracts, zoning changes, and many more, as required by law. In addition, parties to some court proceedings, such as foreclosures, probate, and estate actions are required to publish notices to ensure notification of affected parties, as well as the general public. These notices also alert business owners, large and small, to potential government contractual jobs, helping to ensure economic activity across a level playing field. Public notices have existed to ensure transparency in all levels of government since the founding of the United States. State and local notices are published in Maine newspapers and are also recorded at [mainenotices.com](http://mainenotices.com), where anyone can browse or search notices, and sign up to receive email alerts when relevant notices appear.

**Public Hearing Notice**  
**Town of Wilton Planning Board**  
**October 19, 2023 @ 7:00pm**  
**Wilton Town Office**  
Changes to US RT 2 Solar located at 3 Bryant Rd.

**STATE OF MAINE**

PROBATE COURT FRANKLIN, SS 140 MAIN STREET, SUITE 6 FARMINGTON, ME

**NOTICE TO CREDITORS**

18-C M.R.S. § 3-801 (1)

The following Personal Representatives have been appointed in the Estates noted. The first publication date of this notice is October 6, 2023. If you are a creditor of an Estate listed below, you must present your claim within four months of the first publication date of this Notice to Creditors or be forever barred.

You may present your claim by filing a written statement of your claim on a proper form with the Register of Probate of this Court or by delivering or mailing to the Personal Representative listed below at the address published by the Personal Representative's name a written statement of the claim indicating the basis therefore, the name and address of the claimant and the amount claimed or in such other manner as the law may provide. See 18-C M.R.S. § 3-804.

**Docket No. 2023-0182** Estate of DEBRA LYNN BARTLETT, late of Temple, ME Ronald Lee Bartlett, 141 New Vineyard Road, Farmington, ME 04938

**Docket No. 2023-0183** Estate of WENDALL J. KOLREG, SR., late of Jay, ME Theresa J. Tilton, 433 Crash Road, Jay, ME 04239

**Docket No. 2023-0184** Estate of DOROTHY BARKER WHITE, late of Jay, ME Jeffrey P. White, 668 Paris Hill Road, South Paris, ME 04281

**Docket No. 2023-0187** Estate of RICHARD R. PUNSKY, late of Temple, ME Gary A. Punskey, 38 Blandings Way, Biddeford, ME 04005

**Docket No. 2023-0191** Estate of JOSHUA D. MACOMBER, late of Eustis, ME Elisabeth Macomber, PO Box 34, Stratton, ME 04938

**Docket No. 2023-0192** Estate of JOHN A. DISTEFANO, late of Farmington, ME Suzanne DiStefano, 301 Temple Road, Farmington, ME 04938

**Docket No. 2023-0193** Estate of ALAN R. SMITH, late of Strong, ME Maria Janet Lombardi, 1081 Franklin Road, Jay, ME 04239

**Docket No. 2023-0195** Estate of KATHLEEN C. PORTER, late of Jay, ME Susan M. Lemieux, 465 Desert Pond Road, Mount Vernon, ME 04352 and Stacy L. Couture, 131 Wilson Stream Lane, Farmington, ME 04938

**Docket No. 2023-0200** Estate of BARBARA L. SMITH-BAKER, late of Weld, ME Lena E. Smith, 189 West 89th Street, Apt. 9D, New York, NY 10024

**Docket No. 2023-0205** Estate of LUCILLE I. ROLFE, late of Farmington, ME Patricia A. Moar, 161 Morrison Hill Road, Farmington, ME 04938

**Docket No. 2023-0209** Estate of RICHARD H. CONDON, late of Farmington, ME Robert K. Condon, 122 Middle Street, Farmington, ME 04938

Dated: September 27, 2023 /s/ Heidi P. Jordan, Register of Probate 10/06/2023 & 10/13/2023

# Home Plates: A great recipe for apple pie was the least of it

By Joyce Weldon

My mother-in-law, Edie, was born in 1906 and as a teenager took the train from North Woburn into Boston to attend a young lady's cooking school. She learned methods there that are no longer taught today, baking and cooking everything from scratch. Over the years that I had the joy of knowing her, she taught me many things I would not have learned anywhere else, like what to do with parsnips and turnips, which I had never heard of, and how to make wonderful turkey stuffing.

She taught me, most of all, how to love people. She was a nurse in a local nursing home until age 85, and she loved each resident like they were family. Over the years, she also taught me how to love my husband and children, without saying a word. She was famous in the family for her apple pie, which she continued to make well into her 90s. I have tried for years to make an apple pie like hers, even going so far as to watch her and write down every step. However, when I tried to repeat the process, it was never the same.

Edie would stick out her arthritic hands and say, "It's in the hands." My hands are still trying after all these years.

## Edie's Apple Pie

I have adjusted the recipe over the years, mainly using less extra Crisco and mixing the apples, sugar and spices in a bowl with a tablespoon of flour (for thickening) before placing the filling in crust and then dotting it with butter. But this is the recipe just as she made it.



PHOTO COURTESY OF JOYCE WELDON

Edie, apple pie maker extraordinaire.



PHOTO COURTESY OF JOYCE WELDON  
Edie's Apple Pie

### FOR THE CRUST:

1 1/2 - 1 3/4 cups flour  
Shake of salt  
5 tablespoons of Crisco  
Enough water to make it slightly sticky (mixing as adding)

Mix together with a fork until Crisco is pea size and incorporated. Use your hands and divide dough in 2 pieces. Lightly flour a board and roll out to fit your round pie pan with slight amount hanging over the sides. Put a small amount of Crisco on bottom of pie pan. Fold dough in half and put in pan and spread over entire pan.

### FOR THE PIE:

Lightly sprinkle the crust with nutmeg and place in 3-4 peeled, sliced Cortland apples. Dot with about 3 teaspoons of butter. Then sprinkle apples with about 3/4 cup of sugar, 1/4 teaspoon each cinnamon and nutmeg.

Roll out top crust. Sprinkle with nutmeg and place over apples, nutmeg-side down. Shake a wet hand of water over top crust. Lift the sides to press out any air and fold top edge under bottom crust. Crimp top and bottom crust together. Then poke holds with a fork in the top crust and gently rub top crust with

a light amount of Crisco. Also sprinkle with water (about 10 drops with a shake of the hand) and lightly sprinkle with flour.

Cover the pie crust edge with strips of cloth or foil to prevent excessive browning. Bake at 400 degrees about 40 minutes or until crust is brown and juices begin to bubble through crust.

Remove cloth from edges for the last 15 minutes of baking.

### THE COOK: Joyce Weldon

"Twelve years ago, my husband retired as a full-time pastor with Village Missions. We moved from our last church to our wonderful home in New Gloucester, where I am a basic cook for my husband and myself. Over the years I learned to cook mainly from a Betty Crocker cookbook purchased in college and I've lots of recipes passed on from ladies in our churches. Neither of my working parents liked to cook and didn't pass on any cooking skills, all the more reason why my amazing mother-in-law (who lived to be 104 and whose cooking was loved by all) was such a great person and instructor in my life. Aside from daily cooking and trying out new cookie recipes, I love to cross stitch, crochet, and read murder mysteries."



Joyce Weldon

## PHILLIPS

continued from Page B1

50s, 60s, 70s, the group continued to patronize The Ocean View Restaurant. However, throughout the decades, as their tastes became ever more "refined", their "acuity" might have begun to dim.

Of course, you had to be there to get the full impact of all those decades on the lovely ladies who were first seen fussing with their lipsticks and giggling about boys and were now wearing hearing aids and using walking sticks and, perhaps, experiencing a bit of memory loss, as well.

In the last scene of the skit, all were gathered once again to decide where to go for dinner that evening. To the audience's great delight, the overwhelming response was, of course, The Ocean View Restaurant "because, you know, we've never been there..."

Following a brief intermission, during which the audience was encouraged to check out the snacks and beverages for sale at the back of the auditorium, Act II opened with "Hunting Camp", featuring Chris Hardy, Bruce Godin, Steve Mitchell, Milt Baston, and Duane Stefani.

Bruce Godin also performed a soliloquy of "Hello, Muddah, Hello, Faddah" to a recording of the original tune by Alan Sherman.

The Mt. Abram duet, Freddy, and Evan, returned to perform a second number, "Hit the Road Jack" by Ray Charles.

The last act of the evening's entertainment was The Dancers: Sharon Jones with "Bob", Dolly Bodine with "Chris", Sandra Curtis with "Moe", BJ Bangs with "Egor", and Paula Kane



PAULA KANE PHOTO  
Bruce Godin, performing "Hello Faddah, Hello Muddah."

with "Elvis". The group danced to "The Great Pretender" by Elvis Presley and received a lesson on how to do the Macarena from Harmony Cox and June Locklan.

A special thank you goes to Walmart for providing the broomstick partners, whose "personalities" and costumes were created by the ladies. The broomstick partners will be on display at the Scarecrow

Reunion.

This event was sponsored in part by Pat Matulaitis, Ginni Robie, Mt. Timber Frames, and Adams Bros. Monument Company.

All of PACC's activities this year are underwritten by Edmunds' Market, Dark Star Fabrics, Mike Soboleski, Eastman Park, Saviello's EPCS LLC, and Mike and Ginny Auger.



PAULA KANE PHOTO  
Tom Skolfield, recites The Cremation of Sam McGee by Robert Service.

## LEGAL NOTICES

**STATE OF MAINE**  
140 MAIN STREET, SUITE 6 FARMINGTON, ME

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**Docket No. 2023-0190** Estate of MAJORIE A. DYKE, late of Chesterville, ME Petition for Formal Adjudication of Intestacy and Appointment of Personal Representative or for Formal Adjudication of Intestacy Only S. Clyde Ross, 183 Middle Street, Farmington, ME 04938

**Docket No. 2023-0194** Estate of RONALD STINSON MCCARTHY, late of Farmington, ME Petition for Formal Probate of Will or Appointment of Personal Representative or Both. Rhonda Hunt McCarthy, 113 Spruce Lane, Farmington, ME 04938

/s/ Heidi P. Jordan, Register of Probate  
10/06/2023 & 10/13/2023

**Public Notices** are a permanent and independent record of government and court actions. These include state and local government meetings, rule making, available contracts, zoning changes, and many more, as required by law. In addition, parties to some court proceedings, such as foreclosures, probate, and estate actions are required to publish notices to ensure notification of affected parties, as well as the general public. These notices also alert business owners, large and small, to potential government contractual jobs, helping to ensure economic activity across a level playing field. Public notices have existed to ensure transparency in all levels of government since the founding of the United States.

State and local notices are published in Maine newspapers and are also recorded at mainenotices.com, where anyone can browse or search notices, and sign up to receive email alerts when relevant notices appear.

**Public Hearing Notice**  
**Town of Wilton Planning Board**  
**October 19, 2023 @ 7:00pm**  
**Wilton Town Office**  
**Changes to US RT 2 Solar**  
**located at 3 Bryant Rd.**

**FARMINGTON SELECT BOARD PUBLIC HEARING**  
**153 Farmington Falls Road**  
**Tuesday, October 24, 2023 at 6:30 PM**  
**Downstairs Meeting Room**

The Farmington Select Board will conduct a Public Hearing for the purpose of presenting details and to solicit comments for the acceptance of Riverside Greenhouses and Florist LLC to the State of Maine Community Development Block Grant Economic Development Program as part of the Project Development Phase. The purpose of the grant funds is to construct a 30' x 80' heated year-round greenhouse and create four new jobs. Comments may be submitted in writing to: J. Stevens Kaiser, Code/Planning Officer, 153 Farmington Falls Road, Farmington, ME 04938 at any time prior to the hearing. TDD/TTY users may call 207-778-5873.

All interested parties are welcome to attend.

If you are physically unable to access any of the Town's programs or services, please call Cindy Gelinias at 778-5874 or 778-6538 so that accommodation can be made.

**Réunion publique sur la portée et l'élaboration d'une Évaluation Environnementale pour le projet de modernisation du port d'entrée terrestre Coburn Gore**

La General Services Administration (GSA) des États-Unis prépare une Évaluation Environnementale (EE) pour analyser les impacts potentiels du projet de modernisation proposé au Port D'Entrée Terrestre de Coburn Gore à Coburn Gore, dans le Maine. La GSA organise une réunion publique pour fournir des informations sur le projet et pour obtenir des commentaires écrits sur la portée de l'EE le jeudi 26 octobre 2023, de 17h00 à 19h00 à: Le Port D'Entrée Terrestre de Coburn Gore, Bâtiment Principal Route 27 de l'État du Maine (également appelée Arnold Trail ou Arnold Pond Road), Coburn Gore, Maine 04936

Les commentaires écrits doivent être soumis à la GSA avant le 27 novembre 2023 en utilisant l'une des méthodes suivantes :

- En personne: lors de la reunion
- Par courriel à l'adresse suivante: coburngore.lpoe@gsa.gov avec pour ligne d'objet "Coburn Gore EA"
- Courrier: envoyer des commentaires écrits par courrier à: General Services Administration Attention: Li Wang, Project Manager Thomas P. O'Neill, Jr. Federal Building 10 Causeway Street, 11th Floor Boston, MA 02222

Plus d'informations sur le projet peuvent être consultées à l'adresse suivante: <http://gsa.gov/coburngore>.

Pour plus d'informations, veuillez contacter Li Wang, chef de projet, GSA au numéro suivant (857) 246-6644 ou par courriel à l'adresse suivante: coburngore.lpoe@gsa.gov.

**Public Meeting on the Scoping and Development of an Environmental Assessment for the Coburn Gore Point Land Port of Entry Modernization Project**

The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze potential impacts from the proposed modernization project at the Coburn Gore Land Port of Entry (LPOE) in Coburn Gore, Maine. GSA is hosting a public meeting to provide project information, and to obtain written comments, on the scope of the EA on Thursday October 26, 2023, from 5:00 PM - 7:00 PM ET at: **Coburn Gore LPOE Main Building State Route 27 (The Arnold Trail) Coburn Gore, ME 04936**

Written comments must be submitted to GSA by November 27, 2023 using one of the following methods:

- In-Person: At the meeting
- Email: coburngore.lpoe@gsa.gov with subject line "Coburn Gore EA"
- Mail: Send written comments by mail to: General Services Administration Attention: Li Wang, Project Manager Thomas P. O'Neill, Jr. Federal Building 10 Causeway Street, 11th Floor Boston, MA 02222

Further information about the project can be viewed at: <http://gsa.gov/coburngore>. For more information, please contact Li Wang, Project Manager, GSA at (857) 246-6644 or coburngore.lpoe@gsa.gov.

**STATE OF MAINE**  
140 MAIN STREET, SUITE 6 FARMINGTON, ME

**NOTICE TO CREDITORS**  
18-C M.R.S. § 3-801 (1)

The following Personal Representatives have been appointed in the Estates noted. The first publication date of this notice is October 6, 2023. If you are a creditor of an Estate listed below, you must present your claim within four months of the first publication date of this Notice to Creditors or be forever barred.

You may present your claim by filing a written statement of your claim on a proper form with the Register of Probate of this Court or by delivering or mailing to the Personal Representative listed below at the address published by the Personal Representative's name a written statement of the claim indicating the basis therefore, the name and address of the claimant and the amount claimed or in such other manner as the law may provide. See 18-C M.R.S. § 3-804.

**Docket No. 2023-0182** Estate of DEBRA LYNN BARTLETT, late of Temple, ME Ronald Lee Bartlett, 141 New Vineyard Road, Farmington, ME 04938

**Docket No. 2023-0183** Estate of WENDALL J. KOLREG, SR., late of Jay, ME Theresa J. Tilton, 433 Crash Road, Jay, ME 04239

**Docket No. 2023-0184** Estate of DOROTHY BARKER WHITE, late of Jay, ME Jeffrey P. White, 668 Paris Hill Road, South Paris, ME 04281

**Docket No. 2023-0187** Estate of RICHARD R. PUNSKY, late of Temple, ME Gary A. Punskey, 38 Blandings Way, Biddeford, ME 04005

**Docket No. 2023-0191** Estate of JOSHUA D. MACOMBER, late of Eustis, ME Elisabeth Macomber, PO Box 34, Stratton, ME 04938

**Docket No. 2023-0192** Estate of JOHN A. DISTEFANO, late of Farmington, ME Suzanne DiStefano, 301 Temple Road, Farmington, ME 04938

**Docket No. 2023-0193** Estate of ALAN R. SMITH, late of Strong, ME Maria Janet Lombardi, 1081 Franklin Road, Jay, ME 04239

**Docket No. 2023-0195** Estate of KATHLEEN C. PORTER, late of Jay, ME Susan M. Lemieux, 465 Desert Pond Road, Mount Vernon, ME 04352 and Stacy L. Couture, 131 Wilson Stream Lane, Farmington, ME 04938

**Docket No. 2023-0200** Estate of BARBARA L. SMITH-BAKER, late of Weld, ME Lena E. Smith, 189 West 89th Street, Apt. 9D, New York, NY 10024

**Docket No. 2023-0205** Estate of LUCILLE I. ROLFE, late of Farmington, ME Patricia A. Moar, 161 Morrison Hill Road, Farmington, ME 04938

**Docket No. 2023-0209** Estate of RICHARD H. CONDON, late of Farmington, ME Robert K. Condon, 122 Middle Street, Farmington, ME 04938

Dated: September 27, 2023

/s/ Heidi P. Jordan, Register of Probate  
10/06/2023 & 10/13/2023

# The Western Maine Weeklies

The Franklin Journal • Livermore Falls Advertiser • Advertiser Democrat  
Bethel Citizen • The Rangeley Highlander

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187 Wilton Road, Farmington ME 04938

(207) 778-2075 • Fax (207) 778-6970

Date: July 31, 2024

Re: JMT – Johnson, Mirmiran & Thompson, Inc 40 Wight Avenue, Hunt Valley, MD 21030

This is to certify that notices re: Coburn Gore Public Meeting on the Scoping and Development French version

Appeared in: (  ) **The Franklin Journal** and ( ) Livermore Falls Advertiser ( ) The Advertiser Democrat ( )

The Rangeley Highlander on

Franklin Journal – June 7, 2024 and June 14, 2024

Please see the attached tear sheet (s) for the ad as it appeared.



Michael Blanchet

Western Maine Weeklies Advertising Sales Manager

Sun Journal- Franklin Journal  
Sun Media Group Publications  
207-780-9052

STATE OF MAINE

COUNTY OF FRANKLIN: SS

Then personally appeared before me the above named and acknowledged the foregoing instrument to be the free act and deed of (  ) **The Franklin Journal** ( ) Livermore Falls Advertiser ( ) The Advertiser Democrat ( ) The Rangeley Highlander.



Notary Public

My commission expires:



SANDRA M. GRONDIN  
Notary Public, State Of Maine  
My Commission Expires January 8, 2025

State Registry, participants then pledge to a one-year employment commitment to FMH.

assessment Systems) reading test and math at a 9th grade level which can be taken at a local Adult Education. The deadline to apply is

to ten individuals will be accepted into the program. Your first step is to apply! Visit [www.careersatmaine-health.org](http://www.careersatmaine-health.org). Search by job

## Legal Notices

### **Public Meeting on the Scoping and Development of an Environmental Assessment for the Coburn Gore Point Land Port of Entry Modernization Project**

The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze potential impacts from the proposed modernization project at the Coburn Gore Land Port of Entry (LPOE) in Coburn Gore, Maine. Concurrently GSA will coordinate and comply with the National Historic Preservation Act Section 106 as the current main building located on site is listed on the National Register of Historic Places (NRHP). A public meeting was held on October 26, 2023 to solicit public comment on the proposed project. Since that time, project development has continued and the need to expand the study area has been identified.

GSA will host a second public meeting on Thursday, June 27th, from 5:00 PM - 7:00 PM, with a project update starting at 5:15 p.m. GSA will provide updated information on the expanded study area to the attendees. The meeting will be held at:

Coburn Gore LPOE Main Building  
State Route 27 (The Arnold Trail)  
Coburn Gore, ME 04936

Written comments must be submitted to GSA by July 29, 2024 using one of the following methods:

- In-Person: At the meeting
- Email: [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov) with subject line "**Coburn Gore EA**"
- Mail: Send written comments by mail to:  
General Services Administration  
Attention: Li Wang, Project Manager  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222

A French translator will be present at the public meeting. To request additional special accommodations such as an American Sign Language interpreter or other audio/visual aids, please email [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov) before June 12, 2024. Further information about the project can be viewed at: <http://gsa.gov/coburngore>. For more information, please contact Li Wang, Project Manager, GSA at (857) 246-6644 or [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov).

qualifications to help you  
move along a career path-

Forster, Secretary Janice Maxham, Treasurer  
..In addition to discussing and voting on changes to the by-laws, we  
will be electing Officers and Trustees whose terms are expiring.  
..Potluck dinner starts at 6pm. prior to our business meeting. We  
would love to have all members of FHS attend to vote on the  
proposed changes. The Board welcomes input and questions from  
the membership regarding the proposed clarifications and additions  
to the current by-laws.

### Réunion publique sur la portée et l'élaboration d'une Évaluation Environnementale pour le projet de modernisation du port d'entrée terrestre Coburn Gore

La General Services Administration (GSA) des États-Unis prépare une Évaluation Environnementale (ÉE) pour analyser les impacts potentiels du projet de modernisation proposé au Port D'Entrée Terrestre de Coburn Gore à Coburn Gore, dans le Maine. Parallèlement, la GSA coordonnera et se conformera à l'article 106 du National Historic Preservation Act (Loi sur la préservation historique nationale), car le bâtiment principal actuel situé sur le site est répertorié dans le National Register of Historic Places (NRHP) (registre national des lieux historiques). Une réunion publique a eu lieu le 26 octobre 2023 pour solliciter les commentaires du public sur le projet proposé. Depuis, le développement du projet s'est poursuivi et la nécessité d'élargir la zone d'étude a été identifiée.

La GSA tiendra une deuxième réunion publique le jeudi 27 juin 2024, de 17h00 à 19h00, avec une mise à jour du projet commençant à 17h15. La GSA fournira aux participants des informations mises à jour sur la zone d'étude élargie. La réunion aura lieu à :

Le Port D'Entrée Terrestre de Coburn Gore, Bâtiment Principal  
Route 27 de l'État du Maine (également appelée Arnold Trail ou Arnold Pond Road),  
Coburn Gore, Maine 04936

Les commentaires écrits doivent être soumis à la GSA avant le 29 juillet 2024 en utilisant l'une des méthodes suivantes

- En personne : lors de la réunion
- Courriel: Envoyer un courriel à l'adresse suivante: [coburngore.LPOE@gsa.gov](mailto:coburngore.LPOE@gsa.gov) avec pour ligne d'objet "**Coburn Gore EA**"
- Courrier : Envoyer des commentaires écrits par courrier à :  
General Services Administration  
Attention: Li Wang, Project Manager  
T.P. O'Neill Federal Building  
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Boston, MA 02222

Un traducteur français sera présent à la réunion. Pour demander d'autres aménagements tels qu'un interprète en langue des signes américaine ou des aides audiovisuelles, veuillez envoyer un courriel à l'adresse suivante: [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov) avant le 12 juin 2024. Plus d'informations sur le projet peuvent être consultées à l'adresse suivante: <http://gsa.gov/coburngore>. Pour plus d'informations, veuillez contacter Li Wang, chef de projet, GSA au numéro suivant (857) 246-6644 ou par courriel à l'adresse suivante: [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov).



Courtesy of CHA Architecture, P.C.

Each age-specific primary classroom is represented by an iconic residential form - gable, gambrel, sloped roof or curved roof - that create welcoming entries to each classroom and are echoed inside each room as scaled down niches for imaginative play and gathering.



UMF IMAGE

An initiative championed at UMF, nature-based education is the intentional use of nature in all learning environments, which benefits children with physical and social/emotional development and confidence building.

## Sweatt-Winter Center wins prestigious design award

FARMINGTON —The new, state-of-the-art University of Maine at Farmington Sweatt-Winter Child Care and Early Education Center designed by CHA Architecture, P.C., of Portland, has won a prestigious Maine AIA (American Institute of Architects) design award. The award was announced at a public event on May 9, and the Sweatt-Winter Center will be featured along with other award-winning projects, in the June Maine Home + Design magazine.

The vision for the new 10,000 sq. ft. center was developed over a two-year stakeholder process that pri-

oritized the new space conveying a feeling of safety and comfort, similar to the security a child feels in their home, and to feature a connection to the outdoors and the natural world through a comprehensive focus on nature-based education. An initiative championed at UMF, nature-based education is the intentional use of nature in all learning environments, which benefits children with physical and social/emotional development and confidence building.

“The new Sweatt-Winter Center’s award-winning design speaks volumes about UMF’s commitment

to providing quality childcare and well-prepared early childhood educators for families in Maine,” said Joseph McDonnell, UMF president. “In addition to providing top notch, nature-based childcare and education, the center’s unique lab school is preparing UMF students as the next generation of early childhood educators, leaders and professionals.”

The design project transformed a former call center on the UMF campus into an innovative facility that provides expanded access to nature-based childcare and early education for children from infants to ear-

ly school age.

It is also the University’s vital lab school where teacher education students in UMF’s long-standing Early Childhood Education programs have hands-on experience becoming tomorrow’s educators. UMF students work directly with the center’s children to observe and understand children’s play, behavior, learning styles and developmentally appropriate teaching practices. Observation areas and cutting-edge, real-time digital observation capabilities create an enhanced learning environment for UMF students that can also be shared with

satellite UMF Early Childhood Education program participants in the state.

The new building was designed to create 20 new slots for children in the Franklin County area, including a new infant program for children 6 weeks to 18 months and a toddler program for children 18 months to age 3, as well as increase enrollment in its undergraduate and graduate early childhood education programs by at least 20%.

Since relocating to the new building in October 2023, the center has welcomed dozens of children, introduced its new infant

and toddler program, hosted a regional conference on nature-based playscapes and has spurred the addition of a nature-based graduate certificate program in the UMF education program.

Funding for the expansion came from voter-approved state bonds, Governor Mills’ Maine Jobs & Recovery Plan and Congressionally Directed Spending requested by the System and secured by U.S. Sen. Susan Collins. The Lennox Foundation contributed \$100,000 specifically designated for the outdoor nature-based areas.

## CNA apprentice opportunity offered, earn-while-you-learn

FARMINGTON —Franklin Community Health Network is excited to offer an employment opportunity for individuals looking to become a Certified Nursing Assistant (CNA). This is a 36-hour earn-while-you-learn employment opportunity that pays students to attend school to obtain their CNA license.

Successful applicants’ employment for the first 5-7 weeks will be paid classroom hours Tuesday through Thursday as part of an accelerated CNA curriculum followed by paid clinical rotation at Franklin Memorial Hospital (FMH). Students will also work one shift per week on the Medical Surgical Unit while in classes.

Upon successful completion of the course, passing the State CNA exam and successful acceptance to the State Registry, participants then pledge to a one-year employment commitment to FMH.



SUBMITTED PHOTO

Earn while you learn, build your qualifications to help you move along a career pathway

All applicants must first pass the CASAS (Comprehensive Adult Student Assessment Systems) reading test and math at a 9th grade level which can be taken at a local Adult Education.

The deadline to apply is

June 24 with a start date of July 22 and interviews are currently taking place. Six to ten individuals will be accepted into the program. Your first step is to apply! Visit [www.careersatmaine-health.org](http://www.careersatmaine-health.org). Search by job

title: CNA Apprentice and location Farmington.

This opportunity may be the first of several health care stackable credentials over time to build your qualifications to help you move along a career path-

way or up a career ladder to potentially different and higher-paying jobs, such as a Registered Nurse, Medical Assistant, or Certified Surgical Technician.

For more information reach out to Tania Dawson, MSN, RN, CHPN, FMH Clinical Resource Manager at 779-2554 or Nicolle Godbout at 779-2569.

## Legal Notices

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### LEGAL NOTICE

Notice of proposed amendments to the By-Laws Pursuant to Article XI of the By-Laws of the **Farmington Historical Society, Inc.**, a duly organized Maine non-profit corporation, having an office and place of business at Farmington, Maine, notice is hereby given that at the Annual Member Meeting of the corporation scheduled for June 24, 2024, at 7pm. at the North Church at 118 High Street in Farmington, proposed amendments will be presented for discussion and acted upon. Dated at Farmington, Maine, May 26, 2024 Jane Woodman, President Emile Richard, Vice-President Theresa Forster, Secretary Janice Maxham, Treasurer --In addition to discussing and voting on changes to the by-laws, we will be electing Officers and Trustees whose terms are expiring. --Potluck dinner starts at 6pm. prior to our business meeting. We would love to have all members of FHS attend to vote on the proposed changes. The Board welcomes input and questions from the membership regarding the proposed clarifications and additions to the current by-laws.

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Attention: Li Wang, Project Manager  
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## **APPENDIX B: PRESS RELEASE AND ADVERTISING ON SOCIAL MEDIA**



An official website of the United States government



U.S. General Services Administration

This is archived information. It may contain outdated contact names, telephone numbers, Web links, or other information. For up-to-date information visit [GSA.gov](https://www.gsa.gov) pages by topic or contact our Office of Public Affairs at [press@gsa.gov](mailto:press@gsa.gov). For a list of public affairs officers by beat, visit the [GSA Newsroom](#).

# U.S. General Services Administration to host public scoping meeting for the Land Port of Entry in Coburn Gore, Maine

October 18, 2023

BOSTON – In compliance with the [National Environmental Policy Act](#), the [U.S. General Services Administration \(GSA\)](#) will host a public meeting in support of an Environmental Assessment for the proposed modernization and expansion project of the [Land Port of Entry \(LPOE\) at Coburn Gore, Maine](#).

The public is encouraged to attend and participate in the public meeting on:

**WHEN:** Thursday, October 26, 2023, from 5:00 p.m. to 7:00 p.m. ET.

**WHERE:** Coburn Gore LPOE, Main Building, ME-27, Coburn Gore, ME 04936

The meeting will be conducted in an open house format - with French translation available. GSA will provide project information to the attendees. The public will have an opportunity to hear about the project and learn how they can provide input on the issues that are important to the community. This input is a valuable step in the process and will be used by GSA to determine the scope and content of the Environmental Assessment.

The new facility, funded by the [Bipartisan Infrastructure Law](#), will strengthen supply chains, improve operational capabilities and facility infrastructure, spur economic growth, and bolster the country's security.

The Coburn Gore LPOE will incorporate sustainability features that will reduce greenhouse gas emissions, mitigate environmental impact, and simultaneously increase the mission readiness of the federal government by increasing resilience to climate change.

**Written comments regarding the Environmental Assessment must be received by November 27, 2023, using one of the following methods:**

- ★ **In-Person:** Submit written comments at the public meeting via comment forms to be distributed at the meeting.
- ★ **Email:** Send an email to [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov) and reference "Coburn Gore LPOE EA" in the subject line.
- ★ **Mail:** Send written comments to the following address:

U.S General Services Administration

Attention: Li-hang Wang, Coburn Gore Project Manager

Thomas P. O'Neill, Jr., Federal Building

10 Causeway Street, 11th Floor

Boston, MA 02222-1077

Project information is available at: [gsa.gov/coburngore](https://gsa.gov/coburngore)

This announcement is part of President Biden’s Investing in America agenda in growing the American economy from the bottom up and middle-out – from rebuilding our Nation’s infrastructure, to creating a manufacturing and innovation boom powered by good-paying jobs, to building a clean-energy economy that will combat climate change and make our communities more resilient.

**About GSA:**

GSA provides centralized procurement and shared services for the federal government, managing a nationwide real estate portfolio of nearly 370 million rentable square feet, overseeing about \$87 billion in products and services via federal contracts, and delivering technology services that serve millions of people across dozens of federal agencies. GSA’s mission is to deliver the best customer experience and value in real estate, acquisition, and technology services to the government and the American people. For more information, visit [GSA.gov](https://GSA.gov) and follow us at [@USGSA](https://twitter.com/USGSA) .

**Media Contact**

Paul Hughes  
Public Affairs Officer  
[Paul.hughes@gsa.gov](mailto:Paul.hughes@gsa.gov)  
[617-283-6142](tel:617-283-6142)

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Last Reviewed: 2023-10-18



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U.S. General Services Administration New England Region

October 18, 2023 · 🌐

<https://ow.ly/4nbr50PYfm5>

U.S. General Services Administration to host public scoping meeting for the Land Port of Entry in Coburn Gore, Maine

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U.S. General Services Administration to host public scoping meeting for the Land Port of Entry in Coburn Gore, Maine



45





U.S. General Services Administration

# U.S. General Services Administration to host second public scoping meeting for the Land Port of Entry in Coburn Gore, Maine

June 18, 2024

BOSTON – In compliance with the [National Environmental Policy Act](#), the [U.S. General Services Administration \(GSA\)](#) will host a second public meeting in support of an Environmental Assessment for the proposed modernization and expansion project of the [Land Port of Entry at Coburn Gore, Maine](#).

All are encouraged to attend and participate in the public meeting on:

**WHEN:** June 27, from 5:00 p.m. to 7:00 p.m. ET.

**WHERE:** Coburn Gore Land Port of Entry, Main Building, ME-27, Coburn Gore, ME

GSA will provide a project update at 5:15 p.m. A French interpreter will be available.

The public will learn how they can provide input on the issues that are important to the community. This input is a valuable step in the process and will be used by GSA to determine the scope and content of the Environmental Assessment.

The project, funded by the [Bipartisan Infrastructure Law](#), will provide a fully operational facility that coordinates with the traffic flow and operations of the Canadian port of entry at Saint-Augustin-de-Woburn Quebec, Port of Entry.

The new port will be functional, accessible and equitable for Customs and Border Protection (CBP) to more efficiently carry out its agency mission and their operations and interactions with the public.

The Coburn Gore Land Port of Entry project will incorporate sustainability features that will reduce greenhouse gas emissions, mitigate the facility's environmental impact and simultaneously increase the mission readiness of the federal government by providing resilience to climate change.

**Written comments regarding the Environmental Assessment must be received by 5:00 p.m. on Monday, July 29, 2024, using one of the following methods:**

- **In-Person:** Submit written comments at the public meeting via comment forms to be distributed at the meeting.
- **Email:** Send an email to [coburngore.LPOE@gsa.gov](mailto:coburngore.LPOE@gsa.gov) and reference "Coburn Gore LPOE EA" in the subject line.
- **Mail:** Send written comments to the following address:

U.S General Services Administration

Attention: Li-hang Wang, Coburn Gore Project Manager

Thomas P. O'Neill, Jr., Federal Building

10 Causeway Street, 11th Floor

Boston, MA 02222-1077

Project information is available at: [gsa.gov/coburngore](https://gsa.gov/coburngore)

This announcement is part of President Biden’s Investing in America agenda in growing the American economy from the bottom up and middle-out from rebuilding our Nation’s infrastructure, to creating a manufacturing and innovation boom powered by good-paying jobs, to building a clean-energy economy that will combat climate change and make our communities more resilient.

Media Contact: Paul Hughes, [617-283-6142](tel:617-283-6142), [paul.hughes@gsa.gov](mailto:paul.hughes@gsa.gov)

### **About GSA:**

GSA provides centralized procurement and shared services for the federal government, managing a nationwide real estate portfolio of nearly 370 million rentable square feet, overseeing **over \$100 billion** in products and services via federal contracts, and delivering technology services that serve millions of people across dozens of federal agencies. GSA’s mission is to deliver the best customer experience and value in real estate, acquisition, and technology services to the government and the American people. For more information, visit [GSA.gov](https://GSA.gov) and follow us at [@USGSA](https://@USGSA).

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Last updated: Jun 18, 2024



**APPENDIX C: DISTRIBUTION LIST AND LETTER TO INTERESTED PARTIES**



GSA New England Region

October 2, 2023

RE: Scoping for the Preparation of an Environmental Assessment for the Proposed Modernization Project at the Coburn Gore Land Port of Entry in Coburn Gore, Maine

Dear Interested Party:

In compliance with the National Environmental Policy Act (NEPA), the U.S. General Services Administration (GSA) will prepare an Environmental Assessment (EA) to analyze the potential environmental impacts from the proposed modernization project at the Coburn Gore Land Port of Entry (LPOE) in Coburn Gore, Maine (ME). You are receiving this letter because you have been identified as an interested party and/or stakeholder for this project. Please feel free to share this letter and the public meeting information with local neighbors.

The LPOE is owned and managed by GSA and operated by the U.S. Department of Homeland Security's Customs and Border Protection (CBP). GSA is the lead agency for the EA, acting on behalf of its federal agency tenant, CBP.

The Coburn Gore LPOE is located in Coburn Gore, ME, about 20 miles northwest of the Town of Eustis, ME and across the border from Woburn, Quebec. The Coburn Gore LPOE is bisected by State Route 27 (also known as Highway 27 and The Arnold Trail) with buildings and facilities to the north and south of State Route 27. The proposed project would improve the operational efficiency, safety, and security for CBP personnel and cross-border travelers at the LPOE. The existing facility can no longer adequately support the mission requirements of CBP.

The EA will consider "action" project alternatives. Three (3) alternatives will consider options that include the acquisition of additional land, construction of a new or expanded facility, relocation of existing historical single-family residences to address the issues mentioned above. The fourth alternative is a "no action" alternative where the current LPOE facilities would continue to operate under existing conditions.

You are invited to attend and participate in a public meeting on Thursday, October 26, 2023, from 5:00PM to 7:00PM Eastern Standard Time at:

Coburn Gore LPOE  
State Route 27  
Coburn Gore, ME 04936

The meeting will be conducted in an open house format, where project information will be presented and distributed to the attendees. A French translator and American Sign Language interpreter will be present. Project information, including the meeting

materials, will also be available at the project website: <http://gsa.gov/coburngore>.

The purpose of the meeting is to provide interested parties, stakeholders, and the public with an opportunity to hear about the project and learn how they can provide input on the issues that are important to the community. This input is a valuable step in the process and will be used by GSA to determine the scope and content of the EA. Your participation in the EA process is greatly appreciated. We encourage you to review the project information and provide any comments you may have. Written comments must be submitted to GSA by November 27, 2023 using one of the following methods:

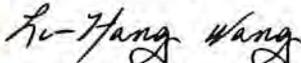
- In-Person: At the meeting. A stenographer will be present at the scoping meeting to receive and record oral comments.
- Email: Send an email to [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov) with subject line "Coburn Gore EA"
- Mail: Send written comments by mail to:

General Services Administration  
Attention: Li Wang, Project Manager  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222

Information about the project can be viewed at: <http://gsa.gov/coburngore>. For more information, please contact Li Wang, Coburn Gore Project Manager, GSA at 857-246-6644 or [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov).

Thank you for your interest in this project.

Sincerely,

DocuSigned by:  
  
96B637728A614E0...

Li Wang  
Project Manager  
General Services Administration, New England Region

LHW/tls

Enclosures



Agency/Stakeholder Name	Role	Contact Name
<b>Federal Government (U.S.)</b>		
Council on Environmental Quality	Agency Representative	Agency Representative
Federal Highway Administration (FHWA) - Maine Division	Division Administrator	Todd Jorgensen
Federal Highway Administration (FHWA) - Maine Division	Environmental Specialist	Gary Scholze
NOAA - Fisheries	Assistant Regional Administrator for Habitat and Ecosystem Services Division	Lou Chiarella
NOAA - National Marine Fisheries Service, Habitat and Ecosystem Services Division	Marine Habitat Resource Specialist	Kaitlyn Shaw
U.S. Army Corps of Engineers - Maine Project Office	Project Manager	Heather Stukas
U.S. Customs and Border Protection - Coburn Gore	Port Director	Robert Ruddy
U.S. Customs and Border Protection	Facilities Operations Specialist - Boston Field Office	Jason Gilpatrick
U.S. Customs and Border Protection	Project Manager- Field Office / Facilities	Deborah Applegate
U.S. Customs and Border Protection	Operational Support Facilities Division – Project Delivery Branch	Thomas Brown
U.S. Environmental Protection Agency - Region 1	Director, EPA R1 NEPA Office	Timothy Timmermann
U.S. Fish and Wildlife Service - Maine Ecological Field Office	Fish and Wildlife Biologist	Wende Mahaney
International Boundary Commission	Deputy Commissioner AND Eastern Field Office	J.T. Moore and Graig Hill
<b>State Government (U.S.) - Maine</b>		
Department of Transportation	Commissioner	Bruce A. Van Note (Jamie Sienko, Administrative Assistant to the Commissioner)
Department of Transportation	Public Information Officer	Paul Merrill
Department of Transportation	Region Manager (Western Region)	Matt Drost
Maine State Historic Preservation Commission JMT NOT TO CONTACT; GSA WILL CONTACT	Director and State Historic Preservation Officer	Kirk Mohney
Maine State Historic Preservation Commission JMT NOT TO CONTACT; GSA WILL CONTACT	Assistant Director, Deputy State Historic Preservation Officer	Christi A. Chapman-Mitchell
Maine State Historic Preservation Commission JMT NOT TO CONTACT; GSA WILL CONTACT	Historic Preservation Coordinator	Mike D. Johnson
Department of Environmental Protection	Commissioner	Melanie Loyzim
Department of Agriculture, Conservation and Forestry	Commissioner	Amanda E. Beal
Department of Agriculture, Conservation and Forestry - Maine Forest Service	Director	Patty Cormier
Department of Agriculture, Conservation, & Forestry - Land Use Planning Commission	Director	Stacie Beyer
Department of Inland Fisheries and Wildlife	Commissioner	Judy A Camuso
Department of Marine Resources	Commissioner	Patrick Keliher
Department of Economic and Community Development	Commissioner	Heather Johnson
Maine Department of Labor	Commissioner	Laura Fortman
<b>Local Government (U.S.) - County of Franklin</b>		
Franklin County - District 3	County Commissioner	Bob Carlton
Franklin County Municipal Services	Franklin County Administrator	Amy Bernard
Franklin County Rural Communications Center (Dispatch)	Communications Director	Brad Timberlake
Greater Franklin Development Council	Executive Director	Charlie Woodworth
Greater Franklin Development Council	Special Projects & Program Coordinator	Morgan Spencer
Greater Franklin Development Council	<u>Greater Franklin Economic &amp; Community Development</u>	
Unorganized Territories (UT) of Franklin County	UT Road Agent	Mike Pond
Unorganized Territories (UT) of Franklin County	E-911 Addressing Officer	Debra Richards
Town of Eustis	Town Clerk	
Eustis Fire Department	Fire Chief	<u>Sprauge Wise</u>
Eustis Select Board	Chair - Term 2024	<u>Stephen St. Jean</u>
Eustis Select Board	Term 2025	<u>Jeff Lecander</u>
Eustis Select Board	Term 2025	<u>Justin Wyman</u>
Eustis Select Board	Term 2026	<u>Carol Sherrier</u>
Eustis Select Board	Term 2026	<u>Linda Marzelli</u>
North Star Emergency Medical Services	Director	Mike Senecal
<b>Utilities (U.S.)</b>		
Central Maine Power Company ( <a href="https://www.cmpco.com/">https://www.cmpco.com/</a> ) - Corporate Location	CEO	Joseph Purington
<b>Other (U.S.) -Landowners and Adjacent Landowners: IN GREEN = S Massarello confirmed this info</b>		
United States of America	see above in LPOE contacts	
Alex Pepin & Christine Carrier		
Maurice J. Pepin & Julie R. Pepin	Homeowner and Family Timber Business in Town	Maurice J. Pepin & Julie R. Pepin

Pepin's General Store, Inc.	Homeowner and Owner of Pepin's General Store	Mario P��pin
Myl��ne P��pin	Family Timber Business in Town, daughter of Maurice & Julie Pepin, may also own in town	Myl��ne P��pin
Van Vleck Timberlands, LLC, c/o Harriet Van Vleck, Registered Agent	Landowner and Owners Representative	Harriet Van Vleck, Registered Agent
Colette Labonte Boulanger & Real Boulanger	Homeowner	
Coburn Gore, LLC., c/o Harriet Van Vleck, Registered Agent	Landowner and Owners Representative	Harriet Van Vleck, Registered Agent
Megantic Fish and Game Corp		
Cedric P��pin	Homeowner and Family Timber Business in Town, son of Maurice & Julie Pepin	Cedric P��pin
Forest Society of Maine (FSM)	President/CEO	Karin Tilberg
Franklin County	See above in local government	
Estate of Jeffrey T. Gurney		Katie Waugh
Joseph P. Dumais & Kimberly A. Dumais		
Raymond LaPoint		
George R. Briggs & Holly L. Rogers		
Jean-Denis LaPoint		
Adam R. Bilodeau (Heir of Robert Welch, et al.)		
Jean R. DuPuis		
Somerset Telephone Company		
Canadian Government		
Canadian Border Services Agency (CBSA) - Woburn		
Canada Border Services Agency	Manager, Fixed Infrastructure & Environmental Operations, Atlantic Region	Benoit Clavette
Canada Border Services Agency	A/Manager – National Real Property & Accommodations Directorate - Eastern Region	Andrew Giddens
Canada Border Services Agency	Manager, Regional Programs, Atlantic Region	Isabelle MacLennan
Canada Border Services Agency	Acting Manager; Land Border Crossing Project, Finance and Corporate Management Branch	Catherine Jolicoeur
Canada Border Services Agency	Director - Stakeholder Relations & Communications Land Border Crossing Project	Rachida Benouattaf
Canada Border Services Agency		Michael Frimpong
Transport Canada	Minister of Transport	The Honourable Pablo Rodriguez, MP
Environment and Climate Change Canada	Minister of Environment and Climate Change	The Honourable Steven Guilbeault
Quebec Government		
Quebec, Canada - Transports et Mobilit�� durable Quebec	Communications Contact for Transportation and Infrastructure	
Quebec, Canada - Ministere de l'Environnement, de la Lutte contre les changements climatiques, de la Faune et des Parcs	Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks	Benoit Charette
Woburn		
Municipality of Saint-Augustin	Mayor	Guy Brousseau
Municipality of Saint-Augustin	Councillor #1	Mathieu Pepin
Municipality of Saint-Augustin	Administrative Assistant	Carmen N. LeBrun
Tribal Historic Preservation Officers (THPO) - JMT DO NOT SEND LETTERS		
Houlton Band of Maliseet Indians	THPO	Isaac St. John
Mi'kmaq Nation (formerly Aroostook Band of Micmacs)	THPO	Kendyl Reis
Passamaquoddy Tribe	THPO	Donald Soctomah
Penobscot Nation	THPO	Chris Sockalexis
Penobscot Nation	Chief	Kirk Francis
Penobscot Nation	Ambassador	Maulian Dana
Penobscot Nation	Tribal Attorney	Allison Binney
U.S. Congress / Congressional Delegation		
U.S. Senate - Senator Angus S. King, Jr.	Regional Representative for Senator King	Sharon Campbell
U.S. Senate - Senator Susan Collins	State Office Representative for Senator Collins	Trisha House
U.S. House of Representatives - Rep. Jared Golden	District Representative for Representative Golden	Barbara Hayslett
State Elected Officials		
Governor	Governor, and Chief of Staff	Governor Janet Mills (D), Chief of Staff Jeremy Kennedy
State Senate	State Senator District 17 (Coburn Gore)	Russell Black (R-Franklin)
State Senate	State Senator District 19 (Eustis-North Franklin UT)	Lisa Keim (R-Oxford)
State House of Representatives	State Representative (R-Phillips)	Michael Soboleski
State House of Representatives	State Representative (R-Wilton)	Randall C. Hall
State House of Representatives	State Representative (D-Farmington)	Scott H. Landry

State House of Representatives	State Representative (R-Livermore Falls)	Sheila A. Lyman
State House of Representatives	State Representative (R-Belgrade)	Daniel J. Newman
<b>Other Community Stakeholders</b>		
Forestry Department	Neighboring Campground	
Maine Tourism Association		
<u>Franklin County Chamber of Commerce</u>		
<u>Maine APEX Accelerator</u>	Franklin County Procurement Counselor	<b>Christopher Paradis</b>
Maine Trails Coalition		
Longfellow Mountains Heritage Trails, Inc.		Larry Warren
Natanis Point Campground		
Arnold Trail Snowmobile Club (ATSC)		



GSA New England Region

May 31, 2024

RE: Second Public Scoping Meeting for the Preparation of an Environmental Assessment for the Proposed Modernization Project at the Coburn Gore Land Port of Entry in Coburn Gore, Maine

Dear Interested Party:

In compliance with the National Environmental Policy Act (NEPA), the U.S. General Services Administration (GSA) will prepare an Environmental Assessment (EA) to analyze the potential environmental impacts from the proposed modernization project at the Coburn Gore Land Port of Entry (LPOE) in Coburn Gore, Maine (ME). GSA is the lead agency for the EA, acting on behalf of its federal agency tenant, U.S. Customs and Border Protection (CBP). Concurrently GSA will coordinate and comply with the National Historic Preservation Act Section 106 as the current main building located on site is listed on the National Register of Historic Places (NRHP).

You are receiving this letter because you have been identified as an interested party and/or stakeholder for this project. A public meeting for the proposed Coburn Gore LPOE modernization project was held on October 26, 2023. At this meeting, information about the proposed project and the NEPA process was presented in an open house format with GSA staff available to answer questions and accept public feedback. Since that time, project development has continued and the need to expand the study area has been identified. GSA will hold a second public meeting to provide a brief update on the project, and seek additional public feedback.

You are invited to attend and participate in a public meeting on Thursday June 27, 2024, from 5:00PM to 7:00PM Eastern Standard Time at:

Coburn Gore LPOE Main Building  
State Route 27 (The Arnold Trail)  
Coburn Gore, ME 04936

A project update with information about the proposed project will begin shortly after the start of the meeting, approximately 5:15. After the update, the meeting will continue in an open house format to encourage discussion and information sharing through opportunities for the public to speak one-on-one with GSA representatives. Project information, including the meeting materials will be available on the project website after the meeting: <http://gsa.gov/coburngore>.

A French translator will be present at the meeting. To request other accommodations such as an American Sign Language interpreter or audio/visual aids, please email [coburngore.lpoeg@gsa.gov](mailto:coburngore.lpoeg@gsa.gov) before June 12, 2024.

Your participation in the EA process is greatly appreciated. Written comments must be submitted to GSA by Monday, July 29, 2024 using one of the following methods:

- In-Person: A stenographer will be present at the scoping meeting to receive and record oral comments. Comment forms for written input will be available.
- Email: Send an email to [coburngore.LPOE@gsa.gov](mailto:coburngore.LPOE@gsa.gov) with subject line "Coburn Gore EA"
- Mail: Send written comments to:

General Services Administration  
Attention: Li Wang, Project Manager  
T.P. O'Neill Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222

Information about the project can be viewed at: <http://gsa.gov/coburngore>. For more information, please contact Li Wang, Calais Ferry Point Project Manager, GSA at 857-246-6644 or [coburngore.LPOE@gsa.gov](mailto:coburngore.LPOE@gsa.gov).

Thank you for your interest in this project.

Sincerely,

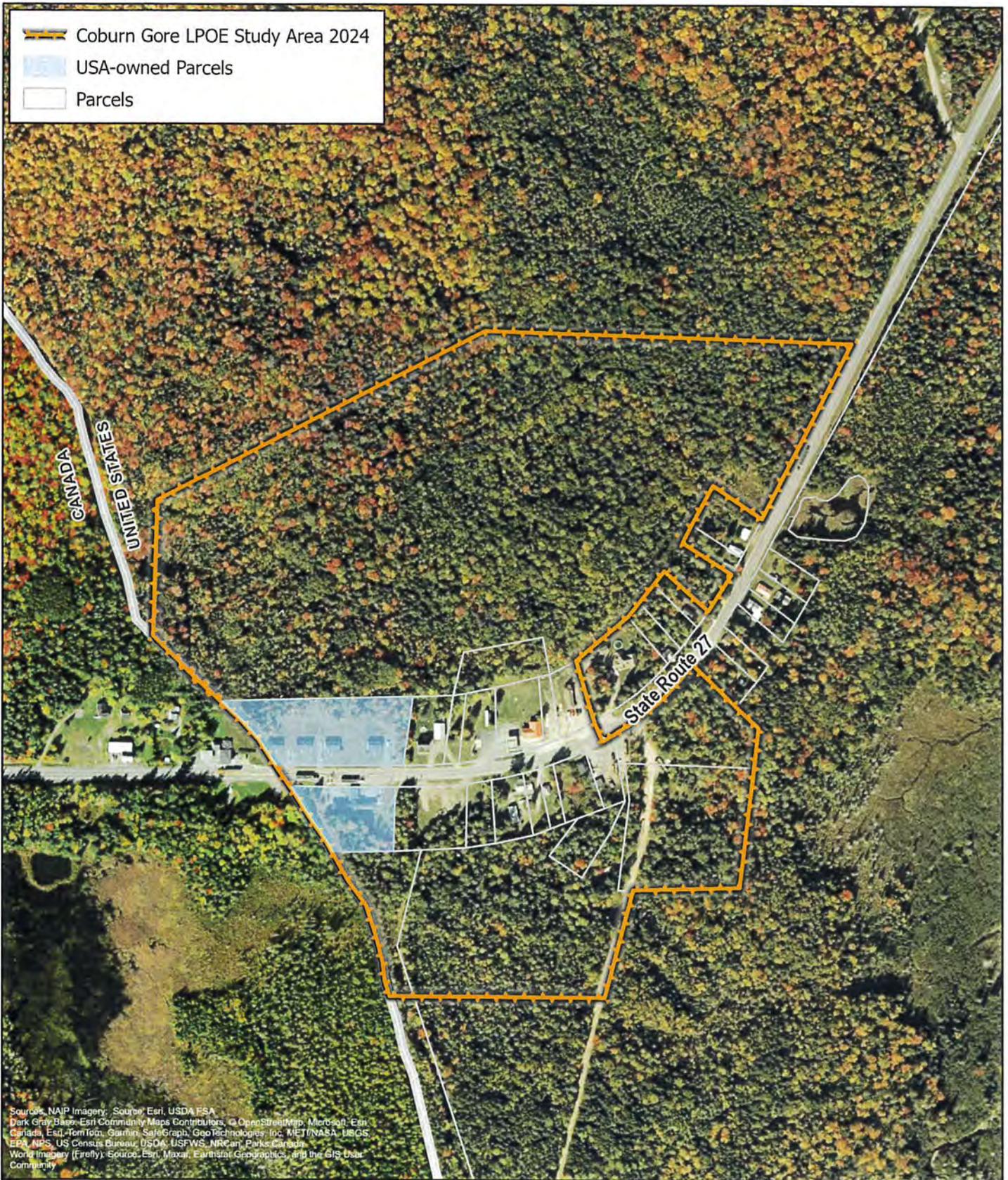
LI-HANG WANG

Digitally signed by LI-HANG WANG  
DN: CN=LI-HANG WANG +  
OID.0.9.2342.19200300.100.1.1=47001004045913,  
OU=General Services Administration, O=U.S.  
Government, C=US  
Reason: I have reviewed this document  
Date: 2024.05.30 16:58:19-04'00'

Li Wang  
Project Manager  
General Services Administration, New England Region

LHW/tls

Enclosures: NEPA Study Area Map



-  Coburn Gore LPOE Study Area 2024
-  USA-owned Parcels
-  Parcels

Sources: NAIP Imagery; Source: Esri, USDA FSA, Dark Gray Base, Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, MET/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, NRCAN, Parks Canada, World Imagery (Firefly); Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

**FIGURE 1**  
**NEPA STUDY AREA**  
**COBURN GORE LAND PORT OF ENTRY (LPOE)**

0                      500                      1,000  
 Feet  
 Coburn Gore, ME





31 mai, 2024

Concernant : La deuxième réunion publique de cadrage pour la préparation d'une évaluation environnementale pour le projet de modernisation proposé au port d'entrée terrestre de Coburn Gore, à Coburn Gore, dans le Maine

Chère personne intéressée:

Conformément à la National Environmental Policy Act (NEPA) (Loi sur la politique nationale de l'environnement), la General Services Administration (GSA) (Administration des Services Généraux) des États-Unis va préparer un projet d'évaluation environnementale (ÉE) pour évaluer les impacts environnementaux potentiels résultant du projet de modernisation proposée du port d'entrée terrestre Coburn Gore à Coburn Gore, dans l'État du Maine (ME). La GSA est l'agence principale pour l'ÉE, agissant au nom de son agence fédérale locataire, U.S. Customs and Border Protection (CBP) (Service des douanes et de la protection des frontières des États-Unis). Parallèlement, la GSA coordonnera et se conformera à l'article 106 du National Historic Preservation Act (Loi sur la préservation historique nationale), car le bâtiment principal actuel situé sur le site est répertorié dans le National Register of Historic Places (NRHP) (registre national des lieux historiques).

Vous recevez cette lettre car vous avez été identifié comme partie intéressée et/ou partie prenante pour ce projet. Une réunion publique pour le projet de modernisation proposé du Coburn Gore LPOE a eu lieu le 26 octobre 2023. Lors de cette réunion (qui s'est déroulée sous forme d'une réunion portes ouvertes), des informations sur le projet proposé et le processus du NEPA ont été présentées, avec le personnel de la GSA disponible pour répondre aux questions et accepter les commentaires du public. Depuis, le développement du projet s'est poursuivi et la nécessité d'élargir la zone d'étude a été identifiée. La GSA tiendra une deuxième réunion publique pour fournir une brève mise à jour sur le projet, et pour solliciter des commentaires supplémentaires du public.

Vous êtes invités à assister et à participer à une réunion publique le jeudi 27 juin 2024, de 17h00 à 19h00, heure normale de l'Est à:

Le Port D'Entrée Terrestre de Coburn Gore, Bâtiment Principal  
Route 27 de l'État du Maine (également appelée Arnold Trail ou Arnold Pond Road),  
Coburn Gore, Maine 04936

Une mise à jour du projet contenant des informations sur le projet proposé débutera peu après le début de la réunion, vers 17 h 15. Après la mise à jour, la réunion se déroulera sous forme de réunion portes ouvertes pour encourager la discussion et le partage d'informations, grâce à des opportunités permettant au public de parler en tête-à-tête avec les représentants de la GSA. Les informations sur le projet, y compris le matériel de la réunion, seront disponibles sur le site Web du projet après la réunion:

<http://gsa.gov/coburngore>.





**FIGURE 1**  
**NEPA STUDY AREA**  
**COBURN GORE LAND PORT OF ENTRY (LPOE)**

0                      500                      1,000  
 Feet

Coburn Gore, ME

Agency/Stakeholder Name	Role	Contact Name
<b>Federal Government (U.S.)</b>		
Council on Environmental Quality	Agency Representative	Agency Representative
Federal Highway Administration (FHWA) - Maine Division	Division Administrator	Todd Jorgensen
Federal Highway Administration (FHWA) - Maine Division	Environmental Specialist	Gary Scholze
NOAA - Fisheries	Assistant Regional Administrator for Habitat and Ecosystem Services Division	Lou Chiarella
NOAA - National Marine Fisheries Service, Habitat and Ecosystem Services Division	Marine Habitat Resource Specialist	Kaitlyn Shaw
U.S. Army Corps of Engineers - Maine Project Office	Project Manager	Heather Stukas
U.S. Customs and Border Protection - Coburn Gore	Port Director	Robert Ruddy
U.S. Customs and Border Protection	Facilities Operations Specialist - Boston Field Office	Jason Gilptrick
U.S. Customs and Border Protection	Project Manager- Field Office / Facilities	Deborah Applegate
U.S. Customs and Border Protection	Operational Support Facilities Division – Project Delivery Branch	Thomas Brown
U.S. Environmental Protection Agency - Region 1	Director, EPA R1 NEPA Office	Timothy Timmermann
U.S. Fish and Wildlife Service - Maine Ecological Field Office	Fish and Wildlife Biologist	Wende Mahaney
International Boundary Commission	Deputy Commissioner AND Eastern Field Office	J.T. Moore and Graig Hill
<b>State Government (U.S.) - Maine</b>		
Department of Transportation	Commissioner	Bruce A. Van Note (Jamie Sienko, Administrative Assistant to the Commissioner)
Department of Transportation	Public Information Officer	Paul Merrill
Department of Transportation	Region Manager (Western Region)	Matt Drost
Maine State Historic Preservation Commission JMT NOT TO CONTACT; GSA WILL CONTACT	Director and State Historic Preservation Officer	Kirk Mohney
Maine State Historic Preservation Commission JMT NOT TO CONTACT; GSA WILL CONTACT	Assistant Director, Deputy State Historic Preservation Officer	Christi A. Chapman-Mitchell
Maine State Historic Preservation Commission JMT NOT TO CONTACT; GSA WILL CONTACT	Historic Preservation Coordinator	Mike D. Johnson
Department of Environmental Protection	Commissioner	Melanie Loyzim
Department of Agriculture, Conservation and Forestry	Commissioner	Amanda E. Beal
Department of Agriculture, Conservation and Forestry - Maine Forest Service	Director	Patty Cormier
Department of Agriculture, Conservation, & Forestry - Land Use Planning Commission	Director	Stacie Beyer
Department of Inland Fisheries and Wildlife	Commissioner	Judy A Camuso
Department of Marine Resources	Commissioner	Patrick Kelihier
Department of Economic and Community Development	Commissioner	Heather Johnson
Maine Department of Labor	Commissioner	Laura Fortman
<b>Local Government (U.S.) - County of Franklin</b>		
Franklin County - District 3	County Commissioner	Bob Carlton
Franklin County - District 2	County Commissioner	Lance Harvell
Franklin County - District 1	County Commissioner	Terry Brann
Franklin County Administration	Franklin County Administrator	Amy Bernard
Franklin County Rural Communications Center (Dispatch)	Communications Director	Brad Timberlake
Greater Franklin Development Council	Executive Director	Charlie Woodworth
Greater Franklin Development Council	Special Projects & Program Coordinator	Morgan Spencer
Greater Franklin Development Council	<u>Greater Franklin Economic &amp; Community Development</u>	
Unorganized Territories (UT) of Franklin County	UT Road Agent	Mike Pond
Unorganized Territories (UT) of Franklin County	E-911 Addressing Officer	Debra Richards
Town of Eustis	Town Clerk	
Eustis Fire Department	Fire Chief	<u>Sprauge Wise</u>
Eustis Select Board	Chair - Term 2024	<u>Stephen St. Jean</u>
Eustis Select Board	Term 2025	<u>Jeff Lecander</u>
Eustis Select Board	Term 2025	<u>Justin Wyman</u>
Eustis Select Board	Term 2026	<u>Carol Sherrier</u>
Eustis Select Board	Term 2026	<u>Linda Marzelli</u>
North Star Emergency Medical Services	Director	<u>Mike Senecal</u>
<b>Utilities (U.S.)</b>		
Central Maine Power Company ( <a href="https://www.cmpco.com/">https://www.cmpco.com/</a> ) - Corporate Location	CEO	Joseph Purington
<b>Other (U.S.) - Landowners and Adjacent Landowners: IN PURPLE = S Massarello confirmed this info (30May2024)</b>		
United States of America	see above in LPOE contacts	

Christine Carrier & Alex Pépin	Homeowner and Family Timber Business in Town	Christine Carrier & Alex Pépin
Maurice J. Pépin & Julie R. Pépin	Homeowner and Family Timber Business in Town	Maurice J. Pépin & Julie R. Pépin
Pepin's General Store, Inc.	Homeowner and Owner of Pepin's General Store	Mario Pépin
Myène Pépin	Family Timber Business in Town, daughter of Maurice & Julie Pépin, may also own in town	Myène Pépin
Van Vleck Timberlands, LLC, c/o Harriet Van Vleck, Registered Agent	Landowner and Owners Representative	Harriet Van Vleck, Registered Agent
Colette Labonte Boulanger & Real Boulanger	Homeowner	Colette Labonte Boulanger & Real Boulanger
Danielle Greene	daughter of Colette Labonte Boulanger & Real Boulanger	Danielle Greene
Coburn Gore, LLC., c/o Harriet Van Vleck, Registered Agent	Landowner and Owners Representative	Harriet Van Vleck, Registered Agent
Megantic Fish & Game Corporation	Landowner	Bill Burgess, President, and Eric Johnson, Steward
Cedric Pépin	Homeowner and Family Timber Business in Town, son of Maurice & Julie Pépin	Cedric Pépin
Forest Society of Maine (FSM)	President/CEO	Karin Tilberg
Franklin County	See above in local government	
Estate of Jeffrey T. Gurney		Katie Waugh
Joseph P. Dumais & Kimberly A. Dumais		
Raymond LaPoint		
George R. Briggs & Holly L. Rogers		
Jean-Denis LaPoint		
Adam R. Bilodeau (Heir of Robert Welch, et al.)		
Jean R. DuPuis		
Somerset Telephone Company		
Canadian Government		
Canadian Border Services Agency (CBSA) - Woburn		
Canada Border Services Agency	Manager, Fixed Infrastructure & Environmental Operations, Atlantic Region	Benoit Clavette
Canada Border Services Agency	A/Manager – National Real Property & Accommodations Directorate - Eastern Region	Andrew Giddens
Canada Border Services Agency	Manager, Regional Programs, Atlantic Region	Isabelle MacLennan
Canada Border Services Agency	Acting Manager; Land Border Crossing Project, Finance and Corporate Management Branch	Catherine Jolicoeur
Canada Border Services Agency	Director - Stakeholder Relations & Communications Land Border Crossing Project	Rachida Benouattaf
Canada Border Services Agency		Michael Frimpong
Transport Canada	Minister of Transport	The Honourable Pablo Rodriguez, MP
Environment and Climate Change Canada	Minister of Environment and Climate Change	The Honourable Steven Guilbeault
Quebec Government		
Quebec, Canada - Transports et Mobilité durable Quebec	Communications Contact for Transportation and Infrastructure	
Quebec, Canada - Ministère de l'Environnement, de la Lutte contre les changements climatiques, de la Faune et des Parcs	Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks	Benoit Charette
Woburn		
Municipality of Saint-Augustin	Mayor	Guy Brousseau
Municipality of Saint-Augustin	Councillor #1	Mathieu Pepin
Municipality of Saint-Augustin	Administrative Assistant	Carmen N. LeBrun
Tribal Historic Preservation Officers (THPO) - JMT DO NOT SEND LETTERS		
Houlton Band of Maliseet Indians	THPO	Isaac St. John
Mi'kmaq Nation (formerly Aroostook Band of Micmacs)	THPO	Kendyl Reis
Passamaquoddy Tribe	THPO	Donald Soctomah
Penobscot Nation	THPO	Chris Sockalexix
Penobscot Nation	Chief	Kirk Francis
Penobscot Nation	Ambassador	Maulian Dana
Penobscot Nation	Tribal Attorney	Allison Binney
U.S. Congress / Congressional Delegation		
U.S. Senate - Senator Angus S. King, Jr.	Regional Representative for Senator King	Sharon Campbell
U.S. Senate - Senator Susan Collins	State Office Representative for Senator Collins	Trisha House
U.S. House of Representatives - Rep. Jared Golden	District Representative for Representative Golden	Barbara Hayslett
State Elected Officials		
Governor	Governor, and Chief of Staff	Governor Janet Mills (D), Chief of Staff Jeremy Kennedy
State Senate	State Senator District 17 (Coburn Gore)	Russell Black (R-Franklin)
State Senate	State Senator District 19 (Eustis-North Franklin UT)	Lisa Keim (R-Oxford)

State House of Representatives	State Representative (R-Phillips)	Michael Soboleski
State House of Representatives	State Representative (R-Wilton)	Randall C. Hall
State House of Representatives	State Representative (D-Farmington)	Scott H. Landry
State House of Representatives	State Representative (R-Livermore Falls)	Sheila A. Lyman
State House of Representatives	State Representative (R-Belgrade)	Daniel J. Newman
<b>Other Community Stakeholders</b>		
Forestry Department	Neighboring Campground	
Maine Tourism Association		
Franklin County Chamber of Commerce		
Maine APEX Accelerator	Franklin County Procurement Counselor	Christopher Paradis
Maine Trails Coalition		
Longfellow Mountains Heritage Trails, Inc.		Larry Warren
Natanis Point Campground		
Arnold Trail Snowmobile Club (ATSC)		
Arnold Pond Fish & Game Club	Treasurer	Carolle Marchand
<b>Additional Public Meeting Attendees from Oct 26, 2023</b>		
		Peter and Jane Roy
		Pierre Blackburn
Dark Sky Reserve		Remi Boucher
		Marc Trepanies
		Marck Rogers
		Marie-Eve Chouinard
		Claude Bergeron
		Gregory Pease



**APPENDIX D: PUBLIC MEETING MATERIALS**



General Services Administration  
Coburn Gore Land Port of Entry, Coburn Gore, Maine  
Environmental Assessment  
PUBLIC SCOPING MEETING HANDOUT



## Summary

The U.S. General Services Administration (GSA) is proposing to modernize the Coburn Gore Land Port of Entry (LPOE) in Coburn Gore, Franklin County, Maine. The proposed project would improve the operational efficiency, safety, and security of U.S. Customs and Border Protection (CBP) personnel and cross-border travelers at the LPOE. Specifically, the deficiencies at the LPOE fall into two broad categories: 1) limited capacity and facilities for port operations; and 2) the existing buildings' condition.

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 Coburn Gore LPOE. The current main building and two single-family residences located on site were built in 1932. As such, they are listed on the National Register of Historic Places (NRHP), and the GSA will consult with the National Historic Preservation Act (Section 106) and NEPA compliance.

The GSA is providing an opportunity for the public, stakeholders, and government agencies to provide input during 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 Coburn Gore LPOE is a port of entry for vehicles and pedestrians crossing the U.S.-Canada border between Coburn Gore, Maine, and Woburn, Quebec, Canada. The port accommodates commercial and non-commercial vehicles and focuses on the inspection and control of vehicles, goods, and people. The existing main building and two residences were built in 1932 and are listed on the National Register of Historic Places. Two additional residences were built in 1967. Due to the lack of capacity for inspections of different traffic types (commercial, non-commercial, and pedestrian), outdated facilities and technologies, and lack of separation between the facilities and CBP housing, the LPOE no longer functions adequately and poses safety and security risks for CBP officers and the traveling public. The existing LPOE has spatial constraints, with limited interior space for offices and processing and limited opportunity for expansion within its current footprint.

Further information about the project can be viewed at: <http://gsa.gov/coburngore>.

## Alternatives Considered

The EA will consider “action” alternatives and a “no action” alternative.

The action alternatives may include:

- Constructing new LPOE facilities—Main port building, commercial processing, a separate non-intrusive inspection, secondary inspection, GOV garage, traffic lanes, parking, and supporting facilities.
- Acquiring additional land.
- Keeping the existing historical main port building in place and relocating the four existing CBP residences.
- Constructing new CBP housing.
- Creating a cul-de-sac at the end of State Route 27.
- Grading for new LPOE facilities.
- Building a retaining wall for new LPOE facilities.
- Constructing on-site stormwater measures.

Under the ‘no action’ alternative, current LPOE facilities would continue to operate under existing conditions.

## National Environmental Policy Act (NEPA) Process



The GSA is currently in the Public Scoping Period phase of the NEPA EA 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 if the proposal is carried out. Potential impacts raised during scoping will be analyzed in detail in the EA.

Your participation in the EA process is appreciated. Written comments must be submitted to GSA by November 27, 2023, using one of the following methods:

- In-Person: At the meeting. A comment sheet will be available. A stenographer will also be present at the scoping meeting to receive and record oral comments.
- Email: Send an email to [coburngore.lpo@gsa.gov](mailto:coburngore.lpo@gsa.gov) with subject line “Coburn Gore EA”
- By QR Code: Scan the code in the bottom right corner to provide comments online.
- Mail: Send written comments by mail to:

General Services Administration  
Attention: Li Wang, Project Manager  
Thomas P. O’Neill, Jr. Federal Building  
10 Causeway Street, 11<sup>th</sup> Floor  
Boston, MA 02222



Scan this code and submit comments online.

For further information, please contact Li Wang, Coburn Gore Project Manager, General Services Administration at (857) 246-6644 or [coburngore.lpo@gsa.gov](mailto:coburngore.lpo@gsa.gov).



Administration des Services Généraux  
Port d'Entrée Terrestre de Coburn Gore, Coburn Gore,  
l'État du Maine  
Évaluation Environnementale (EE)  
NOTE POUR LA RÉUNION PUBLIQUE DE CADRAGE  
DU PROJET



## Résumé

La General Services Administration (GSA) (Administration des Services Généraux) des États-Unis propose de moderniser le port d'entrée terrestre de Coburn Gore (LPOE) à Coburn Gore, dans le comté de Franklin, dans l'État du Maine. Le projet proposé améliorerait l'efficacité opérationnelle, la sûreté et la sécurité du personnel des Customs and Border Protection (CBP) (douanes et de la protection des frontières des États-Unis) et des voyageurs transfrontaliers au LPOE. Plus précisément, les lacunes du LPOE se répartissent en deux grandes catégories : 1) capacité et installations limitées pour les opérations portuaires; et 2) l'état des bâtiments existant.

Une version préliminaire d'une Évaluation Environnementale (EE) est en cours de préparation conformément à la National Environmental Policy Act (NEPA) (Loi sur la politique nationale de l'environnement) de 1969, telle que modifiée par (42 U.S. Code [U.S.C.] 4321), telle que mise en œuvre par les règlements du Council on Environmental Quality (CEQ) (Conseil de la qualité de l'environnement) (40 Code of Federal Regulations [CFR] (Code des Régulations Fédérales) 1500–1508), et les politiques de la GSA en tant qu'agence fédérale principale. Le processus de l'Évaluation Environnementale préliminaire fournit des étapes et des procédures pour évaluer les impacts environnementaux naturels et humains potentiels résultant de la modernisation et de l'expansion proposées du Coburn Gore LPOE. En parallèle, la GSA lancera une consultation en vertu de l'article 106 du National Historic Preservation Act (Loi sur la préservation historique nationale), ainsi que de la conformité à la NEPA, car le bâtiment principal actuel et deux résidences unifamiliales construites en 1932 situées sur le site sont répertoriés dans le National Register of Historic Places (NRHP) (registre national des lieux historiques).

GSA offre une opportunité au public ; parties prenantes; et les agences locales, étatiques ou fédérales pour fournir leurs contributions et/ou leurs commentaires lors de réunions de cadrage et d'information publiques concernant la préparation de l'EE. Les considérations sociales, économiques et environnementales sont évaluées et mesurées, conformément à la réglementation CEQ, par l'ampleur de leurs impacts.

## Contexte du Project



Le Coburn Gore LPOE est un port d'entrée pour les véhicules et les piétons traversant la frontière canado-américaine, entre Coburn Gore, Maine, et Woburn, Québec, Canada. Le port accueille des véhicules commerciaux et non commerciaux et se concentre sur l'inspection et le contrôle des véhicules, des marchandises et des personnes. Le bâtiment principal existant et les deux résidences ont été construits en 1932 et sont répertoriés dans le NRHP. Deux résidences supplémentaires ont été construites en 1967. En raison du manque de capacité d'inspection des différents types de trafic (commercial, non commercial et piéton), des installations et technologies obsolètes et du manque de séparation entre les installations et les logements du CBP, le LPOE ne fonctionne plus adéquatement et présente des risques en matière de sûreté et de sécurité pour les agents du CBP et le public voyageur. Le LPOE existant a des contraintes spatiales, avec un espace intérieur inadéquat pour les bureaux et le traitement, et des possibilités d'expansion limitées dans son empreinte actuelle.

Plus d'informations sur le projet peuvent être consultées à l'adresse suivante: <http://gsa.gov/coburngore>.

## Alternatives Envisagées

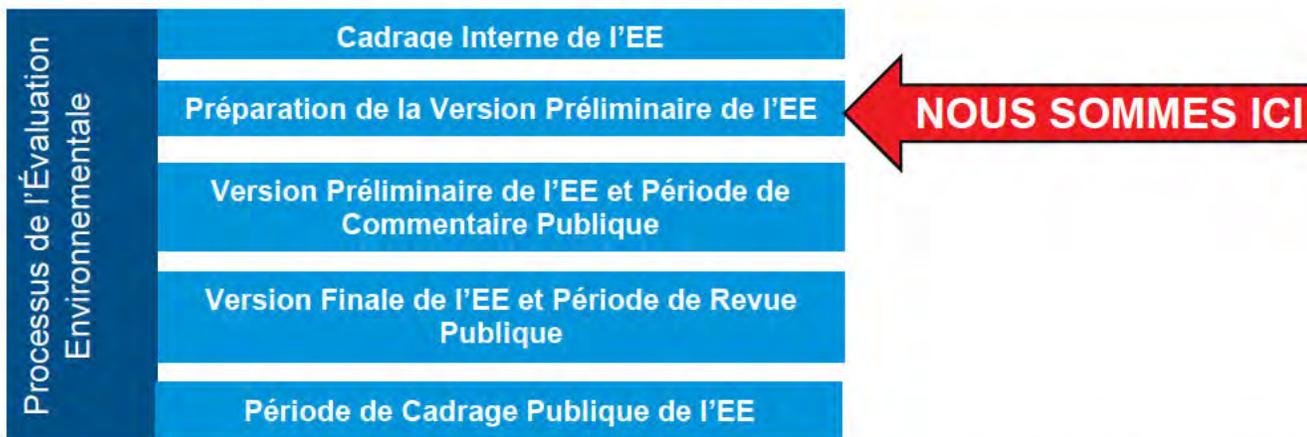
L'Évaluation Environnementale envisagera des alternatives « d'action » et une alternative « sans action ».

Les alternatives d'action pourraient inclure:

- Construction de nouvelles installations LPOE : Bâtiment Portuaire Principal, Traitement Commercial, Inspection Non Intrusive distincte, Inspection Secondaire, garage GOV, voies de circulation, du stationnement et des installations annexes.
- L'acquisition de terrains supplémentaires.
- Maintenir le bâtiment portuaire principal historique existant et déplacer les quatre résidences CBP existantes.
- Construction de nouveaux logements CBP.
- Création d'un cul-de-sac à la fin de la State Route 27.
- Nivellement du terrain pour les nouvelles installations LPOE.
- Construction d'un mur de soutènement pour les nouvelles installations LPOE.
- Construction pour permettre la gestion intégrée des eaux pluviales.

Dans le cas de l'alternative sans action, les installations LPOE actuelles continueraient de fonctionner dans les conditions existantes.

## Processus du National Environmental Policy Act (NEPA)



LA GSA est maintenant dans la phase du Période de Cadrage Public du processus d'EE de la NEPA. Les points de vue et les commentaires du public sont nécessaires pour aider à déterminer la portée et le contenu de l'analyse environnementale. Un objectif important du cadrage est d'identifier les éléments spécifiques de l'environnement qui pourraient être affectés si la proposition est réalisée. Les impacts potentiels soulevés lors du cadrage seront analysés en détail dans l'EE.

Votre participation au processus d'évaluation environnementale est grandement appréciée. Les commentaires écrits doivent être soumis à la GSA avant le 27 novembre 2023 au moyen de l'une des méthodes suivantes:

- En personne: Lors de la réunion. Une fiche de commentaires sera disponible. Un sténographe sera également présent lors de la réunion de cadrage pour recevoir et enregistrer les commentaires oraux.
- Courriel: Envoyer un courriel à l'adresse suivante [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov) avec pour ligne d'objet « Coburn Gore EA »
- Par Code QR: Scannez le code dans le coin inférieur droit pour fournir des commentaires en ligne.
- Courrier: Envoyez vos commentaires écrits par courrier à l'adresse suivante:

General Services Administration  
Attention: Li Wang, Project Manager  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, 11<sup>th</sup> Floor  
Boston, MA 02222



Scannez ce code et soumettez vos commentaires en ligne.

Pour plus d'informations, veuillez contacter Li Wang, chef de projet, GSA au numéro suivant (857) 246-6644 ou par courriel à l'adresse suivante: [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov).



# WELCOME

Proposed Modernization Project at the  
Land Port of Entry (LPOE)  
Coburn Gore, Maine

## **ENVIRONMENTAL ASSESSMENT PUBLIC SCOPING MEETING**

**Coburn Gore Land Port of Entry**

***Thursday October 26, 2023***

***5:00 pm to 7:00 pm***





# WE WELCOME YOUR COMMENTS!

*GSA welcomes public input on the resources and issues that are important to you.*

***Public scoping comments must be submitted to GSA by November 27, 2023.***

- **IN-PERSON.** Fill out a comment form and submit at this scoping meeting.

**COMMENT SHEET**  
Proposed Modernization Project at the  
Coburn Gore Land Port of Entry  
Public Access Meeting  
Coburn Gore, #E  
Thursday, October 26, 2023

(PLEASE PRINT)  
NAME AND AFFILIATION (OPTIONAL): \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
EMAIL: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

Public participation is an essential component of the National Environmental Policy Act (NEPA) process, and GSA welcomes comments on the Proposed Modernization Project at the Coburn Gore Land Port of Entry.

Please fill out the following form to ensure that the analysis, and ultimately the decision, considers the affected communities' concerns.

If your request (to be added to the meeting list and receive information about the project), please provide your email or mailing address above.

1. Provide us with any environmental or design information or concerns, which you feel should be addressed in the Environmental Assessment for this project.

2. Use this space to provide any additional comments you might have:

Please have this comment sheet at the in-person "drop box" or mail your comments by November 27, 2023 to the address below.

General Services Administration  
Attention: Li Wang, Project Manager  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222

You may also email your comment to [liwang@gsa.gov](mailto:liwang@gsa.gov) with subject line "Coburn Gore EA"

- **BY E-MAIL.** Send comments to:  
***coburngore.lpoe@gsa.gov***  
(Please include "Coburn Gore EA" in subject line.)

- **BY MAIL.** Send comments to:

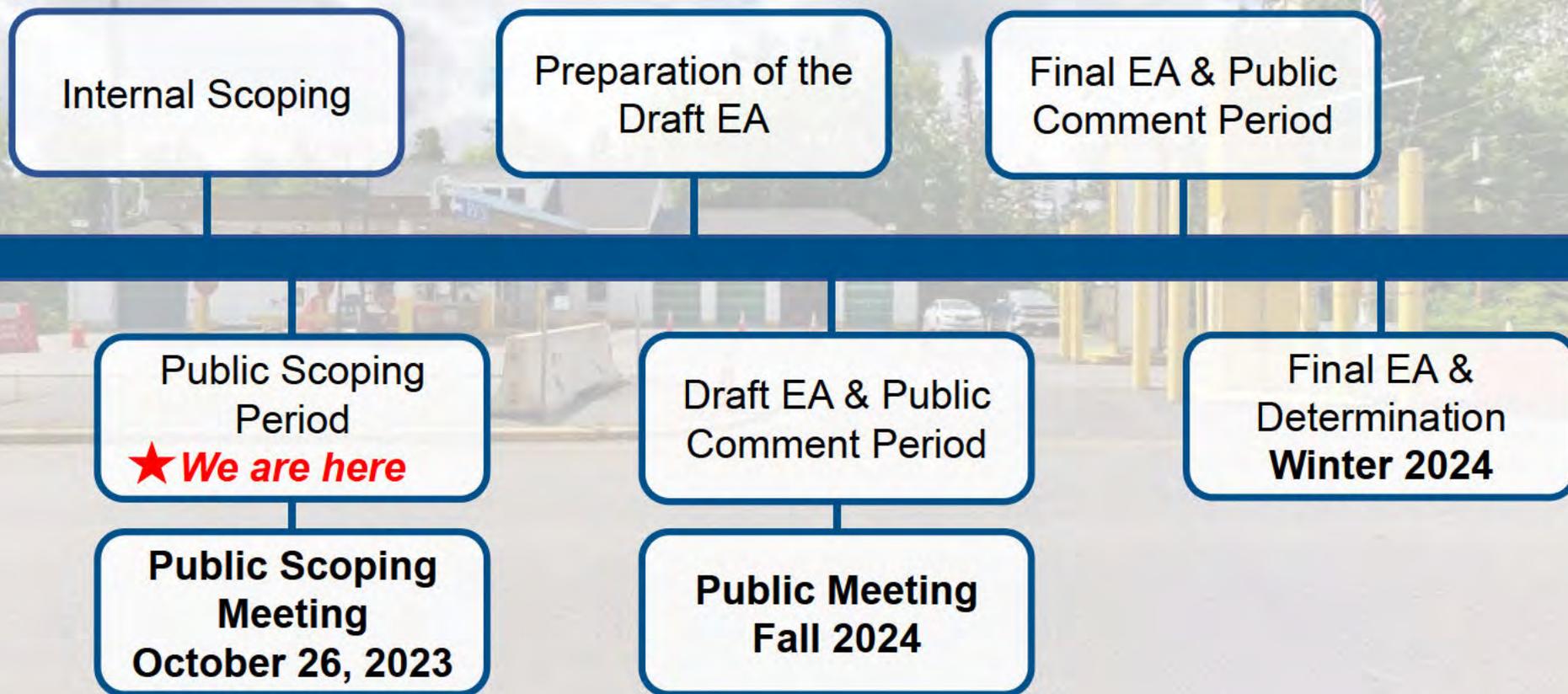
General Services Administration  
Attention: Li Wang, Project Manager  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222

- **BY QR CODE.** Scan this code and submit comments online.





# NEPA TIMELINE





# NEPA PROCESS

## Internal Scoping

- GSA identified a need to update the Coburn Gore LPOE with current land port design standards and operational requirements of CBP while addressing existing deficiencies identified with ongoing LPOE operations.
- GSA conducted a Feasibility Study [November 2018] to explore viable alternatives to accommodate the Coburn Gore LPOE operations.

## Public Scoping



- GSA informs local, state, and federal agencies of the proposed project through a stakeholder scoping letter.
- The intent of the Public Scoping Meeting is to describe the project, solicit comments, and listen to community concerns and interests before preparation of the Environmental Assessment (EA).
- The public may submit comments on issues that should be considered in the EA.
- Public Scoping Period ends November 27, 2023.

## Preparing the Draft EA

- A Draft EA is developed to analyze potential impacts to the natural and human environment.
- Public comments are considered during the preparation of the Draft EA.
- Required consultations are initiated with federal and state agencies to comply with laws and regulations (e.g., Endangered Species Act, National Historic Preservation Act).

## Drafting the EA and Public Comments

- GSA notifies the public that the Draft EA is available for public review. (Fall 2024)
- 30-day Public Comment Period is held, which will include a public meeting.
- Written comments on the contents of the Draft EA are accepted via U.S. mail, e-mail, or in-person at the public meeting.

## Final EA and Determination Public Review

- Complete required consultations with agencies.
- Review, consider, and address, as appropriate, the public comments received.
- Revise and finalize the EA.
- Determine if the project can proceed under a Finding of No Significant Impacts.
- 30-day waiting period.



# National Historic Preservation Act: Section 106

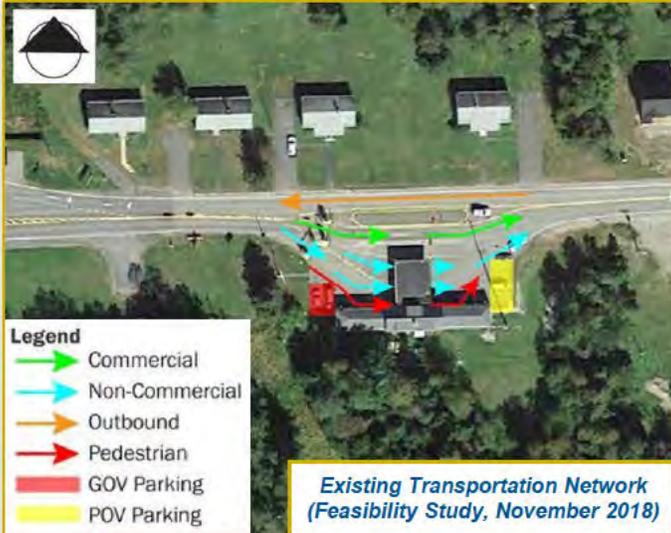
Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires GSA to consider the effects of federal undertakings on historic properties. If a federal or federally-assisted project has the potential to affect historic properties, a Section 106 review must take place.

<b>Step 1: Initiate Section 106</b>	<b>Step 2: Establish the Area of Potential Effect (APE)</b>	<b>Step 3: Identify Historic Resources</b>	<b>Step 4: Evaluate Effects on Historic Resources</b>	<b>Step 5: Resolve Adverse Effects (where necessary)</b>
<p>GSA identifies potential stakeholders and creates a plan for public involvement.</p>	<p>The geographic area that the project may impact is established.</p>	<p>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.</p>	<p>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.</p>	<p>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.</p>





# PURPOSE AND NEED



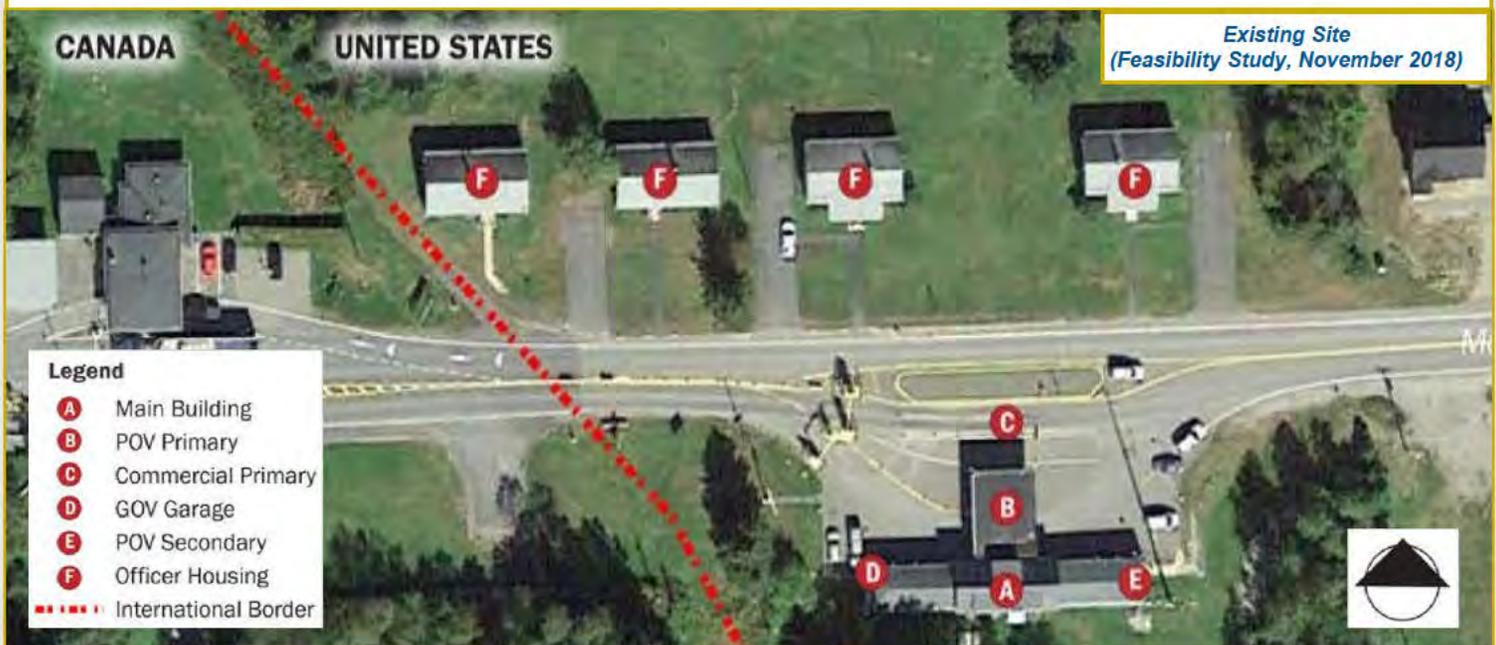
## Purpose.

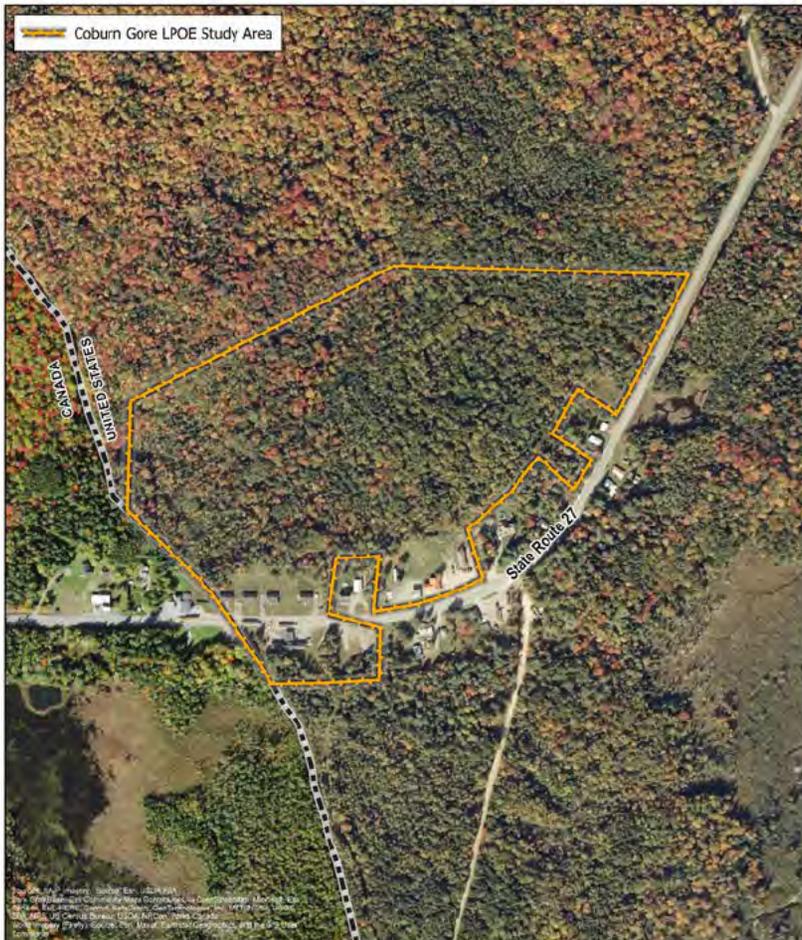
The purpose of the project is for GSA to support U.S. Customs and Border Protection's (CBP) missions by bringing the Coburn Gore LPOE operations in line with current land port design standards and operational requirements of CBP while addressing existing deficiencies identified with the ongoing port operations.

\*GOV = government owned vehicle  
\*POV = privately owned vehicle

**Need.** The Proposed Action is needed to:

- ❖ Increase processing efficiency and capacity
- ❖ Add commercial processing, non-intrusive inspection, secondary inspection, traffic lanes, parking, and supporting facilities
- ❖ Provide CBP appropriate housing
- ❖ Introduce new safety and security technologies
- ❖ Incorporate sustainability features





NEPA STUDY AREA  
COBURN GORE LAND PORT OF ENTRY (LPOE)

0 500 1,000  
Feet

Coburn Gore, ME

The Environmental Assessment will consider three (3) **“action” alternatives** and a **“no action” alternative**.

The action alternatives may include:

- Construction of new LPOE facilities: Main Port Building, Commercial Processing, a separate Non-Intrusive Inspection, Secondary Inspection, GOV garage, traffic lanes, parking, and supporting facilities.
- Acquisition of additional land.
- Keeping the existing historical main port building in place and relocating the four existing CBP residences.
- Construction of new CBP housing.
- Creating a cul-de-sac at the end of State Route 27.
- Grading for new LPOE facilities.
- Building a retaining wall for new LPOE facilities.
- Construction of on-site stormwater measures.

Under the no action alternative, the current LPOE facilities would continue to operate under existing conditions.



# BIENVENUE

Projet de Modernisation Proposé au  
Port D'Entrée Terrestre (LPOE),  
à Coburn Gore, dans le Maine

## RÉUNION PUBLIQUE DE CADRAGE DE L'ÉVALUATION ENVIRONNEMENTALE

**Port D'Entrée Terrestre de Coburn  
Gore *Jeudi 26 Octobre 2023*  
*17h00 à 19h00***





# NOUS SOLICITONS VOS COMMENTAIRES!

*La GSA sollicite la contribution du public sur les ressources et les questions qui sont importantes selon VOUS.*

***Les commentaires publics doivent être soumis à la GSA avant le 27 novembre 2023.***

- **EN PERSONNE.** Remplissez une fiche de commentaires et soumettez-la lors de cette réunion de cadrage.

**FICHE DE COMMENTAIRES**  
Projet de Modernisation/Programme de  
Renforcement des Services de Coburn Gore  
Bâtiment Fédéral de Coburn Gore  
Coburn Gore, MA  
Juin à 29 octobre 2023

**VOUS LEZ NOMMÉS**  
NOM ET AFFILIATION (OPTIONNEL) \_\_\_\_\_

ADRESSE \_\_\_\_\_

ADRESSE COURRIEL \_\_\_\_\_ COORD. POSTAL \_\_\_\_\_

La participation du public est essentielle au processus de National Environmental Policy Act (NEPA) de la GSA afin de permettre au public de partager ses commentaires sur le Projet de Modernisation/Programme de Renforcement des Services de Coburn Gore.

Vous pouvez remplir le formulaire en ligne à l'adresse [www.gsa.gov](https://www.gsa.gov) et le déposer physiquement pendant des heures de contribution en personne.

Si vous souhaitez être ajouté à la liste de diffusion et recevoir des informations sur le projet, veuillez fournir une adresse e-mail ou postale ci-dessous.

1. Veuillez nous fournir toute information ou préoccupation environnementale ou de conception que vous voulez partager avec nous dans l'évaluation environnementale de ce projet.

2. Veuillez utiliser cet espace pour fournir tout commentaire supplémentaire.

Vous pouvez soumettre votre fiche de commentaires dans la boîte indiquée, ou envoyer vos commentaires par courrier le 27 novembre 2023 à l'adresse ci-dessous.

General Services Administration  
Attention: Li Wang, Project Manager  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222

Vous pouvez aussi envoyer votre commentaire par e-mail à [coburngore@gsa.gov](mailto:coburngore@gsa.gov) par votre point de contact "CoburnGore GSA".

- **Par Courriel.** Envoyez vos commentaires à l'adresse suivante : ***coburngore.lpoe@gsa.gov*** (Veuillez inclure « Coburn Gore EA » dans la ligne d'objet.)

- **Par Courrier.** Envoyer des commentaires écrits à :

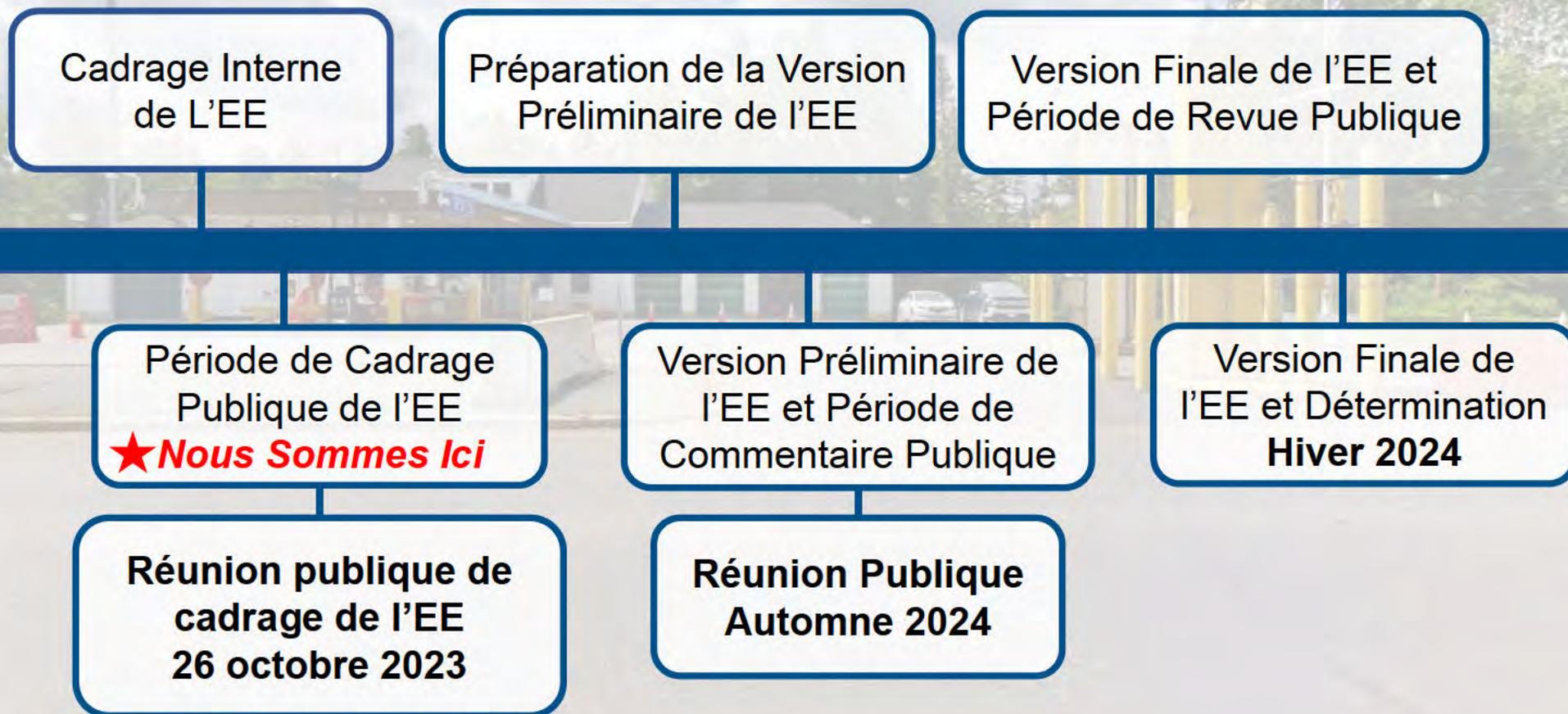
General Services Administration  
Attention: Li Wang, Project Manager  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222

- **PAR CODE QR.** Scannez ce code et soumettez vos commentaires en ligne.





# CHRONOLOGIE DU NEPA





# PROCESSUS DU NEPA

## CADRAGE INTERNE DE 'EE

- La GSA a identifié la nécessité de mettre à jour le LPOE de Coburn Gore avec les normes de conception des ports terrestres courantes et les exigences opérationnelles du CBP, tout en corrigeant les lacunes existantes identifiées dans les opérations LPOE en cours.
- GSA a conduit une étude de faisabilité [novembre 2018] pour explorer des alternatives viables pour répondre aux besoins des opérations LPOE de Coburn Gore.

## PÉRIODE DE CADRAGE PUBLIQUE DE L'EE NOUS SOMMES ICI

- La GSA informe les agences locales, étatiques et fédérales du projet proposé par le moyen d'une lettre de cadrage des parties prenantes.
- L'objectif de la réunion publique de cadrage de l'EE est de décrire le projet, de solliciter des commentaires et d'entendre les préoccupations et les intérêts de la communauté avant la préparation de l'évaluation environnementale (EE).
- Le public peut soumettre des commentaires sur les questions qui devraient être prises en compte dans l'EE.
- La période de cadrage publique se termine le 27 novembre 2023.

## PRÉPARATION DE LA VERSION PRÉLIMINAIRE DE L'EE

- Une version préliminaire de l'évaluation environnementale est élaborée pour analyser les impacts potentiels sur l'environnement naturel et humain..
- Les commentaires du public sont pris en compte lors de la préparation de la version préliminaire de l'EE.
- Les consultations requises sont initiées avec les agences fédérales et étatiques pour se conformer aux lois et réglementations (par exemple, Endangered Species Act (Loi sur les espèces en voie de disparition), National Historic Preservation Act (Loi sur la préservation historique nationale)).

## VERSION PRÉLIMINAIRE DE L'EE ET PÉRIODE DE COMMENTAIRE PUBLIQUE

- Une période de commentaires publics de 30 jours est organisée, qui comprendra une réunion publique.
- Les commentaires écrits sur le contenu de la version préliminaire de l'EE sont acceptés par courrier américain, par courriel ou en personne lors de la réunion publique.

## VERSION FINALE DE L'EE ET PÉRIODE DE REVUE PUBLIQUE

- Effectuer les consultations requises avec les agences.
- Examiner, considérer et, le cas échéant, traiter les commentaires publics reçus.
- Réviser et finaliser l'EE.
- Déterminer si le projet peut procéder en vertu d'une Constatation D'Absence D'Impacts Importants.
- Délai d'attente de 30 jours.



# Loi sur la Préservation Historique Nationale : Section 106

Section 106 de la Loi sur la Préservation Historique Nationale de 1966 (NHPA) oblige la GSA à prendre en compte les effets des entreprises fédérales sur les propriétés historiques. Si un projet fédéral ou bénéficiant d'une aide fédérale est susceptible d'affecter des propriétés historiques, un examen en vertu de la section 106 doit avoir lieu.

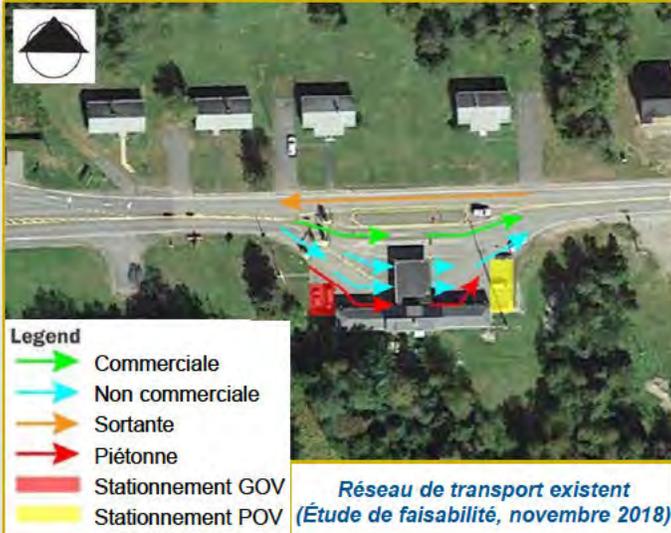
Étape 1: Initier Section 106	Étape 2 Établir la Zone D'impact Potentiel (APE)	Étape 3: Identifier les Ressources Historiques	Étape 4: Évaluer les Impacts sur les Ressources Historiques	Étape 5: Résoudre les Impacts Négatifs (Si Nécessaire)
La GSA identifie les parties prenantes potentielles et crée un plan de participation du public.	La zone géographique sur laquelle le projet pourrait impacter est établie.	Les ressources historiques qui sont répertoriées ou éligibles à l'inscription au Registre National des Lieux Historiques sont identifiées grâce à l'arpentage / piquetage, des recherches et des commentaires du public.	Les impacts potentiels sur les ressources historiques identifiées sont évalués. S'il n'y a aucun impact potentiel ou aucun impact négatif potentiel, le processus peut s'arrêter là.	S'il y a des impacts négatifs potentiels, GSA explorera des mesures pour éviter, minimiser ou atténuer ces impacts. La résolution donnera lieu à un Protocole D'Accord (MOA) ou à un Accord Programmatique (PA) enregistrant les mesures convenues pour résoudre les impacts négatifs.

# CONTEXTE DU PROJET

Le port d'entrée terrestre (LPOE) de Coburn Gore est situé à Coburn Gore, ME, à environ 20 miles au nord-ouest de la ville d'Eustis, ME et de l'autre côté de la frontière de Woburn, Québec. Le port d'entrée terrestre de Coburn Gore est divisé en deux par la route 27 de l'État du Maine (également connue sous le nom de Highway 27 et The Arnold Trail) avec des bâtiments et des installations au nord et au sud de la route. Le port accueille des véhicules commerciaux et non commerciaux et se concentre sur l'inspection et le contrôle des véhicules, des marchandises et des personnes. Le LPOE est en activité depuis 1932 et les installations existantes ont été construites dans les années 1930.



Le bâtiment principal existant et deux résidences unifamiliales CBP ont été construits en 1932 et sont inscrits au Registre National des Lieux Historiques (NRHP). Deux résidences unifamiliales supplémentaires ont été construites en 1967. En raison du manque de capacité d'inspection des différents types de trafic (commercial, non commercial et piéton), des installations et des technologies obsolètes et du manque de séparation entre les installations LPOE et les logements du CBP, le LPOE ne fonctionne plus correctement et présente des risques en matière de sûreté et de sécurité pour les agents du CBP et le public voyageur. L'analyse environnementale analysera les impacts environnementaux potentiels du projet.



## Objectif.

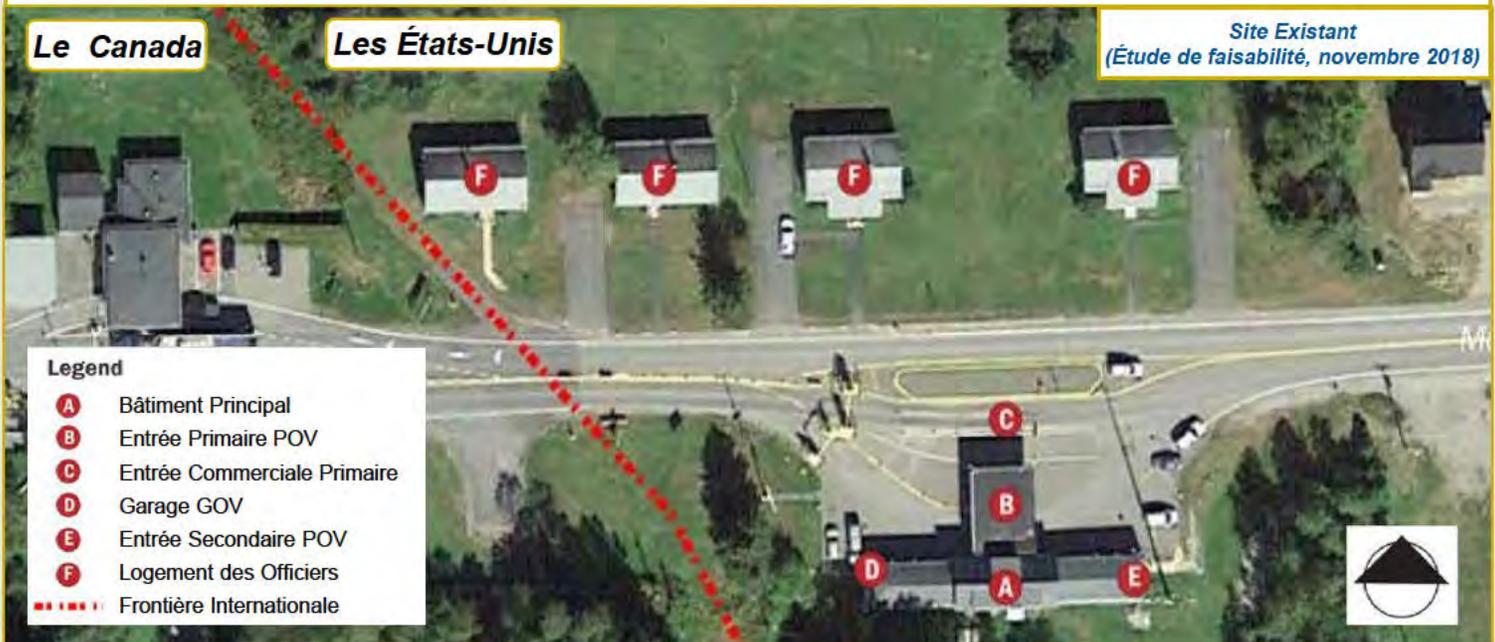
L'objectif du projet est que la GSA soutienne les missions des douanes et de la protection des frontières des États-Unis (CBP) en alignant les opérations LPOE de Coburn Gore sur les normes de conception des ports terrestres courantes et les exigences opérationnelles du CBP tout en comblant les lacunes existantes identifiées dans les opérations portuaires en cours.

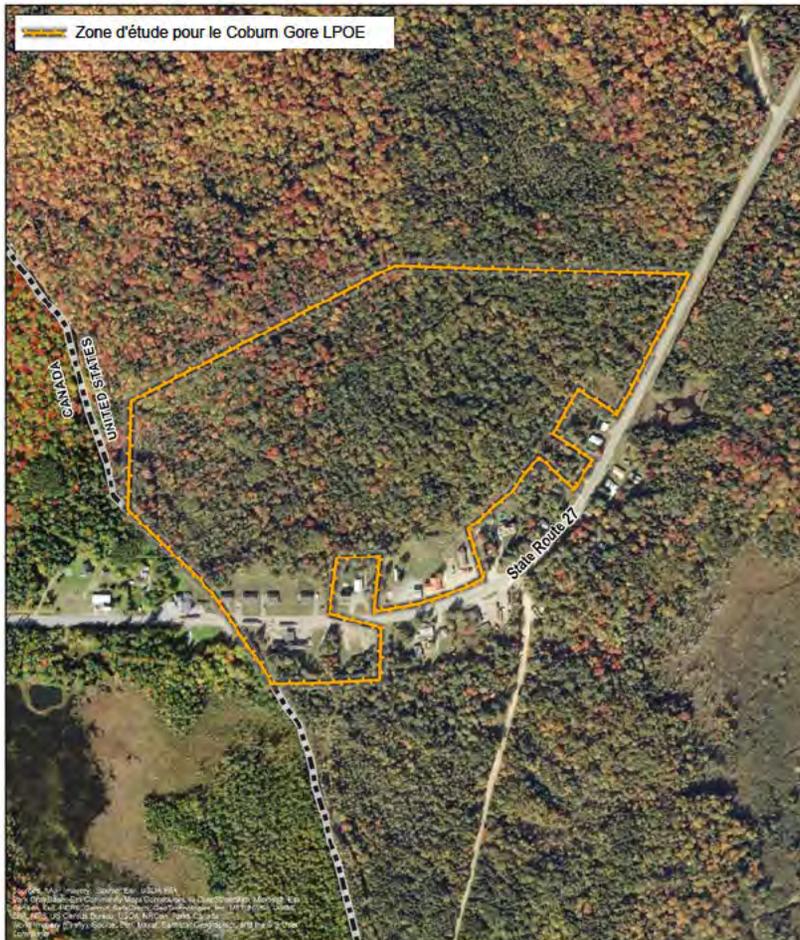
\*GOV = véhicule appartenant au gouvernement

\*POV = véhicule privé

**Nécessité.** L'action proposée est nécessaire pour :

- ❖ Augmenter l'efficacité et la capacité de traitement
- ❖ Ajoutez le traitement commercial, une inspection non intrusive, une inspection secondaire, des voies de circulation, du stationnement et des installations annexes
- ❖ Fournir un logement approprié au CBP
- ❖ Introduire de nouvelles technologies de sûreté et de sécurité
- ❖ Intégrer des caractéristiques de durabilité





L'Évaluation Environnementale envisagera **trois alternatives «d'action»** et une alternative **«sans action»**.

Les alternatives d'action pourraient inclure:

- Construction de nouvelles installations LPOE : bâtiment portuaire principal, traitement commercial, inspection non intrusive distincte, inspection secondaire, garage GOV, voies de circulation, du stationnement et des installations annexes.
- L'acquisition de terrains supplémentaires.
- Maintenir le bâtiment portuaire principal historique existant et déplacer les quatre résidences CBP existantes.
- Construction de nouveaux logements CBP.
- Création d'un cul-de-sac à la fin de la State Route 27.
- Nivellement du terrain pour les nouvelles installations LPOE.
- Construction d'un mur de soutènement pour les nouvelles installations LPOE.
- Construction pour permettre la gestion intégrée des eaux pluviales.

Dans le cas de l'alternative sans action, les installations LPOE actuelles continueraient de fonctionner dans les conditions existantes.



**COMMENT SHEET**  
**Proposed Modernization Project at the**  
**Coburn Gore Land Port of Entry**  
**Public Scoping Meeting**  
**Coburn Gore, ME**  
**Thursday, October 26, 2023**

(PLEASE PRINT)

**NAME and AFFILIATION (OPTIONAL):** \_\_\_\_\_

**ADDRESS:** \_\_\_\_\_

**EMAIL:** \_\_\_\_\_ **ZIP CODE:** \_\_\_\_\_

Public participation is an essential component of the National Environmental Policy Act (NEPA) process, and GSA welcomes comments on the Proposed Modernization Project at the Coburn Gore Land Port of Entry.

Please fill out the following form to ensure that the analysis, and ultimately the decision, considers the affected communities' opinions.

If you would like to be added to the mailing list and receive information about the project, please provide your email or mailing address above.

**1. Provide us with any environmental or design information or concerns, which you feel should be addressed in the Environmental Assessment for this project.**

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**2. Use this space to provide any additional comments you might have:**

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**Please leave this comment sheet at the designated "drop box" or mail your comments by November 27, 2023 to the address below:**

**General Services Administration**  
**Attention: Li Wang, Project Manager**  
**Thomas P. O'Neill, Jr. Federal Building**  
**10 Causeway Street, 11th Floor**  
**Boston, MA 02222**



Scan this code and submit comments online.

You may also email your comment to [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov) with subject line "Coburn Gore EA"

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**General Services Administration  
Attention: Li Wang, Project Manager  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222**

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**FICHE DE COMMENTAIRES**  
**Projet de Modernisation Proposé au**  
**Port d'Entrée Terrestre de Coburn Gore**  
**Réunion Publique de Cadrage du Projet**  
**Coburn Gore, ME**  
**Jeudi, le 26 octobre 2023**

(VEUILLEZ IMPRIMER)

**NOM ET AFFILIATION (OPTIONNEL):** \_\_\_\_\_

**ADRESSE:** \_\_\_\_\_

**ADRESSE COURRIEL:** \_\_\_\_\_ **CODE POSTAL:** \_\_\_\_\_

La participation du public est essentielle au processus du National Environmental Policy Act (NEPA) (la loi nationale sur la politique environnementale), et la GSA accueille les commentaires sur le Projet de Modernisation Proposé au Port D'entrée Terrestre de Coburn Gore.

Veillez remplir le formulaire suivant afin d'assurer que l'analyse et la décision finale prennent compte des opinions des communautés concernées.

Si vous souhaitez être ajouté à la liste de diffusion et recevoir des informations sur le projet, veuillez fournir votre adresse courriel ou postale ci-dessus.

**1. Veuillez nous fournir toute information ou préoccupation environnementale ou de conception qui, selon vous, devrait être abordée dans l'évaluation environnementale de ce projet.**

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**2. Veuillez utiliser cet espace pour fournir tout commentaire supplémentaire:**

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**Veillez laisser cette fiche de commentaires dans la boîte indiquée, ou envoyez vos commentaires par courrier par le 27 novembre 2023 à l'adresse ci-dessous :**

**General Services Administration**  
**Attention: Li Wang, Project Manager**  
**Thomas P. O'Neill, Jr. Federal Building**  
**10 Causeway Street, 11th Floor**  
**Boston, MA 02222**



Scannez ce code et soumettez vos commentaires en ligne.

**Vous pouvez aussi envoyer votre commentaire par courriel à [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov) avec pour ligne d'objet "Coburn Gore EA"**

VEUILLEZ PLIER

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L'AFFRANCHISSEMENT  
CORRECTE

**General Services Administration  
Attention: Li Wang, Project Manager  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222**

VEUILLEZ PLIER

RUBAN ADHÉSIF ICI



# COBURN GORE LPOE 2024 STUDY AREA





General Services Administration  
Coburn Gore Land Port of Entry, Coburn Gore, Maine  
Environmental Assessment  
PUBLIC SCOPING MEETING #2 HANDOUT



### Summary

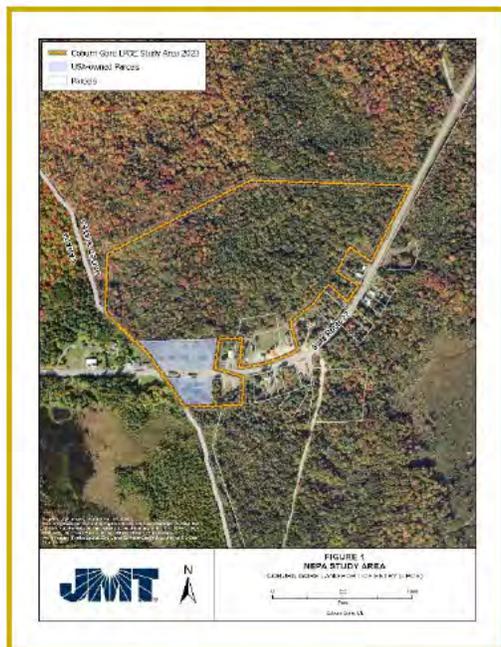
The U.S. General Services Administration (GSA) is proposing to modernize the Coburn Gore Land Port of Entry (LPOE) in Coburn Gore, Franklin County, Maine. The proposed project would improve the operational efficiency, safety, and security of U.S. Customs and Border Protection (CBP) personnel and cross-border travelers at the LPOE. Specifically, the deficiencies at the LPOE fall into two broad categories: 1) limited capacity and facilities for port operations; and 2) the existing buildings' condition.

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 Coburn Gore LPOE. The current main building and two single-family residences located on site were built in 1932 and are listed on the National Register of Historic Places (NRHP). GSA will also consult with the State Historic Preservation Office (SHPO) in compliance with the Section 106 process of the National Historic Preservation Act of 1966, as amended.

The GSA is providing an opportunity for the public, stakeholders, and government agencies to provide input during EA preparation. The social, economic, and environmental considerations are evaluated and measured, as defined in the CEQ regulations, by their magnitude of impacts.

Since the initial Public Scoping Meeting in October 2023, the Study Area for the modernization efforts has expanded (see below).

October 2023 Study Area



June 2024 Study Area



Further information about the project can be viewed at: <http://gsa.gov/coburngore>.



**Administration des Services Généraux**  
**Port d'Entrée Terrestre de Coburn Gore, Coburn Gore,**  
**l'État du Maine**  
**Évaluation Environnementale (EE)**  
**NOTE POUR LA RÉUNION PUBLIQUE DE CADRAGE**  
**DU PROJET**



## Résumé

La General Services Administration (GSA) (Administration des Services Généraux) des États-Unis propose de moderniser le port d'entrée terrestre de Coburn Gore (LPOE) à Coburn Gore, dans le comté de Franklin, dans l'État du Maine. Le projet proposé améliorerait l'efficacité opérationnelle, la sûreté et la sécurité du personnel des Customs and Border Protection (CBP) (douanes et de la protection des frontières des États-Unis) et des voyageurs transfrontaliers au LPOE. Plus précisément, les lacunes du LPOE se répartissent en deux grandes catégories : 1) capacité et installations limitées pour les opérations portuaires; et 2) l'état des bâtiments existant.

Une version préliminaire d'une Évaluation Environnementale (EE) est en cours de préparation conformément à la National Environmental Policy Act (NEPA) (Loi sur la politique nationale de l'environnement) de 1969, telle que modifiée par (42 U.S. Code [U.S.C.] 4321), telle que mise en œuvre par les règlements du Council on Environmental Quality (CEQ) (Conseil de la qualité de l'environnement) (40 Code of Federal Regulations [CFR] (Code des Régulations Fédérales) 1500–1508), et les politiques de la GSA en tant qu'agence fédérale principale. Le processus de l'Évaluation Environnementale préliminaire fournit des étapes et des procédures pour évaluer les impacts environnementaux naturels et humains potentiels résultant de la modernisation et de l'expansion proposées du Coburn Gore LPOE. En parallèle, la GSA lancera une consultation en vertu de l'article 106 du National Historic Preservation Act (Loi sur la préservation historique nationale), ainsi que de la conformité à la NEPA, car le bâtiment principal actuel et deux résidences unifamiliales construites en 1932 situées sur le site sont répertoriés dans le National Register of Historic Places (NRHP) (registre national des lieux historiques).

GSA offre une opportunité au public ; parties prenantes; et les agences locales, étatiques ou fédérales pour fournir leurs contributions et/ou leurs commentaires lors de réunions de cadrage et d'information publiques concernant la préparation de l'EE. Les considérations sociales, économiques et environnementales sont évaluées et mesurées, conformément à la réglementation CEQ, par l'ampleur de leurs impacts.

## Contexte du Project



Le Coburn Gore LPOE est un port d'entrée pour les véhicules et les piétons traversant la frontière canado-américaine, entre Coburn Gore, Maine, et Woburn, Québec, Canada. Le port accueille des véhicules commerciaux et non commerciaux et se concentre sur l'inspection et le contrôle des véhicules, des marchandises et des personnes. Le bâtiment principal existant et les deux résidences ont été construits en 1932 et sont répertoriés dans le NRHP. Deux résidences supplémentaires ont été construites en 1967. En raison du manque de capacité d'inspection des différents types de trafic (commercial, non commercial et piéton), des installations et technologies obsolètes et du manque de séparation entre les installations et les logements du CBP, le LPOE ne fonctionne plus adéquatement et présente des risques en matière de sûreté et de sécurité pour les agents du CBP et le public voyageur. Le LPOE existant a des contraintes spatiales, avec un espace intérieur inadéquat pour les bureaux et le traitement, et des possibilités d'expansion limitées dans son empreinte actuelle.

Plus d'informations sur le projet peuvent être consultées à l'adresse suivante: <http://gsa.gov/coburngore>.

## Alternatives Envisagées

L'Évaluation Environnementale envisagera des alternatives « d'action » et une alternative « sans action ».

Les alternatives d'action pourraient inclure:

- Construction de nouvelles installations LPOE : Bâtiment Portuaire Principal, Traitement Commercial, Inspection Non Intrusive distincte, Inspection Secondaire, garage GOV, voies de circulation, du stationnement et des installations annexes.
- L'acquisition de terrains supplémentaires.
- Maintenir le bâtiment portuaire principal historique existant et déplacer les quatre résidences CBP existantes.
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- Nivellement du terrain pour les nouvelles installations LPOE.
- Construction d'un mur de soutènement pour les nouvelles installations LPOE.
- Construction pour permettre la gestion intégrée des eaux pluviales.

Dans le cas de l'alternative sans action, les installations LPOE actuelles continueraient de fonctionner dans les conditions existantes.

## Processus du National Environmental Policy Act (NEPA)



LA GSA est maintenant dans la phase du Période de Cad战略 Publique du processus d'EE de la NEPA. Les points de vue et les commentaires du public sont nécessaires pour aider à déterminer la portée et le contenu de l'analyse environnementale. Un objectif important du cad战略 est d'identifier les éléments spécifiques de l'environnement qui pourraient être affectés si la proposition est réalisée. Les impacts potentiels soulevés lors du cad战略 seront analysés en détail dans l'EE.

Votre participation au processus d'évaluation environnementale est grandement appréciée. Les commentaires écrits doivent être soumis à la GSA avant le 29 juillet 2024 au moyen de l'une des méthodes suivantes:

- En personne: Lors de la réunion. Une fiche de commentaires sera disponible. Un sténographe sera également présent lors de la réunion de cad战略 pour recevoir et enregistrer les commentaires oraux.
- Courriel: Envoyer un courriel à l'adresse suivante [coburngore.lpo@gsa.gov](mailto:coburngore.lpo@gsa.gov) avec pour ligne d'objet « Coburn Gore EA »
- Par Code QR: Scannez le code dans le coin inférieur droit pour fournir des commentaires en ligne.
- Courrier: Envoyez vos commentaires écrits par courrier à l'adresse suivante:

General Services Administration  
Attention: Li Wang, Project Manager  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, 11<sup>th</sup> Floor  
Boston, MA 02222



Scannez ce code et soumettez vos commentaires en ligne.

Pour plus d'informations, veuillez contacter Li Wang, chef de projet, GSA au numéro suivant (857) 246-6644 ou par courriel à l'adresse suivante: [coburngore.lpo@gsa.gov](mailto:coburngore.lpo@gsa.gov).



**COMMENT SHEET**  
**Proposed Modernization Project at the**  
**Coburn Gore Land Port of Entry**  
**Public Scoping Meeting #2**  
**Coburn Gore, ME**  
**Thursday, June 27, 2024**

(PLEASE PRINT)

**NAME and AFFILIATION (OPTIONAL):** \_\_\_\_\_

**ADDRESS:** \_\_\_\_\_

**EMAIL:** \_\_\_\_\_ **ZIP CODE:** \_\_\_\_\_

Public participation is an essential component of the National Environmental Policy Act (NEPA) process, and GSA welcomes comments on the Proposed Modernization Project at the Coburn Gore Land Port of Entry.

Please fill out the following form to ensure that the analysis, and ultimately the decision, considers the affected communities' opinions.

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**1. Provide us with any environmental or design information or concerns, which you feel should be addressed in the Environmental Assessment for this project.**

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**2. Use this space to provide any additional comments you might have:**

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**Please leave this comment sheet at the designated "drop box" or mail your comments by July 29, 2024, to the address below:**

**General Services Administration**  
**Attention: Li Wang, Project Manager**  
**Thomas P. O'Neill, Jr. Federal Building**  
**10 Causeway Street, 11th Floor**  
**Boston, MA 02222**



Scan this code and submit comments online.

You may also email your comment to [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov) with subject line "Coburn Gore EA"

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**General Services Administration  
Attention: Li Wang, Project Manager  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222**

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**FICHE DE COMMENTAIRES**  
**Projet de Modernisation Proposé au**  
**Port d'Entrée Terrestre de Coburn Gore**  
**Réunion Publique de Cadrage du Projet**  
**Coburn Gore, ME**  
**Jeudi, le 27 juin 2024**

(VEUILLEZ IMPRIMER)

**NOM ET AFFILIATION (OPTIONNEL):** \_\_\_\_\_

**ADRESSE:** \_\_\_\_\_

**ADRESSE COURRIEL:** \_\_\_\_\_ **CODE POSTAL:** \_\_\_\_\_

La participation du public est essentielle au processus du National Environmental Policy Act (NEPA) (la loi nationale sur la politique environnementale), et la GSA accueille les commentaires sur le Projet de Modernisation Proposé au Port D'entrée Terrestre de Coburn Gore.

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Si vous souhaitez être ajouté à la liste de diffusion et recevoir des informations sur le projet, veuillez fournir votre adresse courriel ou postale ci-dessus.

**1. Veillez nous fournir toute information ou préoccupation environnementale ou de conception qui, selon vous, devrait être abordée dans l'évaluation environnementale de ce projet.**

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**2. Veillez utiliser cet espace pour fournir tout commentaire supplémentaire:**

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**Veillez laisser cette fiche de commentaires dans la boîte indiquée, ou envoyez vos commentaires par courrier par le 29 juillet 2024 à l'adresse ci-dessous :**

**General Services Administration**  
**Attention: Li Wang, Project Manager**  
**Thomas P. O'Neill, Jr. Federal Building**  
**10 Causeway Street, 11th Floor**  
**Boston, MA 02222**



Scannez ce code et soumettez vos commentaires en ligne.

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VEUILLEZ PLIER

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TIMBRE ICI  
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CORRECTE

**General Services Administration  
Attention: Li Wang, Project Manager  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222**

VEUILLEZ PLIER

RUBAN ADHÉSIF ICI



**APPENDIX E: MEETING SIGN-IN SHEETS AND FOLLOW-UP EMAIL**



# Projet de Modernisation Proposé au Port d'Entrée Terrestre de Coburn Gore, À Coburn Gore, dans l'État du Maine

General Services Administration (GSA)  
(Administration des Services Généraux)

Nom / Affiliation	Adresse	Adresse de Courriel	Numéro de Téléphone
Carole Marchand Pierre BLANCHARD			
LARRY WARREN Amos - igni Pige store			
RÉMI BOUCHER DARK SKY RESERVE			
MARC TRÉPANIÉ			
Cédric Pepin			
JOE DUMAIS			
MARK ROBERTS			
PETER + JANE ROY			
JEAN DUPUIS			

Réunion Publique de Cadrage du Projet | Coburn Gore LPOE | 26 octobre, 2023 | de 17:00H à 19:00H



# Proposed Modernization Project at the Coburn Gore Land Port of Entry in Coburn Gore, Maine

General Services Administration (GSA)

Name / Affiliation

Address

Email

Phone Number

Collette Boulanger  
Rea Boulanger  
JAKE METZLER / FOREST SOCIETY OF MAINE  
J. J. J. J.  
Mylene Pepin  
Marie-Eve Chouinard  
Christine Carrier  
aux pépé  
CLAUDE A. BERGERON  
GREGORY PEASE  
Julie R. Pepin  
MAURICE PEPIN

Public Scoping Meeting | Coburn Gore LPOE | October 26, 2023 | 5:00 PM to 7:00 PM



Coburn Gore LPOE <coburngore.lpo@gsa.gov>

# Coburn Gore Land Port of Entry Public Comment Period through November 27, 2023

8 messages

Coburn Gore LPOE <coburngore.lpo@gsa.gov>  
To: Coburn Gore LPOE <coburngore.lpo@gsa.gov>

Thu, Nov 9, 2023 at 3:20 PM



Good afternoon,

We are reaching out to thank those of you who attended the National Environmental Policy Act (NEPA) scoping meeting for the Coburn Gore Land Port of Entry project on October 26th, and to provide project information for those of you who were unable to attend.

The scoping process is an opportunity for interested parties, stakeholders, and the public to provide input on issues that are important to the community. This input is a valuable step in the process, and will be used by GSA to determine the scope and content of the Environmental Assessment (EA).

We heard a lot of valuable insight from meeting attendees. Please note, only written comments submitted, as described below, become a part of the official record. We encourage you to review the project information and submit written comments, including any comments you may have provided verbally at the meeting. Project information is attached to this email, and available at the project website:

[gsa.gov/coburngore](https://gsa.gov/coburngore).

Written comments must be submitted to GSA by Monday, November 27, 2023 using one of the following methods:

**Email:** Send an email to [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov) with subject line "Coburn Gore LPOE EA" or reply to this email.

**Mail:** Send written comments by mail to:

General Services Administration  
Attention: Li Wang, Project Manager  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222

Your participation in the EA process is important and is greatly appreciated.

Regards,

GSA Project Team

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**4 attachments**

-  **Coburn Gore Public Scoping Meeting Handout\_French.pdf**  
263K
-  **Coburn Gore Public Scoping Meeting Handout\_English.pdf**  
545K
-  **Coburn Gore Scoping Meeting Posters\_English.pdf**  
1821K
-  **Coburn Gore Scoping Meeting Posters\_French.pdf**  
1813K

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**Mail Delivery Subsystem** <mailer-daemon@googlemail.com>  
To: [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov)

Thu, Nov 9, 2023 at 3:20 PM



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# Proposed Modernization Project at the Coburn Gore Land Port of Entry in Coburn Gore, Maine

General Services Administration (GSA)

Name / Affiliation	Address	Email	Phone Number
Catherine Tremblay Senator COLLINS	[REDACTED]	[REDACTED]	[REDACTED]
BEN Tucker SENATOR KING			
Scott Cole resident			
LARRY WARREN			
ERIC G. JOHNSON			
Roy Van Vleet ( & Emily Van Vleet			
Cedric Pepin			
Marie-Eve Chouinard			
Joseph Dumais			
FRANCOIS BOBIDEAU			

Public Scoping Meeting #2 | Coburn Gore LPOE | June 27, 2024 | 5:00 PM to 7:00 PM



# Proposed Modernization Project at the Coburn Gore Land Port of Entry in Coburn Gore, Maine

General Services Administration (GSA)

Name / Affiliation	Address	Email	Phone Number
Joseph W. Dick	[REDACTED]	[REDACTED]	[REDACTED]
Michele A. Mag			
MARK ROBERS			
Bob CARLTON			
Claude A. Bergeron			
GREG BJORK			
Matt Drust MireDOT			
alex pepin			
Mylene Pepin			
JEAN-DEK/ADJOINT			

Public Scoping Meeting #2 | Coburn Gore LPOE | June 27, 2024 | 5:00 PM to 7:00 PM



# Projet de Modernisation Proposé au Port d'Entrée Terrestre de Coburn Gore, À Coburn Gore, dans l'État du Maine

General Services Administration (GSA)  
(Administration des Services Généraux)

Nom / Affiliation	Adresse	Adresse de Courriel	Numéro de Téléphone
Joseph E. Maaten	[Redacted]	[Redacted]	[Redacted]
Mike Soboleski			
Collette Boulanger			
Red Bonlay			
Julie Rancourt			
MAU Mierfre m			

Réunion Publique de Cadrage du Projet | Coburn Gore LPOE | 27 juin, 2024 | de 17:00H à 19:00H



**APPENDIX F: PUBLIC SCOPING MEETING TRANSCRIPT**

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STATE OF MAINE

Second Public Meeting on the Scoping  
and Development of an Environmental Assessment for  
the Coburn Gore Point Land Port of Entry  
Modernization Project.

COBURN GORE LPOE MAINE BUILDING  
STATE ROUTE 27 (THE ARNOLD TRAIL)

COBURN GORE, MAINE 04936

THURSDAY, JUNE 27, 2024

5:05 p.m.

Taken before Angella Clukey, a Notary  
Public in and for the State of Maine, on Thursday,  
June 27, 2024, at the Coburn Gore LPOE Main  
Building, State Route 27 (The Arnold Trail) Coburn  
Gore, Maine, commencing at 5:05 p.m. pursuant to  
notice given.

DON THOMPSON & ASSOCIATES  
COURT REPORTING  
dtreport@myottmail.com  
207-394-3900

1   Appearances

2                   MISSY MERTZ                   GSA Environmental Protection Specialist

3  
4                   LI WANG                                   GSA Senior Project Manager

5                   SARA MASSARELLO                   GSA Real Property Disposition

6  
7                   PAUL HUGHES                   GSA Regional Public Affairs Officer

8                   ADRIENE DELOZIER                   JMT Planning and Natural Resources

9  
10                  ROB RUDDY                   Customs and Border Protection Director

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1 MR. HUGHES: All right. Can everybody hear me in  
 2 the back? Feel free to move on up. There is one  
 3 more seat -- one more seat if anybody wants it.  
 4 All right. Good afternoon. My name is Paul  
 5 Hughes, I'm the public affairs officer for Region 1  
 6 GSA -- I'm the public affairs officer for Region 1  
 7 GSA. I do have a few announcements before we get  
 8 going here.  
 9 Number one, we do have a stenographer, so please  
 10 speak slowly and don't talk over each other if you  
 11 have comments. If you want to make your comments in  
 12 private, we can arrange that as well.  
 13 Number two, we do have a French translator here.  
 14 So if you need someone to translate into French, we  
 15 can take care of that for you.  
 16 Number three, make sure you sign in.  
 17 Number four, we're here to get your comments  
 18 tonight. So there are three ways where you can give  
 19 us your comments. One is here tonight. The other is  
 20 on this comment sheet available at the table. And  
 21 the other is you can send it in by mail, which is on  
 22 the back of the comment sheet.  
 23 Also, we have an e-mail address where you can  
 24 send comments to, but for the life of me right now I  
 25 can't remember it. But I'll have it for you before

4

1 the end of this event.  
 2 We are here to take your comments and we will be  
 3 able to answer some very basic questions. But we're  
 4 in the very early stages of a very long and complex  
 5 process. So most of your questions will have to be  
 6 answered in the future versus tonight.  
 7 Did I miss anything? Missy, you've been coaching  
 8 me for the last hour. Did I miss anything? Roger  
 9 that. There are snacks, you can have those.  
 10 And without any further ado, I'm going to turn  
 11 you over to Li. He will run through the rest of the  
 12 briefing tonight.  
 13 MR. WANG: Okay. Is this not working? One  
 14 second, folks. I haven't been to the military so I  
 15 need this. My vocal cords are not as strong as  
 16 Paul's.  
 17 How is this? Okay, great. I'll try not to  
 18 overdo it now.  
 19 Welcome, everybody. I am the project manager  
 20 representing GSA. We're obviously -- can you hear  
 21 me?  
 22 (A discussion was held off the record to fix the  
 23 PA system.)  
 24 MR. WANG: So thank you all for being here  
 25 tonight. Thank you, Sarah.

5

1 (A discussion was held off the record to fix the  
 2 PA system.)  
 3 MR. WANG: So the last time we were here -- I  
 4 think I see a lot of familiar faces. So good to see  
 5 all of you again. We certainly appreciate you  
 6 spending some time with us today.  
 7 As Paul alluded to, we're still in the very  
 8 beginning stages of this really long complex project.  
 9 We are delivering this project on behalf of our  
 10 customer. The customer is the border patrol. And  
 11 their mission is critical to the success of this  
 12 project.  
 13 So, briefly, you see two posters in front of me.  
 14 These, basically -- to highlight the areas that,  
 15 basically, show you additional study areas that we  
 16 were currently working on as part of our NEPA  
 17 process. And the NEPA process is, essentially, for  
 18 all of our GSA capital projects. We go -- part of  
 19 the requirement is why we're here.  
 20 We want to solicit the public's input. We look  
 21 at various -- many, many factors, environmental,  
 22 historical, utilities, all of those important things,  
 23 because this is a major project we are obligated to  
 24 deliver.  
 25 Okay. So the last time we were here I believe we

6

1 had an exhibit that, basically, infers where we were  
 2 setting north of 27. We received your input. And  
 3 thank you all for those, it's really important.  
 4 So now we are really looking at the next phase,  
 5 which is south and middle, really understanding these  
 6 are outlining the study areas. And we can get into  
 7 the details of what that means.  
 8 So this process is really beginning with  
 9 soliciting comments from you and getting your  
 10 feedback. But with that said, we're here to get your  
 11 comments. We're working on -- the process, the  
 12 project is very complex. We have a series of  
 13 guidance documents we must adhere to working with our  
 14 design teams and our engineers and consultants.  
 15 And we have Jacobs Engineering here represented  
 16 by David Choi. He's our construction manager and  
 17 advisor. They are working hand and hand with GSA and  
 18 CBP. And certainly port director Rob Ruddy has been  
 19 with us every step of the way, as with Mr. GilPatrick  
 20 back there who's representing CBP.  
 21 So that's a quick summary. I know there were --  
 22 again, the -- the bigger way is we got your comments  
 23 on the first interaction. Now we're looking at  
 24 middle and south of Route 27 as we begin to formulate  
 25 how we are going to deliver this project and how do

7

1 we design this project. So that's it.

2 AUDIENCE MEMBER: Could you describe the project?

3 MR. WANG: Yes. The project is an expansion of

4 the port. It's right now a permanent port,

5 commercial port. So you will see -- you know, I'm

6 not going to describe this ultimately enough, but

7 currently every commercial truck that goes through

8 here has to be pre-permitted.

9 So they -- CBD does not have the capabilities of

10 doing a -- what they, essentially, need to do to

11 inspect every -- every vehicle that comes through.

12 So we're expanding the port.

13 Our program is to modernize and give -- deliver a

14 new modern land port of entry for CBP; multiple lanes

15 of traffic, modern inspection technology and all

16 the -- all the -- everything that comes with their

17 current standing.

18 AUDIENCE MEMBER: So it means that a truck does

19 not have to be then pre-permitted, it be can

20 inspected here?

21 MR. WANG: Correct. That's the goal. And that's

22 the important, important goal.

23 AUDIENCE MEMBER: And do these exhibits show the

24 proposal?

25 MR. WANG: Not right now because we are -- we are

8

1 formulating how that's going to work. And we want to

2 get your input, influence back into our design. We

3 cannot -- the design is in development so we cannot

4 share with the public at this moment.

5 AUDIENCE MEMBER: And not having been to the last

6 meeting, wasn't aware of it, but could you at least

7 walk me through what's on that map?

8 MR. WANG: Sure. This is a simple aerial map,

9 Google map. And --

10 AUDIENCE MEMBER: Is that Canada?

11 MR. WANG: This is Canada, this side. And this

12 is -- we're physically standing right here. We're in

13 this wing of the historical port. These are the four

14 homes that are currently housing CBP officers. I

15 should say the last one is under repair.

16 And then the -- these areas that are shaded are

17 just areas on the NEPA program.

18 And Missy is here. She's our NEPA lead and she

19 could give you more detail on what that process

20 entails.

21 AUDIENCE MEMBER: That's great. Thank you. I

22 would love that. Could you tell me what -- I'm not

23 used to the acronyms that you're using. What is GSA?

24 What is NEPA?

25 MR. WANG: We're the, again, service

9

1 administration. We work with the customs and border

2 patrol. And they are under the Department of Home

3 Land Security. So we call them our customers because

4 we're really the agency that is by law obligated to

5 deliver capital projects for government agencies.

6 So we are here, we have a robust and a long

7 program. You know, number one, we want to meet the

8 customer's mission. That's the number one goal. We

9 have a number of other criteria within GSA's guidance

10 and standards that deliver these projects to meet the

11 expandability, to be respectful of the public,

12 certainly to enhance the local community, the

13 economy, to do all those wonderful things.

14 So -- but we are the prime party to work with the

15 designers and the engineers and our construction

16 management, outside consultants feeding back comments

17 from CBP, delivering the project.

18 AUDIENCE MEMBER: And just NEPA is?

19 MR. WANG: Missy.

20 MS. MERTZ: NEPA is the National Environmental

21 Policy Act. It was established back in 1970. And

22 what it does is it -- it's for all government

23 projects. So it's not a requirement for a private

24 landowner to do this. But it requires the government

25 to look at the environmental impacts of a project.

10

1 Environmental is used pretty broadly because we have

2 to consider things like socioeconomics along with

3 impacts to natural resources, cultural resources,

4 flood plains, wetlands, endangered species, along

5 with the community.

6 And what the primary driver is is it tells us we

7 need to go to the public, like we are here today, to

8 get public feedback. We don't want you not involved

9 in the process. And that's why I know a lot of folks

10 are, like, why don't you just show us what you're

11 doing? Because the first thing we want to do is get

12 your feedback on the areas we're looking at. Which

13 we had one meeting previously and we got a lot of

14 great feedback.

15 And they said, How come you're not looking over

16 there? Well, great question, why aren't we looking

17 over there? So we started looking around. But you

18 all are more familiar with the local area than we

19 are, so we look for anything you can provide us.

20 Hey, there's a bald eagle nest over there. Did you

21 know that? Or there's, you know, supposedly

22 hazardous waste buried on that old property.

23 All those things help feed our documentation so

24 we're not making poor choices for the government, for

25 CBP, for the community. Does that help?

11

1 AUDIENCE MEMBER: Yeah.  
 2 MS. MERTZ: Okay.  
 3 AUDIENCE MEMBER: Thank you.  
 4 MS. MERTZ: Sure.  
 5 MR. WANG: Yes.  
 6 MR. SOBOLESKI: Yeah, state representative Mike  
 7 Soboleski, this is my district. The guidance  
 8 documents you were talking about that you operate  
 9 under -- or are operating under, are those available  
 10 and where can we find those?  
 11 MR. WANG: Absolutely. For us -- I can't speak  
 12 for CBP specifically, but for us it's the P-100. You  
 13 can simply Google --  
 14 MR. SOBOLESKI: It's on a GSA website?  
 15 MR. WANG: Yes. It's externally available. It  
 16 outlines every requirement, it outlines our design  
 17 process, it outlines down to the submittal process.  
 18 I don't know, I can ask Jason to see if the CBP  
 19 guide -- I don't believe the CBP guide is public  
 20 because it's for security, so it's important.  
 21 MR. SOBOLESKI: And for NEPA -- where did she go?  
 22 MS. MERTZ: Right here.  
 23 (Cross-talking.)  
 24 MR. SOBOLESKI: I was, like, where did she go? I  
 25 represent the resource committee for the state as

12

1 well, so I had a couple questions for you as well.  
 2 Are you operating under guidance documents as  
 3 well, under any specific guidance in developing this  
 4 NEPA itself?  
 5 MS. MERTZ: NEPA itself, I mean, it's a federal  
 6 law, so it has guidance documents. Like, I mean,  
 7 code of federal regulation type of how to -- like,  
 8 the things that are required to be in your  
 9 environmental document.  
 10 AUDIENCE MEMBER: So nothing specifically for  
 11 this, it's just general?  
 12 MS. MERTZ: And then GSA itself we have a desk  
 13 guide that describes how we should implement NEPA, so  
 14 the things we should do. We operate under that, but  
 15 it's a pretty prescriptive regulation.  
 16 So, no -- I mean, we can certainly provide you a  
 17 copy of our desk guide that says how we do NEPA, how  
 18 we look at projects in our different pathways to get  
 19 to the end of a project, but nothing prescriptive  
 20 specifically to here.  
 21 We will be doing a draft -- we'll be doing an  
 22 environmental assessment for the site. I should have  
 23 told you that before. When that is complete as a  
 24 draft, we will again come out to the public and  
 25 that's when you'll see the alternatives we're

13

1 considering and you will again have a chance to  
 2 comment.  
 3 We will again take those comments back and work  
 4 to address them or address your concerns or do  
 5 whatever we can to make sure we either alleviate  
 6 concerns or express why we did what we did. So there  
 7 is -- there will be another chance for community  
 8 comment.  
 9 And then after that draft is complete and we have  
 10 solicited comments, we will then come forward with a  
 11 final EA. And that gets published in the federal  
 12 register, which is something nobody reads. But it  
 13 will get published out here, too. We will send it to  
 14 any adjacent landholders, anybody who's signed up  
 15 with their e-mail.  
 16 We can provide it -- we usually put it at the  
 17 local library for anybody who wishes to actually read  
 18 it. All those different avenues.  
 19 And then in the end the hope is that we will sign  
 20 a document that says we have a finding of no  
 21 significant impact. But, obviously, we're not there  
 22 yet.  
 23 MR. HUGHES: And I'll add, We'll also put it out  
 24 to the local media with a link to it for anybody to  
 25 see. So if you miss it in any of those other

14

1 sources, you can potentially, hopefully, see it in  
 2 one of the local media and then click on a link and  
 3 go to it.  
 4 AUDIENCE MEMBER: Thank you.  
 5 AUDIENCE MEMBER: Do you know when a draft might  
 6 be ready?  
 7 MR. HUGHES: I didn't hear the question.  
 8 AUDIENCE MEMBER: I'm just curious when the  
 9 draft, they think, might be ready?  
 10 MS. MERTZ: I would -- so we want -- we get --  
 11 I'm worried about giving a date simply because that  
 12 depends on what kinds of comments and feedback we get  
 13 back. My hope would be maybe in the next  
 14 three months. Once we get comments back, we're  
 15 hoping to, you know, really start and get it out  
 16 there.  
 17 Because, again, we want your comments. And there  
 18 is also a possibility that we get your comments on  
 19 the draft and we do another draft. That's not  
 20 unheard of. It's not improbable if we need to change  
 21 things. And we, again, want your opinion.  
 22 AUDIENCE MEMBER: What do the white lines around  
 23 the property mean?  
 24 MS. MERTZ: I think these are -- these are just  
 25 tax parcel lines pulled from the tax map. Somebody

15

1 can correct me, but I think they're just --

2 AUDIENCE MEMBER: What about the orange line?

3 MS. MERTZ: This orange line was the initial

4 study.

5 AUDIENCE MEMBER: But around the properties.

6 MS. MERTZ: This one? That's part of the

7 initial --

8 AUDIENCE MEMBER: Upper right --

9 MS. MERTZ: Like these?

10 AUDIENCE MEMBER: Right. Yeah.

11 MS. MERTZ: This was the initial study area. So

12 this part was part of the initial study area and then

13 we're now looking here as well.

14 Were there any other questions? Go ahead, sir.

15 COMMISSIONER CARLTON: Bob Carlton, Franklin

16 County commissioner. This is part of my district. I

17 realize what's going on here.

18 Will this increase traffic through this port?

19 MS. MERTZ: I think that's more of a question for

20 CBP. I mean -- Port Director Ruddy, the question

21 was, Will this increase traffic through the port?

22 MR. RUDDY: Well, as previously stated, right, we

23 are going from a permit port to a full commercial

24 center, right. So all the commercial vehicles that

25 are seeking to cross here that makes most economic

16

1 sense and geographic sense, right, to either the

2 maritime provinces, the I-95 corridor, right. So all

3 of that -- right, so all that traffic would then be

4 coming through here.

5 COMMISSIONER CARLTON: Okay. So my question is,

6 Does your study look downstream? Because everything

7 that comes here goes through Eustis, Kingfield,

8 eventually Farmington, all part of Franklin County.

9 And we've seen some significant traffic increases.

10 So does your study look downstream?

11 MS. MERTZ: We do to a point. But I'm not going

12 to tell you we're going to analyze traffic 45 minutes

13 down the road because that wouldn't be accurate.

14 COMMISSIONER CARLTON: It could potentially be a

15 big problem, a big problem.

16 MS. MERTZ: That's a really valid comment for us

17 and that's something we would really appreciate if

18 you would put it in writing.

19 And I wanted to say that, too, we really

20 appreciate your comments in writing, in e-mail, with

21 the stenographer. That becomes part of the public

22 record and you can provide comments anonymously.

23 We can't necessarily respond to you then, but we

24 have to address comments. Even if it's just to say

25 we can't address that or that's -- you know,

17

1 sometimes we get comments that, I don't like my

2 neighbor, can you move them? I can't address that,

3 I'm sorry. But, yeah, so we do.

4 COMMISSIONER CARLTON: So a follow-up. I

5 understand that you're going to run three-phase power

6 from down below to this facility; is that correct?

7 MR. WANG: I can take that. The answer I can

8 give you right now is it is being studied. A

9 three-phase study is an essential part of CBP's

10 operation.

11 COMMISSIONER CARLTON: Okay.

12 MR. WANG: It is quite a long distance. And it's

13 a big cost. We're evaluating that right now. That I

14 can tell you.

15 COMMISSIONER CARLTON: Okay. I've been crossing

16 this border for 40 years. And when you run power

17 from down below up here -- the weather events are

18 significant. And when I say "significant," not only

19 to the power structure, but to the responding

20 agencies.

21 And as many days when these guys truck wood here,

22 you know, it's -- it's impossible, it's impossible to

23 travel on that road. So these are little things

24 that -- with the increase of traffic, with the

25 environment that we are here, these are all

18

1 significant.

2 The other question I have -- and maybe you can

3 answer this -- is other than the current uses we have

4 here now, will there be any additional uses for this

5 facility? Will people be processed here? And this

6 is a big question from a lot of my constituents in

7 Franklin County.

8 So is there going to be any change of use?

9 MR. WANG: Well, I mean, it's -- can you be a

10 little bit more specific? I see Peter's eyes looking

11 at me.

12 MR. HUGHES: What do you -- what do you mean by

13 "process"?

14 COMMISSIONER CARLTON: The border the way it is

15 now is -- it's a hot topic, huge topic. A lot of my

16 constituents are saying, Will people be able to come

17 to this crossing and say, I'm here, I want to declare

18 asylum and be processed? Is this going to be a

19 facility that people will be able to process?

20 MR. HUGHES: It is now. There will be no

21 difference of how travelers coming into the United

22 States are going to be processed. No difference

23 whatsoever.

24 COMMISSIONER CARLTON: Okay. All right. Thank

25 you.

19

1 AUDIENCE MEMBER: Have you started putting up the  
 2 red ribbons in that forested area?  
 3 MS. MERTZ: In this forested area?  
 4 AUDIENCE MEMBER: Yeah.  
 5 MS. MERTZ: I am unsure. My -- we have done a  
 6 wetlands delineation, so it is possible.  
 7 MS. DELOZIER: We do have flagging up.  
 8 MS. MERTZ: Okay. They have hung some red  
 9 ribbons. We have done some preliminary environmental  
 10 work and we did that also down here.  
 11 AUDIENCE MEMBER: Thank you very much.  
 12 MS. MERTZ: Sure.  
 13 MR. WANG: We've done that for ourself as well  
 14 because when you do -- we've done this pre-work.  
 15 We've gone out there with our contractors and  
 16 delineated the wetlands. That's a very important  
 17 environmental factor we need to consider when we  
 18 design this port, right, so...  
 19 MS. MERTZ: Go ahead, sir.  
 20 AUDIENCE MEMBER: I have an overall reaching  
 21 question. The border exists as it does now, it  
 22 functions as it does now. Why change it?  
 23 MR. WANG: Well, from a project management point  
 24 of view the Bipartisan Infrastructure Law provides a  
 25 once-in-a-generation opportunity for -- for our

20

1 customers, CBP, to upgrade the facilities.  
 2 Peter Riley probably knows the history better  
 3 than I do, to be honest, but this is a 30th-era port  
 4 that is very deficient in terms of how they need to  
 5 meet their mission. So that's not -- that's --  
 6 that's the reason why we were obligated to --  
 7 AUDIENCE MEMBER: That's kind of a vague answer.  
 8 MR. WANG: Well, that -- that's what I -- I'm the  
 9 project manager. I -- I didn't make the rules, I'm  
 10 delivering this.  
 11 AUDIENCE MEMBER: We live here, we work here, we  
 12 cross back and forth. Traffic -- when you have to  
 13 wait 45 minutes to get back into Canada because  
 14 there's a lineup all the way to the store or all the  
 15 way on other side of the border, it's not efficient  
 16 for our company, our truck drivers. They're waiting  
 17 an hour to get through. It's not efficient at all.  
 18 So we need wider lanes to get traffic moving.  
 19 It's not productive for us at all. And it's just  
 20 increasing, there's more people from Ontario who see  
 21 it every day. There's, like, more and more people  
 22 coming in. It's going to start next week, yeah,  
 23 again.  
 24 AUDIENCE MEMBER: And then will the design  
 25 address that issue?

21

1 AUDIENCE MEMBER: It will just be a bigger port.  
 2 MR. WANG: Yeah, the design is to really -- you  
 3 know, multiple -- really increase the capabilities to  
 4 handle situations just like that.  
 5 MS. MERTZ: Go ahead, sir.  
 6 AUDIENCE MEMBER: Are you going to connect with  
 7 the Canadian customs, the --  
 8 MS. MERTZ: I'll answer that question. Then I  
 9 promise you're next.  
 10 We are not going to connect the building with  
 11 Canadian customs that we're aware of. So, I mean --  
 12 AUDIENCE MEMBER: You're not going to get power  
 13 from them? Let's get on with it.  
 14 MS. MERTZ: We don't plan on rerouting the road.  
 15 That takes a whole separate process, so...  
 16 Go ahead, sir. Sorry.  
 17 AUDIENCE MEMBER: What is the interface between  
 18 your planning process and the Land Use Planning  
 19 Commission in the state of Maine?  
 20 MS. MERTZ: We look at their plans, we have seen  
 21 the Land Use plans for the state of Maine, but --  
 22 AUDIENCE MEMBER: Will you be applying for LUPC  
 23 permits, which covers this township and the  
 24 unorganized territories in the state of Maine?  
 25 MS. MERTZ: Usually we do. And I want to caveat

22

1 that by saying not all state permits apply to federal  
 2 projects. So I don't want to specifically say yes or  
 3 no.  
 4 Typically we obtain whatever permits are  
 5 necessary, which is the same reason we delineate  
 6 wetlands and do all those things. But I wanted to be  
 7 very clear that not all state permits apply to  
 8 federal facilities.  
 9 AUDIENCE MEMBER: So it won't be a joint planning  
 10 or application process?  
 11 MS. MERTZ: I'm unsure. I can't answer your  
 12 question directly without knowing what their  
 13 permitting process is and for what, so... Because  
 14 there's different permits for, you know, construction  
 15 versus stormwater versus all the other  
 16 infrastructure, utilities, all those things.  
 17 AUDIENCE MEMBER: Yeah, I actually -- the  
 18 gentleman in the dark blue jacket, I don't have an  
 19 opinion on the project, I'm just here because it's an  
 20 interesting thing.  
 21 But the appropriate person to answer his question  
 22 is somebody from your customer, which is the U.S.  
 23 Customs, right? Is there somebody for U.S. Customs  
 24 that can answer these questions?  
 25 MR. WANG: Customs Border Patrol. You're looking

23

1 at the man back there.

2 MR. RUDDY: You're asking -- the question being

3 why -- why build a new facility?

4 AUDIENCE MEMBER: Well, they -- he said, Why

5 build it? And I guess it was -- his answer is

6 because we're being told to, which I understand. But

7 really the answer is -- well, I don't have any

8 opinion, but I guess I -- could you lay it out for

9 us?

10 MR. RUDDY: Your answer is multifaceted, right.

11 You have one opinion from the public aspect right

12 there, but you're also dealing with a

13 90-plus-year-old building. It's an important

14 modernization project.

15 So the CBP's mission has changed drastically over

16 the last 90 years, being a lot more security focused.

17 Our building right now is not adequate to meet

18 mission requirements. Therefore, a new modernized

19 port of entry would be built to meet the mission

20 requirements.

21 AUDIENCE MEMBER: Thank you.

22 MR. HUGHES: And as a little caveat to that, if

23 you go to [gsa.gov/coburngore](http://gsa.gov/coburngore), there's this

24 information sheet that has a lot of commonly asked

25 questions. And this is actually one of them that's

24

1 on there.

2 For example, this is public information. So this

3 port being 90 years old has limited inspection

4 capabilities compared to the current requirements.

5 And if you've ever driven across this port from

6 Canada, you know that the CBP person is talking to

7 you from the passenger's side versus the driver's

8 side. And that is a security risk.

9 So there's a lot of reasons why this port was

10 great for its time, bootlegging, but nowadays the

11 security risks are significantly different and this

12 port is not set up to meet those -- the CBP's needs

13 and address those risks.

14 MR. WANG: Thank you, Paul. Again, all the

15 public information is on the website. Simple -- I

16 tried it myself, [gsacoburngorelp](http://gsacoburngorelp) --

17 MR. HUGHES: [gsa.gov/coburngore](http://gsa.gov/coburngore).

18 MS. MERTZ: The site should be on all the

19 handouts, too, in case you don't want to try to

20 remember it.

21 MR. HUGHES: I mentioned that I owed you the

22 e-mail address. It's on the handout, too.

23 AUDIENCE MEMBER: There's no question this port

24 needs an improvement. And what she said is spot on.

25 I've been crossing for 40 years and it's --

25

1 AUDIENCE MEMBER: Okay. And I have something to

2 tell you. We need security here, too. A lot of

3 trucks go fast and don't stop. And I live here, I

4 know.

5 AUDIENCE MEMBER: Yep. What I'm saying is we

6 need to definitely improve it. The impression I get

7 is that it's -- but if we're building a shopping mall

8 here, you know, it's huge. It's -- what will this

9 look like in comparison to Jackman, say, similar?

10 AUDIENCE MEMBER: Yes.

11 AUDIENCE MEMBER: Okay. That's a big -- big

12 footprint. So that's some of the concern we're

13 getting. You know, I -- me personally from county

14 government, we're happy to see it, it's a great

15 investment in the county and we understand it. But

16 with it comes some problems.

17 Like I said, traffic -- you know, we're -- we've

18 got a funnel here. You know, once you get through

19 the port, it's great. But then you're -- you're on a

20 roller coaster ride all the way down through. So,

21 you know, that creates problems itself, public

22 safety, blah, blah, blah. So that's some of the

23 concerns we have.

24 MS. MERTZ: Okay. Appreciate that.

25 AUDIENCE MEMBER: Thank you. Any land that

26

1 you're looking at which is either county land or

2 personal land, private land, how are you going to

3 acquire that? Do you intend to use eminent domain to

4 take it?

5 MS. MERTZ: Sara. We have a land disposition

6 expert.

7 AUDIENCE MEMBER: All right.

8 MR. WANG: We have all these people hiding in the

9 back.

10 MS. MERTZ: We try to stay out of the way.

11 MS. MASSARELLO: I'm Sara Massarello, I'm the

12 reality specialist, the lead acquisition specialist

13 for the region. I sit in Boston, I work in

14 New England.

15 So the question was, How are we acquiring

16 property? And who asked the question? Just want to

17 look at you as I'm answering.

18 So how we acquire property is under what's called

19 the Uniform Act, which is -- which is from the 1970s,

20 similar to the National Environmental Policy Act.

21 And what it does is it requires us to use -- you

22 know, to treat folks that we're acquiring property

23 from equitably.

24 So that means anyone who has private property --

25 or I think everyone here -- I think this is all

27

1 privately-owned property. So we have to abide by the  
 2 Uniform Act, which means where there's an acquisition  
 3 process, there's a review by us in the federal  
 4 government to make sure the appraisal is done in  
 5 conformance with certain requirements.  
 6 That is the basis for just compensation to  
 7 landowners.  
 8 Then there's a second part of the law, which is  
 9 the relocation portion, which is afforded to  
 10 residential and nonresidential owners, so homes and  
 11 businesses, which is additional benefits afforded to  
 12 those that are also being, perhaps, relocated by a  
 13 project. So that's how we do the acquisitions.  
 14 AUDIENCE MEMBER: That's in -- that's in a  
 15 standard acquisition where everybody is okay with it.  
 16 What if someone says, No? Do you intend to use  
 17 eminent domain?  
 18 MS. MASSARELLO: Well, we -- I mean, we do have  
 19 the authority to use eminent domain.  
 20 AUDIENCE MEMBER: So you will?  
 21 MS. MASSARELLO: That's -- that's part of a  
 22 requirement for a federal project is that we need to  
 23 acquire the property.  
 24 So we do our best to work with folks to acquire  
 25 property voluntarily. In some instances we do have

28

1 the authority -- I mean, we always have the  
 2 authority, but in some instances eminent domain is  
 3 required.  
 4 I can tell you that I've been doing this for over  
 5 20 years and the only entities that I've had to  
 6 acquire from eminent domain are from entities that  
 7 did not have the authority to directly convey to us.  
 8 So what that means is a state or local government or  
 9 utility company, that's it.  
 10 I've been able to work with businesses and  
 11 landowners and homeowners to work through the process  
 12 with the acquisition relocation to make folks feel  
 13 comfortable with the process that we're going  
 14 through.  
 15 That's always a fun topic, by the way. Thank you  
 16 for asking it. I appreciate the question and I --  
 17 AUDIENCE MEMBER: We're dealing with it now in  
 18 one part of the state.  
 19 MS. MASSARELLO: No, no, it's a valid question.  
 20 AUDIENCE MEMBER: So do you have ongoing  
 21 negotiations right now with property --  
 22 MS. MASSARELLO: We don't have -- we haven't  
 23 decided on the acquisition area yet.  
 24 So once we go through this process and we come  
 25 back again and present --

29

1 AUDIENCE MEMBER: So you don't know which land  
 2 you're taking?  
 3 MS. MASSARELLO: Correct. No, we don't know. So  
 4 this entire study area that's outlined that jogs down  
 5 around here, that is --  
 6 AUDIENCE MEMBER: Right -- right to the blue  
 7 line?  
 8 MS. MASSARELLO: Yeah. So --  
 9 AUDIENCE MEMBER: I'm so happy you have a bigger  
 10 map than last meeting.  
 11 MS. MASSARELLO: We listened to your comment and  
 12 then we provided a bigger map.  
 13 Everything within the study area that's outlined  
 14 here is a part of the concept development that's  
 15 going on. And so the area to be acquired is not  
 16 going to be this entire area, so...  
 17 AUDIENCE MEMBER: So what are you looking at?  
 18 MS. MASSARELLO: So what we are looking at --  
 19 we're looking at all of it.  
 20 AUDIENCE MEMBER: What do you need?  
 21 MS. MASSARELLO: I don't know yet.  
 22 MR. WANG: We are studying all -- there's -- like  
 23 I said, there's a lot of complex guidance we have to  
 24 adhere to. The CBP has really strict guidance  
 25 because they have to perform their mission, as was

30

1 previously alluded to. It's a very sophisticated  
 2 operation.  
 3 So there's -- it's -- you know, we go through  
 4 iterations. We're trying to understand the best  
 5 layout. And, obviously, we're here getting your  
 6 input. That puts influence into our planning as  
 7 well.  
 8 Sorry, this gentleman has a question first.  
 9 AUDIENCE MEMBER: My question is, You guys don't  
 10 seem to have anything nailed right down as far --  
 11 you're studying everything. You don't know anything  
 12 that's actually going to happen, but you put out a  
 13 scope of work to somebody, a contractor in Texas and  
 14 some other people. It's -- well, it's in the paper.  
 15 You said, Read the paper. So I read the paper.  
 16 I tried calling the GSA. I had no luck finding  
 17 out what the scope of work was, whether the  
 18 environmental was 10 percent of it or 20 percent of  
 19 it or the equity part of it was 10 percent of it or  
 20 the construction was 60 percent or the admin was  
 21 20 percent of it. I couldn't find any of it.  
 22 While I was looking and asking, it went from 85  
 23 million to 95 million. In the paper if you look  
 24 six months ago it said it was an \$85 million project.  
 25 If you look at it now, they say it's a \$95 million

1 project.  
 2 And if you guys don't even have a clue on what  
 3 you're going to do yet, does that mean, like all the  
 4 government projects, it's going to be a \$200 million  
 5 project? I'm just worried about taxpayers' money.  
 6 MR. WANG: No, that's a good question.  
 7 MR. HUGHES: So we've been, from the beginning of  
 8 this project, advertising -- we've been publicly  
 9 stating a range of numbers. But all of these  
 10 projects are long and complex. So the short answer  
 11 is we don't actually know yet what this project is  
 12 going to cost because we don't know what we have to  
 13 build. Right?  
 14 I read the papers, too. I'm a public affairs  
 15 officer, I see the --  
 16 AUDIENCE MEMBER: Portland Press Herald said  
 17 85 million and then they said 95 million.  
 18 MR. HUGHES: And -- and if you go on that  
 19 website, you will see what goes into our thought  
 20 process of why it would be that expensive.  
 21 You know, you all live up here. This is a remote  
 22 location, there's no workforce. We potentially have  
 23 to bring in three-phase power from a long ways away.  
 24 People that come up here have to deal with the  
 25 winter. So we have an extended construction period.

1 MR. HUGHES: I can't really answer that, but I  
 2 believe PLA are required.  
 3 AUDIENCE MEMBER: It's a requirement on the  
 4 project?  
 5 MR. WANG: Yes. And I can tell you --  
 6 AUDIENCE MEMBER: That's a problem.  
 7 MR. WANG: -- and -- you know, I saw David Choi  
 8 for a second, he's our CMA entity. He -- he's going  
 9 to be sort of our contractor to help pull that  
 10 together for us.  
 11 AUDIENCE MEMBER: So he's the main contractor for  
 12 the whole job?  
 13 MR. WANG: No -- he could be. Why don't you  
 14 state your role.  
 15 AUDIENCE MEMBER: Does he have to bid on it? I  
 16 mean -- you know, I'm talking about a scope of  
 17 work -- anybody that's a contractor understands what  
 18 the scope of work on a job is.  
 19 And if you don't have one, how did anybody get  
 20 appointed?  
 21 MR. CHOI: So this is why Jacob was hired as  
 22 what's called a construction manager's advisor.  
 23 We're, basically, watch guards. I mean, at the end  
 24 of the day we're watching the dollars -- the dollars  
 25 and cents, tax dollars. Is it, you know, abiding by

1 All of these things make this an extremely complex  
 2 and potentially very expensive project.  
 3 But the short answer to your question is, we  
 4 don't know exactly what the bottom line is going to  
 5 be yet because we haven't processed your comments,  
 6 figured out what we need to do to meet CBP's  
 7 requirements and GSA's requirements and the  
 8 community's needs.  
 9 AUDIENCE MEMBER: I appreciate everything you  
 10 just said, but we're all from Maine so we understand  
 11 the winters are long and harsh and we all understand  
 12 how to work in cold weather. And, you know, I would  
 13 just like to know what the scope of work is.  
 14 And I was looking at it to see if we were going  
 15 to prioritize people in Franklin County and Oxford  
 16 County and the surrounding counties here for the  
 17 contracts that are going to come up in this thing?  
 18 I'm worried about everybody coming in from out of  
 19 state. People from Texas are not going to have a  
 20 really good time in Coburn Gore, I can tell you that.  
 21 MR. HUGHES: GSA does have a requirement to use  
 22 subcontractors and contractors, small businesses in  
 23 all of their projects to the best of our ability.  
 24 AUDIENCE MEMBER: Under a project labor  
 25 agreement?

1 all the regulations?  
 2 And to make sure that, yes, PLA project labor  
 3 agreement -- it's a huge percentage of the cost that  
 4 the government has instituted because we want to,  
 5 obviously, honor the fact that work is coming to the  
 6 northern part of Maine. So I do want to -- you know,  
 7 to make sure that that is understood by the public,  
 8 so...  
 9 And I'm -- I'm here as -- not as the construction  
 10 manager as constructor, but as construction manager's  
 11 advisor.  
 12 AUDIENCE MEMBER: Consultant.  
 13 MR. CHOI: Consultant. So to make sure before it  
 14 actually gets awarded that I -- as the watch guard,  
 15 everything is copacetic.  
 16 AUDIENCE MEMBER: If you go through this whole  
 17 process, are you going to also bid on the job?  
 18 MR. CHOI: We're precluded from that as a --  
 19 MR. WANG: They're a third party assisting this  
 20 for us. So we answer that question.  
 21 AUDIENCE MEMBER: Thank you.  
 22 MR. CHOI: And, also, I'm from -- I'm actually  
 23 from Portland and a lot of the projects that I'm  
 24 working on for GSA Portland is central.  
 25 MR. WANG: David covers primarily our Maine

35

1 sector.

2 AUDIENCE MEMBER: Well, this is way above high

3 tide.

4 MR. WANG: Right. But David is -- he's our point

5 person, he represent Jacobs, he's covering Maine for

6 us. So we're delivering quite a number of these in

7 Maine as you --

8 AUDIENCE MEMBER: Did you ever check the weather

9 to Coburn Gore?

10 MR. WANG: Oh, we --

11 AUDIENCE MEMBER: 35, 40 below. How are your men

12 going to work in that cold?

13 MR. CHOI: So, actually, all those are considered

14 in our cost estimating. And we've advised --

15 MR. WANG: We actually have climate data that we

16 developed and organized and published. But that's

17 out of our central office. We have an entire team at

18 GSA that that's all they do; they figure out the

19 climate risks, they figure out the environmental,

20 they -- they build this package.

21 And they actually give us forecasts current and

22 projecting into the future because all those are

23 vital tools. Because we're doing this -- you know, I

24 heard numbers of 75 years. And we're building a

25 building that's going to last generations. And we

36

1 want to make sure we account for the future changes

2 in climate.

3 I know that's a long answer for your question.

4 We know it's extremely cold up here and we know --

5 and we're, obviously, designing to accommodate that.

6 We are aware of the labor concerns. We just

7 completed a project in Madawaska, which is even

8 further north. So we have done this. We have the

9 track record.

10 MR. HUGHES: I would like to just add one thing.

11 We have conducted an industry day for all five port

12 projects in Maine. And there are others planned in

13 the future as we get closer to construction start on

14 these projects. But we've done one already and we

15 will do others in the future.

16 We'll publicize that in all the channels that we

17 talked about here so that contractor and

18 subcontractors that want to potentially work on these

19 projects can come and get information about the

20 projects.

21 AUDIENCE MEMBER: Well, the problem with that is

22 under the PLA that requires union workers for the

23 most part. We have -- 5 percent of the state of

24 Maine is union workers in our workforce.

25 So you're talking about bringing out-of-state

37

1 workers into Maine. So it doesn't really bring us

2 any jobs.

3 MR. HUGHES: I'm a public affairs guy, so I -- I

4 can't --

5 AUDIENCE MEMBER: We just went through this.

6 MR. WANG: Yeah. Well, that's a very valid

7 point. We're seeing that, too. I want to be

8 transparent. We're not blind to this, just so you

9 know.

10 Sir.

11 AUDIENCE MEMBER: I might have missed it, but

12 could you describe more about the coordination with

13 the Canadian government, the Provincial government

14 or -- or does that involve -- are you the guy or is

15 the State department involved with your office? How

16 does all that work?

17 And you just -- I mean, are they -- is there a

18 companion project that the Canadians are doing or --

19 I just -- could you elaborate?

20 MR. WANG: Sure. I know in speaking with Sarah

21 for acquisitions they have, I want to say, monthly

22 check-ins coordination meetings.

23 What our -- this is another reason why we're here

24 because we want to hear from our Canadian

25 counterparts. We've previously communicated with the

38

1 CBP with information -- to get some information on

2 their project, too. And their plans -- I remember

3 seeing something -- it's a little bit out of the way.

4 So they don't have anything -- they're not even at

5 this phase as far as I'm aware.

6 So we are absolutely communicating with them. We

7 have to do this at all of our ports. I have another

8 one which actually is on the other side of the state

9 that involves an international bridge on top of the

10 Canadian guidance inspection.

11 So we -- on that project we do quarterly calls

12 with the Maine Business Program and the Canadian. So

13 we're 100 percent collaborating with all the

14 agencies. Three-phase power, we're understanding how

15 that port is on the other side. We're trying to

16 just -- we're collecting data. We -- we need them to

17 come and support us.

18 AUDIENCE MEMBER: Thank you. I appreciate it.

19 MR. WANG: Yeah. You bet.

20 AUDIENCE MEMBER: What is the price difference of

21 bringing that up here and getting the power from

22 Canada -- and I know a lot of people want to do

23 that -- or taking the power down through Jackman on

24 the line out of Canada and bringing it back from the

25 same line?

39

1 MR. CHOI: We have not studied that one because  
 2 that's -- that's a long one. We're just looking at  
 3 the closest --  
 4 AUDIENCE MEMBER: But it's Canadian power either  
 5 way --  
 6 MR. CHOI: Yeah.  
 7 AUDIENCE MEMBER: -- once that line --  
 8 AUDIENCE MEMBER: I'm going to make a comment on  
 9 that.  
 10 MR. CHOI: Please.  
 11 AUDIENCE MEMBER: I own a cottage in (inaudible)  
 12 we bought that in 1959, 65 years ago. The power we  
 13 get, it's all coming from Canada, right. And it's a  
 14 company called Central Maine Power who has the  
 15 contract or whatever.  
 16 And it is being sold to us for roughly two and a  
 17 half times the price of what we pay in Canada. And  
 18 in Woburn, 2 miles down here, there's three big saw  
 19 mills. You need a lot of electricity. It's just  
 20 2 miles.  
 21 MR. WANG: I wasn't aware of the building side of  
 22 it, so thank you for that. That's vitally important.  
 23 We have been talking with Central Maine Power. We  
 24 were talking to all the industries we need to  
 25 collaborate with, to be perfectly frank.

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1 AUDIENCE MEMBER: I have another question. When  
 2 are you going to start the building? And with all  
 3 that are we going to have more security around the  
 4 town?  
 5 MR. WANG: That's a really tough question to  
 6 answer at this point. I can tell you overall we have  
 7 another couple years ahead of us of this process.  
 8 AUDIENCE MEMBER: That's one thing you have to  
 9 look for. We need security around here.  
 10 MR. WANG: Yeah. No, I think this is -- David is  
 11 taking notes. He's our consultant.  
 12 And -- yeah, we are aware executing these  
 13 projects at the border is very -- is challenging.  
 14 And we want to make sure all of you who are here are  
 15 secure and represented and feel safe.  
 16 AUDIENCE MEMBER: This might be a not so good  
 17 question, but he was mentioning more traffic. And we  
 18 know in the wintertime there are trucks being --  
 19 jackknifing on the road and it's -- it's pretty bad.  
 20 I mean, every week there's a truck that gets  
 21 jackknifed or something.  
 22 I know Eustis pays for the power or is it the  
 23 state?  
 24 AUDIENCE MEMBER: State.  
 25 AUDIENCE MEMBER: They will have an increase in

41

1 plowing expense because somebody is going to have to  
 2 manage more because there's going to be a lot more  
 3 traffic, too.  
 4 Will that cost the -- who -- will the State of  
 5 Maine pay for it or --  
 6 AUDIENCE MEMBER: The State contracts with a  
 7 private contractor to plow up this far. And some  
 8 days it's good and some days it's not so good. And  
 9 it just -- I'm more concerned about what -- if we  
 10 roll down the road, what impacts will --  
 11 MR. WANG: Well, I can -- I -- we don't have any  
 12 operations in Maine (inaudible) in GSA, but in terms  
 13 of operating a home port, we contract our own snow  
 14 removal. And our design -- this is why this is later  
 15 complexity, right. Our design has to absolutely  
 16 accommodate for snow storage on site -- on site.  
 17 That's important.  
 18 And that's -- that's really in our scope of work  
 19 to the AD. So we're planning for that. So whatever  
 20 plowing we do gets stored on our site.  
 21 AUDIENCE MEMBER: Right. And I'm not concerned  
 22 here. It's, like, Milan said, it's down the road.  
 23 If you haven't involved DOT, I suggest -- highly  
 24 suggest that you bring DOT --  
 25 MR. WANG: The gentleman --

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1 AUDIENCE MEMBER: Oh, glad to see you. Perfect.  
 2 MR. WANG: But I can only speak for our property  
 3 and how we are going about delivering these projects  
 4 to another point, right. I mean, it's an old  
 5 infrastruct -- building. Our OAMs did what they  
 6 could, clear what they could.  
 7 In the new design that are all being planned we  
 8 will have designated snowfields and all that. So  
 9 absolutely we recognize that.  
 10 AUDIENCE MEMBER: A project-related question,  
 11 sort of offsite, I know, but there is -- part of the  
 12 process isn't considering downstream, but with the --  
 13 which entity pays for the realignment of Route 27?  
 14 MR. WANG: Realignment of route 27.  
 15 AUDIENCE MEMBER: Yeah. If the structure isn't  
 16 in its current footprint and were to go either north  
 17 or south of where it is currently, there would be  
 18 some requirement for the State to build part of that  
 19 road.  
 20 Is that part of your budget or is it something we  
 21 should be considering?  
 22 MR. WANG: Our budget includes the acquisition of  
 23 all cur -- of all state-controlled lands or private  
 24 lands. And our budget includes building what we need  
 25 on -- on the land we acquire.

43

1 MR. CHOI: We don't have currently the authority  
 2 to change that position where -- where the crossing  
 3 is. It requires a presidential permit, so it -- I  
 4 mean, I don't know if that answers your questions.  
 5 Yes, sir.  
 6 AUDIENCE MEMBER: So I think I -- I'm a  
 7 homeowner -- homeowner and I live right in the house  
 8 just up the street here. And at the first meeting I  
 9 think we were understood that it sounded like the  
 10 route was going to change here and come around and  
 11 come down in that fashion. And then I noticed that  
 12 you guys expanded the area that you're looking at  
 13 over in this area.  
 14 So I'm interested in why that got expanded over  
 15 into this area? And, also, are you still talking  
 16 about rerouting Route 27 out that way?  
 17 MR. WANG: All those -- we're still considering  
 18 all those things. That's the short answer for you.  
 19 There's pluses and minuses. There's always a --  
 20 there's a budget constraint, we want to keep the  
 21 budget under control.  
 22 We -- we want to be -- you know, the north and  
 23 the -- I can say a main driver of why you're here  
 24 today is -- for public comment is because we were  
 25 saying, Oh, we're doing this here. And then folks

44

1 were saying, What about us here, why don't you look  
 2 at it -- and so now we're actually looking at  
 3 different ways of planning out this new port by  
 4 going -- by expanding to these areas.  
 5 And that's those three different rural paths to  
 6 things that -- how we engage Canada, that will never  
 7 change. So this -- this remains -- where it is right  
 8 now, it will remain where it is. So it's complex, a  
 9 lot of ideas on that.  
 10 AUDIENCE MEMBER: So you're no closer to making a  
 11 decision about which route you're going to take?  
 12 MR. WANG: We are a little closer, I would say,  
 13 because we -- we were -- I would say we -- I think  
 14 the simplest way to answer that is, We got your  
 15 comment and we reconsidered our original plan. And  
 16 that's why we are looking at expanding the plan.  
 17 So it's our process. We don't want to -- we  
 18 don't want to do this -- as I think Missy stated,  
 19 we're not doing this blind, we need your input. So,  
 20 you know, it might feel like, hey, it's taking us so  
 21 long, but we're weighing all these factors.  
 22 MR. CHOI: Yeah, I think it's a consensus  
 23 building process --  
 24 MR. WANG: Yeah. That's right.  
 25 MR. CHOI: -- and trying to understand the

45

1 temperature in this room and, obviously, build a  
 2 consensus and make the best -- best proposition of  
 3 various different options. So not just unilaterally  
 4 saying one is the better option. Obviously,  
 5 understand from the public.  
 6 AUDIENCE MEMBER: One question. It's about  
 7 environmental concern. This area here is extremely  
 8 dark at night. There's very little or no light  
 9 pollution. That is the reason why there's a  
 10 (inaudible) 15-miles from here.  
 11 MR. WANG: I'm well aware of the --  
 12 (Cross-talking.)  
 13 AUDIENCE MEMBER: I met the director. He was  
 14 here the last time.  
 15 AUDIENCE MEMBER: I have a friend who owns a  
 16 small airplane and he lives in St. George, which is  
 17 about 60 miles from here. And he's licensed to fly  
 18 at night. So he tells me that every night he goes up  
 19 in his plane. About 20 miles from where he sees the  
 20 light all in the sky because of Jackman. Jackman  
 21 there's a lot of light pollution.  
 22 If it is being talked about soon, there's a way  
 23 to mitigate that.  
 24 MR. WANG: Yeah, we're well aware of it. We --  
 25 I'm aware that this is the first International Dark

46

1 Sky Association, this is where it started. We're  
 2 well aware of it. We -- we have engaged their  
 3 director, we have been given sort of how-tos from  
 4 them.  
 5 But at the same time I want to -- you know, we  
 6 need to balance needs with the CBP because there's  
 7 always a delicate balance. Because they have  
 8 standards developed for reasons of national security.  
 9 And so it's going to take a lot of hard work.  
 10 I can't stand here and tell you we've solved it  
 11 because we haven't started to look at it. We know  
 12 the factors that are required. And, actually, the  
 13 dark skies is actually part of our guidance that  
 14 speaks to our design. I looked at P-100 before,  
 15 that's actually the criteria -- light -- reducing  
 16 light solution pollution is actually a requirement --  
 17 MR. CHOI: Yeah, the government is obligated to  
 18 select light fixtures that are designated, basically,  
 19 not to pollute.  
 20 AUDIENCE MEMBER: I'm happy to hear it.  
 21 MR. WANG: We're happy you're hearing it.  
 22 Yes, sir.  
 23 AUDIENCE MEMBER: So there was -- I read an  
 24 article this weekend about the cost of the three  
 25 phase and they were saying it was \$8,000,000 to run

47

1 it from Eustis to Coburn Gore. That was a figure  
 2 that was in the -- in the papers.  
 3 MR. WANG: That's a new one to me. I'm sorry,  
 4 but go ahead.  
 5 AUDIENCE MEMBER: So I happen to be in the -- I'm  
 6 a utility arborist and we're in the business of  
 7 trimming for the utilities. And watching -- as I'm  
 8 coming up here tonight, this afternoon, and looking  
 9 at where the three phase stops and how far you'd have  
 10 to go to get here and what the route would be over  
 11 Ledge -- what they call Ledge Hill and what that  
 12 visually is going to do to that.  
 13 So, my gosh, I mean, there's a lot of juice right  
 14 over there.  
 15 MR. WANG: We know. I mean, we absolutely know.  
 16 I mean, for us it's -- it's economics and it's  
 17 also -- we have certain guidance we've got -- we've  
 18 got to internally have some -- achieve a level of  
 19 variance into our internal guidance to be able to --  
 20 we've done it before. I just -- we've done it before  
 21 on a previous project.  
 22 And I haven't been at the GSA long enough to tell  
 23 you the whole history, but others probably can. So  
 24 thank you for that. We'll add it to the additional  
 25 comments. And you're right, it's costly. It's

48

1 costly. And that figure --  
 2 AUDIENCE MEMBER: It's unsightly and it's a lot  
 3 of maintenance.  
 4 MR. WANG: Maybe somebody went out there and  
 5 actually physically measured it and -- and ran a  
 6 number for you, but that's not a number we --  
 7 AUDIENCE MEMBER: It's actually on the GSA page.  
 8 MR. WANG: Is it? Okay.  
 9 Ma'am.  
 10 AUDIENCE MEMBER: What about the water?  
 11 MR. WANG: Water? Potable water?  
 12 AUDIENCE MEMBER: Yeah.  
 13 MR. WANG: I can tell you that some of our --  
 14 some of these ports that we've developed were  
 15 required -- might require an onsite reservoir. And  
 16 we have a couple instances in a couple locations in  
 17 Vermont where potable water needs to be trucked in.  
 18 So we haven't -- we haven't looked at  
 19 infrastructure yet. We're -- that's really the next  
 20 step. Once we start to figure out -- get your  
 21 comments and start to hone in on a concept, all those  
 22 things will come. But I think -- there were some  
 23 earlier comments about lack of water pressure in  
 24 my -- if I'm remembering -- just remembering some of  
 25 the comments that I read.

49

1 AUDIENCE MEMBER: We're all on well water and  
 2 it's not good nowhere.  
 3 MR. WANG: Say that again. Nowhere, thank you.  
 4 We may have to drill well water ourselves.  
 5 AUDIENCE MEMBER: Weren't there some wells done?  
 6 I was talking with a well contractor about digging a  
 7 well and he mentioned that they were coming up here  
 8 to do some test wells.  
 9 MR. WANG: We -- oh, that's actually a good  
 10 point. We are -- part of our investigation process  
 11 is we're actually doing geothermal testing wells.  
 12 That might be what your contact is alluding to.  
 13 We are looking to take full advantage of  
 14 geothermal power from the ground. That's -- speaking  
 15 of environmental needs, that's a blanket requirement.  
 16 All of our -- all of our land port of entry projects  
 17 requires us to investigate the possibility.  
 18 And we are growing, I think -- for most times we  
 19 are very successful, we are able to take advantage of  
 20 the geothermal capabilities of the site.  
 21 I know -- I'm just trying to remember for a  
 22 second. The -- the drilling activity here has been  
 23 pushed out a few times. And I'm not the manager of  
 24 that process, but I believe it's happening probably  
 25 within the next month.

50

1 We're just looking at -- what that entails is you  
 2 drill down 150 -- I forget the number, forgive me.  
 3 But you characterize the capabilities of soil to hold  
 4 the heat for you. And that gets brought to our  
 5 mechanical engineers and they use that to design a  
 6 system for us.  
 7 So that's all part of our process. So maybe  
 8 that's -- you know, that's it. Everything else above  
 9 and beyond that, once we get to a phase we're going  
 10 to be doing soil samples and characterizing the --  
 11 the bedrock and all that. That's all part of the  
 12 process.  
 13 AUDIENCE MEMBER: On the subject of water beyond  
 14 the normal human needs, fire suppression, is there  
 15 anything about land ports of entry that have a  
 16 specific need for water that you wouldn't find in  
 17 other land uses, like, hosing a truck or, I don't  
 18 know, hosing down people or something? I don't know,  
 19 is there anything unique --  
 20 MR. WANG: Nothing unique beyond what you would  
 21 typically see --  
 22 AUDIENCE MEMBER: Like, based on personnel  
 23 account and required -- square footage, that sort of  
 24 stuff?  
 25 MR. WANG: I mean, obviously, we're obligated to

51

1 deliver a building that's protected like that.  
 2 And to the problem of water, if we cannot get --  
 3 if municipal water is not available for us, we're  
 4 going to drill and we're going to do a reservoir, do  
 5 a pump. We do generate a backup. We have to do all  
 6 of that. We have to achieve the --  
 7 AUDIENCE MEMBER: Sir, I would check with the  
 8 Maine Geological Society because there's an aquifer  
 9 right full of water. You don't have to drill into  
 10 the ledge.  
 11 MR. WANG: Thank you.  
 12 AUDIENCE MEMBER: There's also a couple of  
 13 gasoline spill sites.  
 14 MR. WANG: We know. We've been tracking all of  
 15 that. Part of our NEPA process actually captures the  
 16 prior spills. It's all on record. We have to  
 17 analyze all of that stuff, all of that data so we can  
 18 know the risks of working on the site that had a  
 19 previous spill. So we're familiar with all that.  
 20 Does that help?  
 21 AUDIENCE MEMBER: May I make a -- ask a  
 22 follow-up?  
 23 MR. WANG: Of course.  
 24 AUDIENCE MEMBER: You now have four houses and  
 25 you're scoping as you develop -- or you're finding

52

1 what you need in terms of permanent housing.  
 2 Where do you stand on that?  
 3 MR. WANG: I can tell you CBP's program requires  
 4 additional housing. And they -- because we need to  
 5 expand this port to meet their mission, current and  
 6 future, it is expected that they're going to be  
 7 needing additional offices. So it --  
 8 AUDIENCE MEMBER: Can you give us a range of four  
 9 more?  
 10 MR. WANG: I can tell you it's going to be in the  
 11 form of onsite, it's going to be -- it's not, like,  
 12 20 houses. I can tell you that. But I can tell you  
 13 it's going to be concentrated on our site. It's not  
 14 intended to be spread out. We build on our site.  
 15 AUDIENCE MEMBER: And my -- my strongest concern  
 16 is for the people in -- in Coburn Gore or taxpayers.  
 17 And let's say the additional number of employees is  
 18 30. There's some percentage of those who will have  
 19 children going to school in Eustis and Stratton.  
 20 And have you looked into bussing costs, other  
 21 things that may affect the tax rate for residents of  
 22 Coburn Gore?  
 23 MR. WANG: The simple answer is, No, we have not.  
 24 I mean, I -- we, similarly, will take your comment  
 25 into consideration. Yes, added population, added

53

1 officers, all of that comes with it. So appreciate  
 2 your comment. Anybody else?  
 3 AUDIENCE MEMBER: Will you be moving the houses  
 4 or demolishing the houses?  
 5 MR. WANG: That's to be determined. I cannot --  
 6 again, I cannot even begin to tell you right now.  
 7 We're not -- we're not there yet.  
 8 Any other questions? Sir.  
 9 AUDIENCE MEMBER: I spoke to an electrician  
 10 yesterday that worked here many years ago on the  
 11 spill when there was a spill here from the gasoline  
 12 that spilled out of the tanks here, old tanks. And  
 13 the State of Maine ran out of money to do the  
 14 cleanup. Okay?  
 15 MR. WANG: That's good to know. That's something  
 16 we -- we couldn't track. We're 100 percent on top of  
 17 this --  
 18 AUDIENCE MEMBER: So we need to go maybe a mile  
 19 in every direction to go get water. We're here to  
 20 help to get the water here for you guys and as well  
 21 as help our neighborhood.  
 22 MR. WANG: Great. Thank you. Great comments.  
 23 AUDIENCE MEMBER: We're very anxious to know that  
 24 kind of stuff. The water is very -- the water is  
 25 very important.

54

1 MR. WANG: Yeah. I -- so am I --  
 2 AUDIENCE MEMBER: It's not a laughing matter. We  
 3 need to know.  
 4 MR. WANG: No, this --  
 5 AUDIENCE MEMBER: And before you know where the  
 6 building is going, we need to know where the water is  
 7 coming from.  
 8 MR. WANG: This is why we -- Missy said this,  
 9 we're two meetings into this. We're going to have  
 10 multiple more meetings.  
 11 AUDIENCE MEMBER: Yeah. Okay. So while I'm on  
 12 the -- on the plate, okay, see this little wedge  
 13 here?  
 14 MR. WANG: Yes, sir.  
 15 AUDIENCE MEMBER: Why do you have to land there?  
 16 You think you have to land there with the end of it?  
 17 MR. WANG: What do you mean?  
 18 AUDIENCE MEMBER: When you say you're coming  
 19 across here --  
 20 MR. WANG: We have to meet the road on the  
 21 Canadian side. We don't have a choice, we have to  
 22 meet it.  
 23 AUDIENCE MEMBER: Well, it's called communication  
 24 with another neighboring country that they would be  
 25 happy to be here. Maybe if you would talk to them.

1 you would know that they might want to be here and it  
 2 makes sense to go right there, straight shot. And  
 3 it's a straight shot continuing.  
 4 You guys are not even talking to each other.  
 5 MR. WANG: We are.  
 6 AUDIENCE MEMBER: You are?  
 7 MR. WANG: Yeah, we are. Maybe this is intel  
 8 that --  
 9 AUDIENCE MEMBER: Well, I'm glad to hear you're  
 10 talking to them. So can we be here?  
 11 MR. WANG: You're putting me on the spot to make  
 12 decisions for two countries. I can't make that  
 13 decision.  
 14 AUDIENCE MEMBER: Move this over. This is a  
 15 wedge, straighten it out, get away from us here. As  
 16 simple as that.  
 17 AUDIENCE MEMBER: On the subject of water, those  
 18 that have lived here a long time know about that.  
 19 There's a very nice little pristine lake 2,000 feet  
 20 from here right over there. Clean, no farm, no  
 21 industry, just you can just drink water like that.  
 22 MR. WANG: Good points.  
 23 AUDIENCE MEMBER: But it dried up last spring.  
 24 It dried up.  
 25 (Cross-talking.)

1 AUDIENCE MEMBER: When will that be? Is there  
 2 another one coming?  
 3 MS. MASSARELLO: There will be as we continue to  
 4 development this. So in the next couple months.  
 5 MR. WANG: Thank you for pointing that out, that  
 6 data. Shame on me, I should have been more on the --  
 7 it is very costly to bring three phase from Eustis.  
 8 MS. MASSARELLO: So thank you all very much for  
 9 your time. We're still here, so if you want to ask  
 10 all of us with name tags questions... Gand Andrew,  
 11 he's our french interpreter, if you are more  
 12 comfortable asking questions through him.  
 13 (Whereupon a recess was held 6:11 p.m. and the  
 14 record was closed at 6:24 p.m. this date.)  
 15  
 16  
 17  
 18  
 19  
 20  
 21  
 22  
 23  
 24  
 25

1 AUDIENCE MEMBER: I have an artesian well. I  
 2 live right here. My water is perfect. The test from  
 3 the state and everything said my water is perfect.  
 4 MR. WANG: Glad to hear it.  
 5 AUDIENCE MEMBER: No problem. And it's not  
 6 brown, it's good water.  
 7 MR. WANG: Okay. It's about 6 o'clock. I don't  
 8 know, should we -- what do you think, do we take a  
 9 break now?  
 10 MS. MASSARELLO: Yeah, we can take a break. And  
 11 if people have additional questions, we have a  
 12 stenographer for comments or, obviously, there's  
 13 comment sheets, e-mail. We're all going to be around  
 14 if you want to find us. There's snacks over there.  
 15 Help yourselves.  
 16 So I think -- but thank you all very much for a  
 17 very robust conversation, all the comments. And  
 18 there's plenty of time -- if you go home tonight and  
 19 you think, I didn't ask that question or the comment  
 20 and you thought of something in addition, you know,  
 21 that's what we have -- the website with our e-mail  
 22 address, mailing for the next 30 days open.  
 23 And then we look forward to coming back and  
 24 presenting our concepts to you and getting another  
 25 round of questions and comments.

1 CERTIFICATE  
 2  
 3 I, Angella D. Clukey, a Notary Public in and for the  
 4 State of Maine, hereby certify that this aforementioned  
 5 hearing was stenographically reported by me to the best of  
 6 my ability and later reduced to typewritten form with the  
 7 aid of Computer-Aided Transcription, and the foregoing is  
 8 a full and true record of the audio given to the best of  
 9 my ability.  
 10  
 11 I further certify that I am a disinterested person in  
 12 the event or outcome of the above-named cause of action.  
 13  
 14 IN WITNESS WHEREOF, I subscribe my hand and affix my  
 15 seal this 25th day of July 2024.  
 16  
 17  
 18  
 19   
 20 ANGELLA D. CLUKEY, NOTARY PUBLIC  
 21 Court Reporter  
 22  
 23  
 24 My commission expires March 17, 2031  
 25



<p>21:11, 36:6, 38:5, 39:21, 40:12, 45:11, 45:24, 45:25, 46:2</p> <p style="text-align: center;"><b>B</b></p> <p><b>backup</b> [1] - 51:5  <b>bad</b> [1] - 40:19  <b>balance</b> [2] - 46:6, 46:7  <b>bald</b> [1] - 10:20  <b>based</b> [1] - 50:22  <b>basic</b> [1] - 4:3  <b>basis</b> [1] - 27:6  <b>becomes</b> [1] - 16:21  <b>bedrock</b> [1] - 50:11  <b>begin</b> [2] - 6:24, 53:6  <b>beginning</b> [3] - 5:8, 6:8, 31:7  <b>behalf</b> [1] - 5:9  <b>below</b> [3] - 17:6, 17:17, 35:11  <b>benefits</b> [1] - 27:11  <b>best</b> [7] - 27:24, 30:4, 32:23, 45:2, 58:5, 58:8  <b>bet</b> [1] - 38:19  <b>better</b> [2] - 20:2, 45:4  <b>between</b> [1] - 21:17  <b>beyond</b> [3] - 50:9, 50:13, 50:20  <b>bid</b> [2] - 33:15, 34:17  <b>big</b> [7] - 16:15, 17:13, 18:6, 25:11, 39:18  <b>bigger</b> [4] - 6:22, 21:1, 29:9, 29:12  <b>Bipartisan</b> [1] - 19:24  <b>bit</b> [2] - 18:10, 38:3  <b>blah</b> [3] - 25:22  <b>blanket</b> [1] - 49:15  <b>blind</b> [2] - 37:8, 44:19  <b>blue</b> [2] - 22:18, 29:6  <b>Bob</b> [1] - 15:15  <b>bootlegging</b> [1] - 24:10  <b>border</b> [7] - 5:10, 9:1, 17:16, 18:14, 19:21, 20:15, 40:13  <b>Border</b> [2] - 2:10, 22:25  <b>Boston</b> [1] - 26:13  <b>bottom</b> [1] - 32:4  <b>bought</b> [1] - 39:12  <b>break</b> [2] - 56:9, 56:10  <b>bridge</b> [1] - 38:9</p>	<p><b>briefing</b> [1] - 4:12  <b>briefly</b> [1] - 5:13  <b>bring</b> [4] - 31:23, 37:1, 41:24, 57:7  <b>bringing</b> [3] - 36:25, 38:21, 38:24  <b>broadly</b> [1] - 10:1  <b>brought</b> [1] - 50:4  <b>brown</b> [1] - 56:6  <b>budget</b> [5] - 42:20, 42:22, 42:24, 43:20, 43:21  <b>build</b> [7] - 23:3, 23:5, 31:13, 35:20, 42:18, 45:1, 52:14  <b>BUILDING</b> [1] - 1:9  <b>building</b> [13] - 21:10, 23:13, 23:17, 25:7, 35:24, 35:25, 39:21, 40:2, 42:5, 42:24, 44:23, 51:1, 54:6  <b>Building</b> [1] - 1:19  <b>built</b> [1] - 23:19  <b>buried</b> [1] - 10:22  <b>business</b> [1] - 47:6  <b>Business</b> [1] - 38:12  <b>businesses</b> [3] - 27:11, 28:10, 32:22  <b>bussing</b> [1] - 52:20</p>	<p style="text-align: center;"><b>C</b></p> <p><b>Canada</b> [9] - 8:10, 8:11, 20:13, 24:6, 38:22, 38:24, 39:13, 39:17, 44:6  <b>Canadian</b> [8] - 21:7, 21:11, 37:13, 37:24, 38:10, 38:12, 39:4, 54:21  <b>Canadians</b> [1] - 37:18  <b>cannot</b> [5] - 8:3, 51:2, 53:5, 53:6  <b>capabilities</b> [5] - 7:9, 21:3, 24:4, 49:20, 50:3  <b>capital</b> [2] - 5:18, 9:5  <b>captures</b> [1] - 51:15  <b>care</b> [1] - 3:15  <b>CARLTON</b> [8] - 15:15, 16:5, 16:14, 17:4, 17:11, 17:15, 18:14, 18:24  <b>Carlton</b> [1] - 15:15  <b>case</b> [1] - 24:19  <b>caveat</b> [2] - 21:25, 23:22  <b>CBD</b> [1] - 7:9</p>	<p><b>CBP</b> [15] - 6:18, 6:20, 7:14, 8:14, 9:17, 10:25, 11:12, 11:18, 11:19, 15:20, 20:1, 24:6, 29:24, 38:1, 46:6  <b>CBP's</b> [5] - 17:9, 23:15, 24:12, 32:6, 52:3  <b>center</b> [1] - 15:24  <b>Central</b> [2] - 39:14, 39:23  <b>central</b> [2] - 34:24, 35:17  <b>cents</b> [1] - 33:25  <b>certain</b> [2] - 27:5, 47:17  <b>certainly</b> [4] - 5:5, 6:18, 9:12, 12:16  <b>CERTIFICATE</b> [1] - 58:1  <b>certify</b> [2] - 58:4, 58:11  <b>challenging</b> [1] - 40:13  <b>chance</b> [2] - 13:1, 13:7  <b>change</b> [6] - 14:20, 18:8, 19:22, 43:2, 43:10, 44:7  <b>changed</b> [1] - 23:15  <b>changes</b> [1] - 36:1  <b>channels</b> [1] - 36:16  <b>characterize</b> [1] - 50:3  <b>characterizing</b> [1] - 50:10  <b>check</b> [3] - 35:8, 37:22, 51:7  <b>check-ins</b> [1] - 37:22  <b>children</b> [1] - 52:19  <b>Choi</b> [2] - 6:16, 33:7  <b>CHOI</b> [12] - 33:21, 34:13, 34:18, 34:22, 35:13, 39:1, 39:6, 39:10, 43:1, 44:22, 44:25, 46:17  <b>choice</b> [1] - 54:21  <b>choices</b> [1] - 10:24  <b>clean</b> [1] - 55:20  <b>cleanup</b> [1] - 53:14  <b>clear</b> [2] - 22:7, 42:6  <b>click</b> [1] - 14:2  <b>climate</b> [3] - 35:15, 35:19, 36:2  <b>closed</b> [1] - 57:14  <b>closer</b> [3] - 36:13, 44:10, 44:12  <b>closest</b> [1] - 39:3  <b>clue</b> [1] - 31:2</p>	<p><b>CLUKEY</b> [1] - 58:19  <b>Clukey</b> [2] - 1:16, 58:3  <b>CMA</b> [1] - 33:8  <b>coaching</b> [1] - 4:7  <b>coaster</b> [1] - 25:20  <b>Coburn</b> [8] - 1:6, 1:18, 1:19, 32:20, 35:9, 47:1, 52:16, 52:22  <b>COBURN</b> [2] - 1:9, 1:11  <b>code</b> [1] - 12:7  <b>cold</b> [3] - 32:12, 35:12, 36:4  <b>collaborate</b> [1] - 39:25  <b>collaborating</b> [1] - 38:13  <b>collecting</b> [1] - 38:16  <b>comfortable</b> [2] - 28:13, 57:11  <b>coming</b> [12] - 16:4, 18:21, 20:22, 32:18, 34:5, 39:13, 47:8, 49:7, 54:7, 54:18, 56:23, 57:2  <b>commencing</b> [1] - 1:20  <b>comment</b> [13] - 3:20, 3:22, 13:2, 13:8, 16:16, 29:11, 39:8, 43:24, 44:15, 52:24, 53:2, 56:13, 56:19  <b>comments</b> [29] - 3:11, 3:17, 3:19, 3:24, 4:2, 6:9, 6:11, 6:22, 9:16, 13:3, 13:10, 14:12, 14:14, 14:17, 14:18, 16:20, 16:22, 16:24, 17:1, 32:5, 47:25, 48:21, 48:23, 48:25, 53:22, 56:12, 56:17, 56:25  <b>commercial</b> [4] - 7:5, 7:7, 15:23, 15:24  <b>commission</b> [1] - 58:23  <b>Commission</b> [1] - 21:19  <b>COMMISSIONER</b> [7] - 15:15, 16:5, 16:14, 17:4, 17:11, 18:14, 18:24  <b>commissioner</b> [2] - 15:16, 17:15  <b>committee</b> [1] - 11:25  <b>commonly</b> [1] - 23:24</p> <p><b>communicated</b> [1] - 37:25  <b>communicating</b> [1] - 38:6  <b>communication</b> [1] - 54:23  <b>community</b> [4] - 9:12, 10:5, 10:25, 13:7  <b>community's</b> [1] - 32:8  <b>companion</b> [1] - 37:18  <b>company</b> [3] - 20:16, 28:9, 39:14  <b>compared</b> [1] - 24:4  <b>comparison</b> [1] - 25:9  <b>compensation</b> [1] - 27:6  <b>complete</b> [2] - 12:23, 13:9  <b>completed</b> [1] - 36:7  <b>complex</b> [7] - 4:4, 5:8, 6:12, 29:23, 31:10, 32:1, 44:8  <b>complexity</b> [1] - 41:15  <b>Computer</b> [1] - 58:7  <b>Computer-Aided</b> [1] - 58:7  <b>concentrated</b> [1] - 52:13  <b>concept</b> [2] - 29:14, 48:21  <b>concepts</b> [1] - 56:24  <b>concern</b> [3] - 25:12, 45:7, 52:15  <b>concerned</b> [2] - 41:9, 41:21  <b>concerns</b> [4] - 13:4, 13:6, 25:23, 36:6  <b>conducted</b> [1] - 36:11  <b>conformance</b> [1] - 27:5  <b>connect</b> [2] - 21:6, 21:10  <b>consensus</b> [2] - 44:22, 45:2  <b>consider</b> [2] - 10:2, 19:17  <b>consideration</b> [1] - 52:25  <b>considered</b> [1] - 35:13  <b>considering</b> [4] - 13:1, 42:12, 42:21, 43:17  <b>constituents</b> [2] -</p>
--	--	--	---	---

<p>18:6, 18:16  <b>constraint</b> [1] - 43:20  <b>construction</b> [9] - 6:16, 9:15, 22:14, 30:20, 31:25, 33:22, 34:9, 34:10, 36:13  <b>constructor</b> [1] - 34:10  <b>consultant</b> [3] - 34:12, 34:13, 40:11  <b>consultants</b> [2] - 6:14, 9:16  <b>contact</b> [1] - 49:12  <b>continue</b> [1] - 57:3  <b>continuing</b> [1] - 55:3  <b>contract</b> [2] - 39:15, 41:13  <b>contractor</b> [7] - 30:13, 33:9, 33:11, 33:17, 36:17, 41:7, 49:6  <b>contractors</b> [2] - 19:15, 32:22  <b>contracts</b> [2] - 32:17, 41:6  <b>control</b> [1] - 43:21  <b>controlled</b> [1] - 42:23  <b>conversation</b> [1] - 56:17  <b>convey</b> [1] - 28:7  <b>coordination</b> [2] - 37:12, 37:22  <b>copacetic</b> [1] - 34:15  <b>copy</b> [1] - 12:17  <b>cords</b> [1] - 4:15  <b>correct</b> [4] - 7:21, 15:1, 17:6, 29:3  <b>corridor</b> [1] - 16:2  <b>cost</b> [6] - 17:13, 31:12, 34:3, 35:14, 41:4, 46:24  <b>costly</b> [3] - 47:25, 48:1, 57:7  <b>costs</b> [1] - 52:20  <b>cottage</b> [1] - 39:11  <b>counterparts</b> [1] - 37:25  <b>counties</b> [1] - 32:16  <b>countries</b> [1] - 55:12  <b>country</b> [1] - 54:24  <b>county</b> [5] - 25:13, 25:15, 26:1, 32:15, 32:16  <b>County</b> [3] - 15:16, 16:8, 18:7  <b>couple</b> [6] - 12:1, 40:7, 48:16, 51:12, 57:4</p>	<p><b>course</b> [1] - 51:23  <b>Court</b> [1] - 58:20  <b>COURT</b> [1] - 1:24  <b>covering</b> [1] - 35:5  <b>covers</b> [2] - 21:23, 34:25  <b>creates</b> [1] - 25:21  <b>criteria</b> [2] - 9:9, 46:15  <b>critical</b> [1] - 5:11  <b>cross</b> [4] - 15:25, 20:12, 45:12, 55:25  <b>Cross</b> [1] - 11:23  <b>cross-talking</b> [2] - 45:12, 55:25  <b>Cross-talking</b> [1] - 11:23  <b>crossing</b> [4] - 17:15, 18:17, 24:25, 43:2  <b>cultural</b> [1] - 10:3  <b>cur</b> [1] - 42:23  <b>curious</b> [1] - 14:8  <b>current</b> [6] - 7:17, 18:3, 24:4, 35:21, 42:16, 52:5  <b>customer</b> [3] - 5:10, 22:22  <b>customer's</b> [1] - 9:8  <b>customers</b> [2] - 9:3, 20:1  <b>Customs</b> [1] - 2:10  <b>customs</b> [6] - 9:1, 21:7, 21:11, 22:23, 22:25</p> <p style="text-align: center;"><b>D</b></p> <p><b>dark</b> [3] - 22:18, 45:8, 46:13  <b>Dark</b> [1] - 45:25  <b>data</b> [4] - 35:15, 38:16, 51:17, 57:6  <b>date</b> [2] - 14:11, 57:14  <b>David</b> [5] - 6:16, 33:7, 34:25, 35:4, 40:10  <b>days</b> [4] - 17:21, 41:8, 56:22  <b>deal</b> [1] - 31:24  <b>dealing</b> [2] - 23:12, 28:17  <b>decided</b> [1] - 28:23  <b>decision</b> [2] - 44:11, 55:13  <b>decisions</b> [1] - 55:12  <b>declare</b> [1] - 18:17  <b>deficient</b> [1] - 20:4  <b>definitely</b> [1] - 25:6</p>	<p><b>delicate</b> [1] - 46:7  <b>delineate</b> [1] - 22:5  <b>delineated</b> [1] - 19:16  <b>delineation</b> [1] - 19:6  <b>deliver</b> [6] - 5:24, 6:25, 7:13, 9:5, 9:10, 51:1  <b>delivering</b> [5] - 5:9, 9:17, 20:10, 35:6, 42:3  <b>DELOZIER</b> [2] - 2:8, 19:7  <b>demolishing</b> [1] - 53:4  <b>department</b> [1] - 37:15  <b>Department</b> [1] - 9:2  <b>describe</b> [3] - 7:2, 7:6, 37:12  <b>describes</b> [1] - 12:13  <b>design</b> [13] - 6:14, 7:1, 8:2, 8:3, 11:16, 19:18, 20:24, 21:2, 41:14, 41:15, 42:7, 46:14, 50:5  <b>designated</b> [2] - 42:8, 46:18  <b>designers</b> [1] - 9:15  <b>designing</b> [1] - 36:5  <b>desk</b> [2] - 12:12, 12:17  <b>detail</b> [1] - 8:19  <b>details</b> [1] - 6:7  <b>determined</b> [1] - 53:5  <b>develop</b> [1] - 51:25  <b>developed</b> [3] - 35:16, 46:8, 48:14  <b>developing</b> [1] - 12:3  <b>Development</b> [1] - 1:5  <b>development</b> [3] - 8:3, 29:14, 57:4  <b>difference</b> [3] - 18:21, 18:22, 38:20  <b>different</b> [7] - 12:18, 13:18, 22:14, 24:11, 44:3, 44:5, 45:3  <b>digging</b> [1] - 49:6  <b>direction</b> [1] - 53:19  <b>directly</b> [2] - 22:12, 28:7  <b>Director</b> [1] - 15:20  <b>director</b> [4] - 2:10, 6:18, 45:13, 46:3  <b>discussion</b> [2] - 4:22, 5:1  <b>disinterested</b> [1] - 58:11</p>	<p><b>Disposition</b> [1] - 2:5  <b>disposition</b> [1] - 26:5  <b>distance</b> [1] - 17:12  <b>district</b> [2] - 11:7, 15:16  <b>document</b> [2] - 12:9, 13:20  <b>documentation</b> [1] - 10:23  <b>documents</b> [4] - 6:13, 11:8, 12:2, 12:6  <b>dollars</b> [3] - 33:24, 33:25  <b>domain</b> [5] - 26:3, 27:17, 27:19, 28:2, 28:6  <b>DON</b> [1] - 1:24  <b>done</b> [10] - 19:5, 19:9, 19:13, 19:14, 27:4, 36:8, 36:14, 47:20, 49:5  <b>DOT</b> [2] - 41:23, 41:24  <b>down</b> [15] - 11:17, 16:13, 17:6, 17:17, 19:10, 25:20, 29:4, 30:10, 38:23, 39:18, 41:10, 41:22, 43:11, 50:2, 50:18  <b>downstream</b> [3] - 16:6, 16:10, 42:12  <b>draft</b> [7] - 12:21, 12:24, 13:9, 14:5, 14:9, 14:19  <b>drastically</b> [1] - 23:15  <b>dried</b> [2] - 55:23, 55:24  <b>drill</b> [4] - 49:4, 50:2, 51:4, 51:9  <b>drilling</b> [1] - 49:22  <b>drink</b> [1] - 55:21  <b>driven</b> [1] - 24:5  <b>driver</b> [2] - 10:6, 43:23  <b>driver's</b> [1] - 24:7  <b>drivers</b> [1] - 20:16  <b>dtreport@myottmail.com</b> [1] - 1:25</p> <p style="text-align: center;"><b>E</b></p> <p><b>e-mail</b> [6] - 3:23, 13:15, 16:20, 24:22, 56:13, 56:21  <b>EA</b> [1] - 13:11  <b>eagle</b> [1] - 10:20  <b>early</b> [1] - 4:4</p>	<p><b>economic</b> [1] - 15:25  <b>economics</b> [1] - 47:16  <b>economy</b> [1] - 9:13  <b>efficient</b> [2] - 20:15, 20:17  <b>either</b> [5] - 13:5, 16:1, 26:1, 39:4, 42:16  <b>elaborate</b> [1] - 37:19  <b>electrician</b> [1] - 53:9  <b>electricity</b> [1] - 39:19  <b>eminent</b> [5] - 26:3, 27:17, 27:19, 28:2, 28:6  <b>employees</b> [1] - 52:17  <b>end</b> [5] - 4:1, 12:19, 13:19, 33:23, 54:16  <b>endangered</b> [1] - 10:4  <b>engage</b> [1] - 44:6  <b>engaged</b> [1] - 46:2  <b>Engineering</b> [1] - 6:15  <b>engineers</b> [3] - 6:14, 9:15, 50:5  <b>England</b> [1] - 26:14  <b>enhance</b> [1] - 9:12  <b>entails</b> [2] - 8:20, 50:1  <b>entire</b> [3] - 29:4, 29:16, 35:17  <b>entities</b> [2] - 28:5, 28:6  <b>entity</b> [2] - 33:8, 42:13  <b>entry</b> [4] - 7:14, 23:19, 49:16, 50:15  <b>Entry</b> [1] - 1:6  <b>environment</b> [1] - 17:25  <b>environmental</b> [11] - 5:21, 9:25, 10:1, 12:9, 12:22, 19:9, 19:17, 30:18, 35:19, 45:7, 49:15  <b>Environmental</b> [4] - 1:5, 2:2, 9:20, 26:20  <b>equitably</b> [1] - 26:23  <b>equity</b> [1] - 30:19  <b>era</b> [1] - 20:3  <b>essential</b> [1] - 17:9  <b>essentially</b> [2] - 5:17, 7:10  <b>established</b> [1] - 9:21  <b>estimating</b> [1] - 35:14  <b>Eustis</b> [5] - 16:7,</p>
---	--	---	---	---

<p>40:22, 47:1, 52:19, 57:7  <b>evaluating</b> [1] - 17:13  <b>event</b> [2] - 4:1, 58:12  <b>events</b> [1] - 17:17  <b>eventually</b> [1] - 16:8  <b>exactly</b> [1] - 32:4  <b>example</b> [1] - 24:2  <b>executing</b> [1] - 40:12  <b>exhibit</b> [1] - 6:1  <b>exhibits</b> [1] - 7:23  <b>exists</b> [1] - 19:21  <b>expand</b> [1] - 52:5  <b>expandability</b> [1] - 9:11  <b>expanded</b> [2] - 43:12, 43:14  <b>expanding</b> [3] - 7:12, 44:4, 44:16  <b>expansion</b> [1] - 7:3  <b>expected</b> [1] - 52:6  <b>expense</b> [1] - 41:1  <b>expensive</b> [2] - 31:20, 32:2  <b>expert</b> [1] - 26:6  <b>expires</b> [1] - 58:23  <b>express</b> [1] - 13:6  <b>extended</b> [1] - 31:25  <b>externally</b> [1] - 11:15  <b>extremely</b> [3] - 32:1, 36:4, 45:7  <b>eyes</b> [1] - 18:10</p>	<p>10:8, 10:12, 10:14, 14:12  <b>feeding</b> [1] - 9:16  <b>feet</b> [1] - 55:19  <b>few</b> [2] - 3:7, 49:23  <b>figure</b> [5] - 35:18, 35:19, 47:1, 48:1, 48:20  <b>figured</b> [1] - 32:6  <b>final</b> [1] - 13:11  <b>fire</b> [1] - 50:14  <b>first</b> [5] - 6:23, 10:11, 30:8, 43:8, 45:25  <b>five</b> [1] - 36:11  <b>fix</b> [2] - 4:22, 5:1  <b>fixtures</b> [1] - 46:18  <b>flagging</b> [1] - 19:7  <b>flood</b> [1] - 10:4  <b>fly</b> [1] - 45:17  <b>focused</b> [1] - 23:16  <b>folks</b> [6] - 4:14, 10:9, 26:22, 27:24, 28:12, 43:25  <b>follow</b> [2] - 17:4, 51:22  <b>follow-up</b> [2] - 17:4, 51:22  <b>footage</b> [1] - 50:23  <b>footprint</b> [2] - 25:12, 42:16  <b>forecasts</b> [1] - 35:21  <b>foregoing</b> [1] - 58:7  <b>forested</b> [2] - 19:2, 19:3  <b>forget</b> [1] - 50:2  <b>forgive</b> [1] - 50:2  <b>form</b> [2] - 52:11, 58:6  <b>formulate</b> [1] - 6:24  <b>formulating</b> [1] - 8:1  <b>forth</b> [1] - 20:12  <b>forward</b> [2] - 13:10, 56:23  <b>four</b> [4] - 3:17, 8:13, 51:24, 52:8  <b>frank</b> [1] - 39:25  <b>Franklin</b> [4] - 15:15, 16:8, 18:7, 32:15  <b>free</b> [1] - 3:2  <b>french</b> [1] - 57:11  <b>French</b> [2] - 3:13, 3:14  <b>friend</b> [1] - 45:15  <b>front</b> [1] - 5:13  <b>full</b> [4] - 15:23, 49:13, 51:9, 58:8  <b>fun</b> [1] - 28:15  <b>functions</b> [1] - 19:22  <b>funnel</b> [1] - 25:18  <b>future</b> [6] - 4:6,</p>	<p>35:22, 36:1, 36:13, 36:15, 52:6</p> <p style="text-align: center;"><b>G</b></p> <p><b>gasoline</b> [2] - 51:13, 53:11  <b>general</b> [1] - 12:11  <b>generate</b> [1] - 51:5  <b>generation</b> [1] - 19:25  <b>generations</b> [1] - 35:25  <b>gentleman</b> [3] - 22:18, 30:8, 41:25  <b>geographic</b> [1] - 16:1  <b>Geological</b> [1] - 51:8  <b>George</b> [1] - 45:16  <b>geothermal</b> [3] - 49:11, 49:14, 49:20  <b>GilPatrick</b> [1] - 6:19  <b>given</b> [3] - 1:21, 46:3, 58:8  <b>glad</b> [3] - 42:1, 55:9, 56:4  <b>goal</b> [3] - 7:21, 7:22, 9:8  <b>Google</b> [2] - 8:9, 11:13  <b>Gore</b> [8] - 1:6, 1:18, 1:20, 32:20, 35:9, 47:1, 52:16, 52:22  <b>GORE</b> [2] - 1:9, 1:11  <b>gosh</b> [1] - 47:13  <b>government</b> [12] - 9:5, 9:22, 9:24, 10:24, 25:14, 27:4, 28:8, 31:4, 34:4, 37:13, 46:17  <b>great</b> [9] - 4:17, 8:21, 10:14, 10:16, 24:10, 25:14, 25:19, 53:22  <b>ground</b> [1] - 49:14  <b>growing</b> [1] - 49:18  <b>GSA</b> [19] - 2:2, 2:4, 2:5, 2:7, 3:6, 3:7, 4:20, 5:18, 6:17, 8:23, 11:14, 12:12, 30:16, 32:21, 34:24, 35:18, 41:12, 47:22, 48:7  <b>GSA's</b> [2] - 9:9, 32:7  <b>gsa.gov/</b>  <b>coburngore</b> [2] - 23:23, 24:17  <b>gsacoburngorelp</b> [1] - 24:16  <b>guard</b> [1] - 34:14  <b>guards</b> [1] - 33:23</p>	<p><b>guess</b> [2] - 23:5, 23:8  <b>guidance</b> [12] - 6:13, 9:9, 11:7, 12:2, 12:3, 12:6, 29:23, 29:24, 38:10, 46:13, 47:17, 47:19  <b>guide</b> [4] - 11:19, 12:13, 12:17  <b>guy</b> [2] - 37:3, 37:14  <b>guys</b> [6] - 17:21, 30:9, 31:2, 43:12, 53:20, 55:4</p>	<p>43:7  <b>homeowners</b> [1] - 28:11  <b>homes</b> [2] - 8:14, 27:10  <b>hone</b> [1] - 48:21  <b>honest</b> [1] - 20:3  <b>honor</b> [1] - 34:5  <b>hope</b> [2] - 13:19, 14:13  <b>hopefully</b> [1] - 14:1  <b>hoping</b> [1] - 14:15  <b>hosing</b> [2] - 50:17, 50:18  <b>hot</b> [1] - 18:15  <b>hour</b> [2] - 4:8, 20:17  <b>house</b> [1] - 43:7  <b>houses</b> [4] - 51:24, 52:12, 53:3, 53:4  <b>housing</b> [3] - 8:14, 52:1, 52:4  <b>how-tos</b> [1] - 46:3  <b>huge</b> [3] - 18:15, 25:8, 34:3  <b>HUGHES</b> [15] - 2:7, 3:1, 13:23, 14:7, 18:12, 18:20, 23:22, 24:17, 24:21, 31:7, 31:18, 32:21, 33:1, 36:10, 37:3  <b>Hughes</b> [1] - 3:5  <b>human</b> [1] - 50:14  <b>hung</b> [1] - 19:8</p>	<p style="text-align: center;"><b>H</b></p> <p><b>half</b> [1] - 39:17  <b>hand</b> [3] - 6:17, 58:14  <b>handle</b> [1] - 21:4  <b>handout</b> [1] - 24:22  <b>handouts</b> [1] - 24:19  <b>happy</b> [5] - 25:14, 29:9, 46:20, 46:21, 54:25  <b>hard</b> [1] - 46:9  <b>harsh</b> [1] - 32:11  <b>hazardous</b> [1] - 10:22  <b>hear</b> [7] - 3:1, 4:20, 14:7, 37:24, 46:20, 55:9, 56:4  <b>heard</b> [1] - 35:24  <b>hearing</b> [2] - 46:21, 58:5  <b>heat</b> [1] - 50:4  <b>held</b> [3] - 4:22, 5:1, 57:13  <b>Help</b> [1] - 56:15  <b>help</b> [6] - 10:23, 10:25, 33:9, 51:20, 53:20, 53:21  <b>Herald</b> [1] - 31:16  <b>hereby</b> [1] - 58:4  <b>hiding</b> [1] - 26:8  <b>high</b> [1] - 35:2  <b>highlight</b> [1] - 5:14  <b>highly</b> [1] - 41:23  <b>Hill</b> [1] - 47:11  <b>hired</b> [1] - 33:21  <b>historical</b> [2] - 5:22, 8:13  <b>history</b> [2] - 20:2, 47:23  <b>hold</b> [1] - 50:3  <b>home</b> [2] - 41:13, 56:18  <b>Home</b> [1] - 9:2  <b>homeowner</b> [2] -</p>	<p style="text-align: center;"><b>I</b></p> <p><b>I-95</b> [1] - 16:2  <b>ideas</b> [1] - 44:9  <b>impact</b> [1] - 13:21  <b>impacts</b> [3] - 9:25, 10:3, 41:10  <b>implement</b> [1] - 12:13  <b>important</b> [10] - 5:22, 6:3, 7:22, 11:20, 19:16, 23:13, 39:22, 41:17, 53:25  <b>impossible</b> [2] - 17:22  <b>impression</b> [1] - 25:6  <b>improbable</b> [1] - 14:20  <b>improve</b> [1] - 25:6  <b>improvement</b> [1] - 24:24  <b>IN</b> [1] - 58:14  <b>inaudible</b> [3] - 39:11, 41:12, 45:10  <b>includes</b> [2] - 42:22,</p>
--	--	--	---	---	---	--

<p>42:24  <b>increase</b> [5] - 15:18, 15:21, 17:24, 21:3, 40:25  <b>increases</b> [1] - 16:9  <b>increasing</b> [1] - 20:20  <b>industries</b> [1] - 39:24  <b>industry</b> [2] - 36:11, 55:21  <b>infers</b> [1] - 6:1  <b>influence</b> [2] - 8:2, 30:6  <b>information</b> [6] - 23:24, 24:2, 24:15, 36:19, 38:1  <b>infrastruct</b> [1] - 42:5  <b>Infrastructure</b> [1] - 19:24  <b>infrastructure</b> [2] - 22:16, 48:19  <b>initial</b> [4] - 15:3, 15:7, 15:11, 15:12  <b>input</b> [5] - 5:20, 6:2, 8:2, 30:6, 44:19  <b>inspect</b> [1] - 7:11  <b>inspected</b> [1] - 7:20  <b>inspection</b> [3] - 7:15, 24:3, 38:10  <b>instances</b> [3] - 27:25, 28:2, 48:16  <b>instituted</b> [1] - 34:4  <b>intel</b> [1] - 55:7  <b>intend</b> [2] - 26:3, 27:16  <b>intended</b> [1] - 52:14  <b>interaction</b> [1] - 6:23  <b>interested</b> [1] - 43:14  <b>interesting</b> [1] - 22:20  <b>interface</b> [1] - 21:17  <b>internal</b> [1] - 47:19  <b>internally</b> [1] - 47:18  <b>international</b> [1] - 38:9  <b>International</b> [1] - 45:25  <b>interpreter</b> [1] - 57:11  <b>investigate</b> [1] - 49:17  <b>investigation</b> [1] - 49:10  <b>investment</b> [1] - 25:15  <b>involve</b> [1] - 37:14  <b>involved</b> [3] - 10:8, 37:15, 41:23  <b>involves</b> [1] - 38:9  <b>issue</b> [1] - 20:25</p>	<p><b>iterations</b> [1] - 30:4  <b>itself</b> [4] - 12:4, 12:5, 12:12, 25:21</p> <p style="text-align: center;"><b>J</b></p> <p><b>jacket</b> [1] - 22:18  <b>jackknifed</b> [1] - 40:21  <b>jackknifing</b> [1] - 40:19  <b>Jackman</b> [4] - 25:9, 38:23, 45:20  <b>Jacob</b> [1] - 33:21  <b>Jacobs</b> [2] - 6:15, 35:5  <b>Jason</b> [1] - 11:18  <b>JMT</b> [1] - 2:8  <b>job</b> [3] - 33:12, 33:18, 34:17  <b>jobs</b> [1] - 37:2  <b>jogs</b> [1] - 29:4  <b>joint</b> [1] - 22:9  <b>juice</b> [1] - 47:13  <b>July</b> [1] - 58:15  <b>JUNE</b> [1] - 1:12  <b>June</b> [1] - 1:18</p> <p style="text-align: center;"><b>K</b></p> <p><b>keep</b> [1] - 43:20  <b>kind</b> [2] - 20:7, 53:24  <b>kinds</b> [1] - 14:12  <b>Kingfield</b> [1] - 16:7  <b>knowing</b> [1] - 22:12  <b>knows</b> [1] - 20:2</p> <p style="text-align: center;"><b>L</b></p> <p><b>labor</b> [3] - 32:24, 34:2, 36:6  <b>lack</b> [1] - 48:23  <b>lake</b> [1] - 55:19  <b>Land</b> [4] - 1:6, 9:3, 21:18, 21:21  <b>land</b> [13] - 7:14, 25:25, 26:1, 26:2, 26:5, 29:1, 42:25, 49:16, 50:15, 50:17, 54:15, 54:16  <b>landholders</b> [1] - 13:14  <b>landowner</b> [1] - 9:24  <b>landowners</b> [2] - 27:7, 28:11  <b>lands</b> [2] - 42:23, 42:24  <b>lanes</b> [2] - 7:14,</p>	<p>20:18  <b>last</b> [10] - 4:8, 5:3, 5:25, 8:5, 8:15, 23:16, 29:10, 35:25, 45:14, 55:23  <b>laughing</b> [1] - 54:2  <b>law</b> [3] - 9:4, 12:6, 27:8  <b>Law</b> [1] - 19:24  <b>lay</b> [1] - 23:8  <b>layout</b> [1] - 30:5  <b>lead</b> [2] - 8:18, 26:12  <b>least</b> [1] - 8:6  <b>ledge</b> [2] - 47:11, 51:10  <b>Ledge</b> [1] - 47:11  <b>level</b> [1] - 47:18  <b>Li</b> [1] - 4:11  <b>LI</b> [1] - 2:4  <b>library</b> [1] - 13:17  <b>licensed</b> [1] - 45:17  <b>life</b> [1] - 3:24  <b>light</b> [6] - 45:8, 45:20, 45:21, 46:15, 46:16, 46:18  <b>limited</b> [1] - 24:3  <b>line</b> [7] - 15:2, 15:3, 29:7, 32:4, 38:24, 38:25, 39:7  <b>lines</b> [2] - 14:22, 14:25  <b>lineup</b> [1] - 20:14  <b>link</b> [2] - 13:24, 14:2  <b>listened</b> [1] - 29:11  <b>live</b> [5] - 20:11, 25:3, 31:21, 43:7, 56:2  <b>lived</b> [1] - 55:18  <b>lives</b> [1] - 45:16  <b>local</b> [6] - 9:12, 10:18, 13:17, 13:24, 14:2, 28:8  <b>location</b> [1] - 31:22  <b>locations</b> [1] - 48:16  <b>look</b> [15] - 5:20, 9:25, 10:19, 12:18, 16:6, 16:10, 21:20, 25:9, 26:17, 30:23, 30:25, 40:9, 44:1, 46:11, 56:23  <b>looked</b> [3] - 46:14, 48:18, 52:20  <b>looking</b> [22] - 6:4, 6:23, 10:12, 10:15, 10:16, 10:17, 15:13, 18:10, 22:25, 26:1, 29:17, 29:18, 29:19, 30:22, 32:14, 39:2, 43:12, 44:2, 44:16, 47:8, 49:13, 50:1  <b>love</b> [1] - 8:22</p>	<p><b>LPOE</b> [2] - 1:9, 1:18  <b>luck</b> [1] - 30:16  <b>LUPC</b> [1] - 21:22</p> <p style="text-align: center;"><b>M</b></p> <p><b>ma'am</b> [1] - 48:9  <b>Madawaska</b> [1] - 36:7  <b>mail</b> [7] - 3:21, 3:23, 13:15, 16:20, 24:22, 56:13, 56:21  <b>mailing</b> [1] - 56:22  <b>Main</b> [1] - 1:18  <b>main</b> [2] - 33:11, 43:23  <b>MAINE</b> [3] - 1:1, 1:9, 1:11  <b>Maine</b> [21] - 1:17, 1:20, 21:19, 21:21, 21:24, 32:10, 34:6, 34:25, 35:5, 35:7, 36:12, 36:24, 37:1, 38:12, 39:14, 39:23, 41:5, 41:12, 51:8, 53:13, 58:4  <b>maintenance</b> [1] - 48:3  <b>major</b> [1] - 5:23  <b>mall</b> [1] - 25:7  <b>man</b> [1] - 23:1  <b>manage</b> [1] - 41:2  <b>management</b> [2] - 9:16, 19:23  <b>Manager</b> [1] - 2:4  <b>manager</b> [5] - 4:19, 6:16, 20:9, 34:10, 49:23  <b>manager's</b> [2] - 33:22, 34:10  <b>map</b> [6] - 8:7, 8:8, 8:9, 14:25, 29:10, 29:12  <b>March</b> [1] - 58:23  <b>maritime</b> [1] - 16:2  <b>Massarello</b> [1] - 26:11  <b>MASSARELLO</b> [14] - 2:5, 26:11, 27:18, 27:21, 28:19, 28:22, 29:3, 29:8, 29:11, 29:18, 29:21, 56:10, 57:3, 57:8  <b>matter</b> [1] - 54:2  <b>mean</b> [23] - 12:5, 12:6, 12:16, 14:23, 15:20, 18:9, 18:12, 21:11, 27:18, 28:1, 31:3, 33:16, 33:23,</p>	<p>37:17, 40:20, 42:4, 43:4, 47:13, 47:15, 47:16, 50:25, 52:24, 54:17  <b>means</b> [5] - 6:7, 7:18, 26:24, 27:2, 28:8  <b>measured</b> [1] - 48:5  <b>mechanical</b> [1] - 50:5  <b>media</b> [2] - 13:24, 14:2  <b>meet</b> [10] - 9:7, 9:10, 20:5, 23:17, 23:19, 24:12, 32:6, 52:5, 54:20, 54:22  <b>Meeting</b> [1] - 1:4  <b>meeting</b> [4] - 8:6, 10:13, 29:10, 43:8  <b>meetings</b> [3] - 37:22, 54:9, 54:10  <b>MEMBER</b> [123] - 7:2, 7:18, 7:23, 8:5, 8:10, 8:21, 9:18, 11:1, 11:3, 12:10, 14:4, 14:5, 14:8, 14:22, 15:2, 15:5, 15:8, 15:10, 19:1, 19:4, 19:11, 19:20, 20:7, 20:11, 20:24, 21:1, 21:6, 21:12, 21:17, 21:22, 22:9, 22:17, 23:4, 23:21, 24:23, 25:1, 25:5, 25:10, 25:11, 25:25, 26:7, 27:14, 27:20, 28:17, 28:20, 29:1, 29:6, 29:9, 29:17, 29:20, 30:9, 31:16, 32:9, 32:24, 33:3, 33:6, 33:11, 33:15, 34:12, 34:16, 34:21, 35:2, 35:8, 35:11, 36:21, 37:5, 37:11, 38:18, 38:20, 39:4, 39:7, 39:8, 39:11, 40:1, 40:8, 40:16, 40:24, 40:25, 41:6, 41:21, 42:1, 42:10, 42:15, 43:6, 44:10, 45:6, 45:13, 45:15, 46:20, 46:23, 47:5, 48:2, 48:7, 48:10, 48:12, 49:1, 49:5, 50:13, 50:22, 51:7, 51:12, 51:21, 51:24, 52:8, 52:15, 53:3, 53:9, 53:18, 53:23, 54:2, 54:5, 54:11, 54:15, 54:18, 54:23, 55:6, 55:9,</p>
--	---	---	---	--

<p>55:14, 55:17, 55:23, 56:1, 56:5, 57:1  <b>men</b> [1] - 35:11  <b>mentioned</b> [2] - 24:21, 49:7  <b>mentioning</b> [1] - 40:17  <b>MERTZ</b> [31] - 2:2, 9:20, 11:2, 11:4, 11:22, 12:5, 12:12, 14:10, 14:24, 15:3, 15:6, 15:9, 15:11, 15:19, 16:11, 16:16, 19:3, 19:5, 19:8, 19:12, 19:19, 21:5, 21:8, 21:14, 21:20, 21:25, 22:11, 24:18, 25:24, 26:5, 26:10  <b>met</b> [1] - 45:13  <b>middle</b> [2] - 6:5, 6:24  <b>might</b> [8] - 14:5, 14:9, 37:11, 40:16, 44:20, 48:15, 49:12, 55:1  <b>Mike</b> [1] - 11:6  <b>Milan</b> [1] - 41:22  <b>mile</b> [1] - 53:18  <b>miles</b> [4] - 39:18, 39:20, 45:17, 45:19  <b>military</b> [1] - 4:14  <b>million</b> [7] - 30:23, 30:24, 30:25, 31:4, 31:17  <b>mills</b> [1] - 39:19  <b>minuses</b> [1] - 43:19  <b>minutes</b> [2] - 16:12, 20:13  <b>miss</b> [3] - 4:7, 4:8, 13:25  <b>missed</b> [1] - 37:11  <b>mission</b> [8] - 5:11, 9:8, 20:5, 23:15, 23:18, 23:19, 29:25, 52:5  <b>MISSY</b> [1] - 2:2  <b>Missy</b> [5] - 4:7, 8:18, 9:19, 44:18, 54:8  <b>mitigate</b> [1] - 45:23  <b>modern</b> [2] - 7:14, 7:15  <b>Modernization</b> [1] - 1:7  <b>modernization</b> [1] - 23:14  <b>modernize</b> [1] - 7:13  <b>modernized</b> [1] - 23:18  <b>moment</b> [1] - 8:4  <b>money</b> [2] - 31:5, 53:13</p>	<p><b>month</b> [1] - 49:25  <b>monthly</b> [1] - 37:21  <b>months</b> [3] - 14:14, 30:24, 57:4  <b>most</b> [4] - 4:5, 15:25, 36:23, 49:18  <b>move</b> [3] - 3:2, 17:2, 55:14  <b>moving</b> [2] - 20:18, 53:3  <b>MR</b> [114] - 3:1, 4:13, 4:24, 5:3, 7:3, 7:21, 7:25, 8:8, 8:11, 8:25, 9:19, 11:5, 11:6, 11:11, 11:14, 11:15, 11:21, 13:23, 14:7, 15:22, 17:7, 17:12, 18:9, 18:12, 18:20, 19:13, 19:23, 20:8, 21:2, 22:25, 23:2, 23:10, 23:22, 24:14, 24:17, 24:21, 26:8, 29:22, 31:6, 31:7, 31:18, 32:21, 33:1, 33:5, 33:7, 33:13, 33:21, 34:13, 34:18, 34:19, 34:22, 34:25, 35:4, 35:10, 35:13, 35:15, 36:10, 37:3, 37:6, 37:20, 38:19, 39:1, 39:6, 39:10, 39:21, 40:5, 40:10, 41:11, 41:25, 42:2, 42:14, 42:22, 43:1, 43:17, 44:12, 44:22, 44:24, 44:25, 45:11, 45:24, 46:17, 46:21, 47:3, 47:15, 48:4, 48:8, 48:11, 48:13, 49:3, 49:9, 50:20, 50:25, 51:11, 51:14, 51:23, 52:3, 52:10, 52:23, 53:5, 53:15, 53:22, 54:1, 54:4, 54:8, 54:14, 54:17, 54:20, 55:5, 55:7, 55:11, 55:22, 56:4, 56:7, 57:5  <b>MS</b> [44] - 9:20, 11:2, 11:4, 11:22, 12:5, 12:12, 14:10, 14:24, 15:3, 15:6, 15:9, 15:11, 15:19, 16:11, 16:16, 19:3, 19:5, 19:7, 19:8, 19:12, 19:19, 21:5, 21:8, 21:14, 21:20, 21:25, 22:11, 24:18, 25:24, 26:5, 26:10, 26:11, 27:18, 27:21, 28:19,</p>	<p>28:22, 29:3, 29:8, 29:11, 29:18, 29:21, 56:10, 57:3, 57:8  <b>multifaceted</b> [1] - 23:10  <b>multiple</b> [3] - 7:14, 21:3, 54:10  <b>municipal</b> [1] - 51:3  <b>must</b> [1] - 6:13</p>	<p style="text-align: center;"><b>N</b></p>	<p><b>nailed</b> [1] - 30:10  <b>name</b> [2] - 3:4, 57:10  <b>named</b> [1] - 58:12  <b>national</b> [1] - 46:8  <b>National</b> [2] - 9:20, 26:20  <b>Natural</b> [1] - 2:8  <b>natural</b> [1] - 10:3  <b>necessarily</b> [1] - 16:23  <b>necessary</b> [1] - 22:5  <b>need</b> [26] - 3:14, 4:15, 7:10, 10:7, 14:20, 19:17, 20:4, 20:18, 25:2, 25:6, 27:22, 29:20, 32:6, 38:16, 39:19, 39:24, 40:9, 42:24, 44:19, 46:6, 50:16, 52:1, 52:4, 53:18, 54:3, 54:6  <b>needing</b> [1] - 52:7  <b>needs</b> [7] - 24:12, 24:24, 32:8, 46:6, 48:17, 49:15, 50:14  <b>negotiations</b> [1] - 28:21  <b>neighbor</b> [1] - 17:2  <b>neighborhood</b> [1] - 53:21  <b>neighboring</b> [1] - 54:24  <b>NEPA</b> [13] - 5:16, 5:17, 8:17, 8:18, 8:24, 9:18, 9:20, 11:21, 12:4, 12:5, 12:13, 12:17, 51:15  <b>nest</b> [1] - 10:20  <b>never</b> [1] - 44:6  <b>New</b> [1] - 26:14  <b>new</b> [6] - 7:14, 23:3, 23:18, 42:7, 44:3, 47:3  <b>next</b> [8] - 6:4, 14:13, 20:22, 21:9, 48:19, 49:25, 56:22, 57:4  <b>nice</b> [1] - 55:19</p>	<p><b>night</b> [3] - 45:8, 45:18  <b>nobody</b> [1] - 13:12  <b>nonresidential</b> [1] - 27:10  <b>normal</b> [1] - 50:14  <b>north</b> [4] - 6:2, 36:8, 42:16, 43:22  <b>northern</b> [1] - 34:6  <b>NOTARY</b> [1] - 58:19  <b>Notary</b> [2] - 1:16, 58:3  <b>notes</b> [1] - 40:11  <b>nothing</b> [3] - 12:10, 12:19, 50:20  <b>notice</b> [1] - 1:21  <b>noticed</b> [1] - 43:11  <b>nowadays</b> [1] - 24:10  <b>nowhere</b> [2] - 49:2, 49:3  <b>number</b> [9] - 3:9, 9:7, 9:8, 9:9, 35:6, 48:6, 50:2, 52:17  <b>Number</b> [3] - 3:13, 3:16, 3:17  <b>numbers</b> [2] - 31:9, 35:24</p>	<p style="text-align: center;"><b>O</b></p>	<p><b>o'clock</b> [1] - 56:7  <b>OAMs</b> [1] - 42:5  <b>obligated</b> [5] - 5:23, 9:4, 20:6, 46:17, 50:25  <b>obtain</b> [1] - 22:4  <b>obviously</b> [9] - 4:20, 13:21, 30:5, 34:5, 36:5, 45:1, 45:4, 50:25, 56:12  <b>OF</b> [1] - 1:1  <b>office</b> [2] - 35:17, 37:15  <b>Officer</b> [1] - 2:7  <b>officer</b> [3] - 3:5, 3:6, 31:15  <b>officers</b> [2] - 8:14, 53:1  <b>offices</b> [1] - 52:7  <b>offsite</b> [1] - 42:11  <b>old</b> [4] - 10:22, 24:3, 42:4, 53:12  <b>once</b> [7] - 14:14, 19:25, 25:18, 28:24, 39:7, 48:20, 50:9  <b>once-in-a-generation</b> [1] - 19:25  <b>one</b> [25] - 3:2, 3:3,</p>	<p>3:9, 3:19, 4:13, 8:15, 9:7, 9:8, 10:13, 14:2, 15:6, 23:11, 23:25, 28:18, 33:19, 36:10, 36:14, 38:8, 39:1, 39:2, 40:8, 45:4, 45:6, 47:3, 57:2  <b>ongoing</b> [1] - 28:20  <b>onsite</b> [2] - 48:15, 52:11  <b>Ontario</b> [1] - 20:20  <b>open</b> [1] - 56:22  <b>operate</b> [2] - 11:8, 12:14  <b>operating</b> [3] - 11:9, 12:2, 41:13  <b>operation</b> [2] - 17:10, 30:2  <b>operations</b> [1] - 41:12  <b>opinion</b> [4] - 14:21, 22:19, 23:8, 23:11  <b>opportunity</b> [1] - 19:25  <b>option</b> [1] - 45:4  <b>options</b> [1] - 45:3  <b>orange</b> [2] - 15:2, 15:3  <b>organized</b> [1] - 35:16  <b>original</b> [1] - 44:15  <b>ourselves</b> [1] - 19:13  <b>out-of-state</b> [1] - 36:25  <b>outcome</b> [1] - 58:12  <b>outlined</b> [2] - 29:4, 29:13  <b>outlines</b> [3] - 11:16, 11:17  <b>outlining</b> [1] - 6:6  <b>outside</b> [1] - 9:16  <b>overall</b> [2] - 19:20, 40:6  <b>overdo</b> [1] - 4:18  <b>owed</b> [1] - 24:21  <b>own</b> [2] - 39:11, 41:13  <b>owned</b> [1] - 27:1  <b>owners</b> [1] - 27:10  <b>owns</b> [1] - 45:15  <b>Oxford</b> [1] - 32:15</p>	<p style="text-align: center;"><b>P</b></p>	<p><b>P-100</b> [2] - 11:12, 46:14  <b>p.m</b> [4] - 1:13, 1:20, 57:13, 57:14  <b>PA</b> [2] - 4:23, 5:2</p>
---	---	---	---	---	--	---	--	--	---	--

<p><b>package</b> [1] - 35:20  <b>page</b> [1] - 48:7  <b>paper</b> [4] - 30:14, 30:15, 30:23  <b>papers</b> [2] - 31:14, 47:2  <b>parcel</b> [1] - 14:25  <b>part</b> [24] - 5:16, 5:18, 15:6, 15:12, 15:16, 16:8, 16:21, 17:9, 27:8, 27:21, 28:18, 29:14, 30:19, 34:6, 36:23, 42:11, 42:18, 42:20, 46:13, 49:10, 50:7, 50:11, 51:15  <b>party</b> [2] - 9:14, 34:19  <b>passenger's</b> [1] - 24:7  <b>paths</b> [1] - 44:5  <b>pathways</b> [1] - 12:18  <b>patrol</b> [2] - 5:10, 9:2  <b>Patrol</b> [1] - 22:25  <b>PAUL</b> [1] - 2:7  <b>Paul</b> [3] - 3:4, 5:7, 24:14  <b>Paul's</b> [1] - 4:16  <b>pay</b> [2] - 39:17, 41:5  <b>pays</b> [2] - 40:22, 42:13  <b>people</b> [14] - 18:5, 18:16, 18:19, 20:20, 20:21, 26:8, 30:14, 31:24, 32:15, 32:19, 38:22, 50:18, 52:16, 56:11  <b>percent</b> [8] - 30:18, 30:19, 30:20, 30:21, 36:23, 38:13, 53:16  <b>percentage</b> [2] - 34:3, 52:18  <b>perfect</b> [3] - 42:1, 56:2, 56:3  <b>perfectly</b> [1] - 39:25  <b>perform</b> [1] - 29:25  <b>perhaps</b> [1] - 27:12  <b>period</b> [1] - 31:25  <b>permanent</b> [2] - 7:4, 52:1  <b>permit</b> [2] - 15:23, 43:3  <b>permits</b> [5] - 21:23, 22:1, 22:4, 22:7, 22:14  <b>permitted</b> [2] - 7:8, 7:19  <b>permitting</b> [1] - 22:13  <b>person</b> [4] - 22:21, 24:6, 35:5, 58:11</p>	<p><b>personal</b> [1] - 26:2  <b>personally</b> [1] - 25:13  <b>personnel</b> [1] - 50:22  <b>Peter</b> [1] - 20:2  <b>Peter's</b> [1] - 18:10  <b>phase</b> [10] - 6:4, 17:5, 17:9, 31:23, 38:5, 38:14, 46:25, 47:9, 50:9, 57:7  <b>physically</b> [2] - 8:12, 48:5  <b>PLA</b> [3] - 33:2, 34:2, 36:22  <b>plains</b> [1] - 10:4  <b>plan</b> [3] - 21:14, 44:15, 44:16  <b>plane</b> [1] - 45:19  <b>planned</b> [2] - 36:12, 42:7  <b>Planning</b> [2] - 2:8, 21:18  <b>planning</b> [5] - 21:18, 22:9, 30:6, 41:19, 44:3  <b>plans</b> [3] - 21:20, 21:21, 38:2  <b>plate</b> [1] - 54:12  <b>plenty</b> [1] - 56:18  <b>plow</b> [1] - 41:7  <b>plowing</b> [2] - 41:1, 41:20  <b>pluses</b> [1] - 43:19  <b>point</b> [7] - 16:11, 19:23, 35:4, 37:7, 40:6, 42:4, 49:10  <b>Point</b> [1] - 1:6  <b>pointing</b> [1] - 57:5  <b>points</b> [1] - 55:22  <b>Policy</b> [2] - 9:21, 26:20  <b>pollute</b> [1] - 46:19  <b>pollution</b> [3] - 45:9, 45:21, 46:16  <b>poor</b> [1] - 10:24  <b>population</b> [1] - 52:25  <b>Port</b> [2] - 1:6, 15:20  <b>port</b> [26] - 6:18, 7:4, 7:5, 7:12, 7:14, 8:13, 15:18, 15:21, 15:23, 19:18, 20:3, 21:1, 23:19, 24:3, 24:5, 24:9, 24:12, 24:23, 25:19, 36:11, 38:15, 41:13, 44:3, 49:16, 52:5  <b>portion</b> [1] - 27:9  <b>Portland</b> [3] - 31:16, 34:23, 34:24</p>	<p><b>ports</b> [3] - 38:7, 48:14, 50:15  <b>position</b> [1] - 43:2  <b>possibility</b> [2] - 14:18, 49:17  <b>possible</b> [1] - 19:6  <b>posters</b> [1] - 5:13  <b>potable</b> [2] - 48:11, 48:17  <b>potentially</b> [5] - 14:1, 16:14, 31:22, 32:2, 36:18  <b>power</b> [12] - 17:5, 17:16, 17:19, 21:12, 31:23, 38:14, 38:21, 38:23, 39:4, 39:12, 40:22, 49:14  <b>Power</b> [2] - 39:14, 39:23  <b>pre</b> [3] - 7:8, 7:19, 19:14  <b>pre-permitted</b> [2] - 7:8, 7:19  <b>pre-work</b> [1] - 19:14  <b>precluded</b> [1] - 34:18  <b>preliminary</b> [1] - 19:9  <b>prescriptive</b> [2] - 12:15, 12:19  <b>present</b> [1] - 28:25  <b>presenting</b> [1] - 56:24  <b>presidential</b> [1] - 43:3  <b>press</b> [1] - 31:16  <b>pressure</b> [1] - 48:23  <b>pretty</b> [3] - 10:1, 12:15, 40:19  <b>previous</b> [2] - 47:21, 51:19  <b>previously</b> [4] - 10:13, 15:22, 30:1, 37:25  <b>price</b> [2] - 38:20, 39:17  <b>primarily</b> [1] - 34:25  <b>primary</b> [1] - 10:6  <b>prime</b> [1] - 9:14  <b>prioritize</b> [1] - 32:15  <b>pristine</b> [1] - 55:19  <b>private</b> [6] - 3:12, 9:23, 26:2, 26:24, 41:7, 42:23  <b>privately</b> [1] - 27:1  <b>privately-owned</b> [1] - 27:1  <b>problem</b> [6] - 16:15, 33:6, 36:21, 51:2, 56:5  <b>problems</b> [2] - 25:16,</p>	<p>25:21  <b>process</b> [30] - 4:5, 5:17, 6:8, 6:11, 8:19, 10:9, 11:17, 18:13, 18:19, 21:15, 21:18, 22:10, 22:13, 27:3, 28:11, 28:13, 28:24, 31:20, 34:17, 40:7, 42:12, 44:17, 44:23, 49:10, 49:24, 50:7, 50:12, 51:15  <b>processed</b> [4] - 18:5, 18:18, 18:22, 32:5  <b>productive</b> [1] - 20:19  <b>Program</b> [1] - 38:12  <b>program</b> [4] - 7:13, 8:17, 9:7, 52:3  <b>project</b> [34] - 4:19, 5:8, 5:9, 5:12, 5:23, 6:12, 6:25, 7:1, 7:2, 7:3, 9:17, 9:25, 12:19, 19:23, 20:9, 22:19, 23:14, 27:13, 27:22, 30:24, 31:1, 31:5, 31:8, 31:11, 32:2, 32:24, 33:4, 34:2, 36:7, 37:18, 38:2, 38:11, 42:10, 47:21  <b>Project</b> [2] - 1:7, 2:4  <b>project-related</b> [1] - 42:10  <b>projecting</b> [1] - 35:22  <b>projects</b> [17] - 5:18, 9:5, 9:10, 9:23, 12:18, 22:2, 31:4, 31:10, 32:23, 34:23, 36:12, 36:14, 36:19, 36:20, 40:13, 42:3, 49:16  <b>promise</b> [1] - 21:9  <b>properties</b> [1] - 15:5  <b>property</b> [11] - 10:22, 14:23, 26:16, 26:18, 26:22, 26:24, 27:1, 27:23, 27:25, 28:21, 42:2  <b>Property</b> [1] - 2:5  <b>proposal</b> [1] - 7:24  <b>proposition</b> [1] - 45:2  <b>protected</b> [1] - 51:1  <b>Protection</b> [2] - 2:2, 2:10  <b>provide</b> [4] - 10:19, 12:16, 13:16, 16:22  <b>provided</b> [1] - 29:12  <b>provides</b> [1] - 19:24  <b>provinces</b> [1] - 16:2  <b>provincial</b> [1] - 37:13</p>	<p><b>public</b> [18] - 3:5, 3:6, 8:4, 9:11, 10:7, 10:8, 11:19, 12:24, 16:21, 23:11, 24:2, 24:15, 25:21, 31:14, 34:7, 37:3, 43:24, 45:5  <b>Public</b> [4] - 1:4, 1:17, 2:7, 58:3  <b>PUBLIC</b> [1] - 58:19  <b>public's</b> [1] - 5:20  <b>publicize</b> [1] - 36:16  <b>publicly</b> [1] - 31:8  <b>published</b> [3] - 13:11, 13:13, 35:16  <b>pull</b> [1] - 33:9  <b>pulled</b> [1] - 14:25  <b>pump</b> [1] - 51:5  <b>pursuant</b> [1] - 1:20  <b>pushed</b> [1] - 49:23  <b>put</b> [4] - 13:16, 13:23, 16:18, 30:12  <b>puts</b> [1] - 30:6  <b>putting</b> [2] - 19:1, 55:11</p> <hr/> <p style="text-align: center;"><b>Q</b></p> <hr/> <p><b>quarterly</b> [1] - 38:11  <b>questions</b> [12] - 4:3, 4:5, 12:1, 15:14, 22:24, 23:25, 43:4, 53:8, 56:11, 56:25, 57:10, 57:12  <b>quick</b> [1] - 6:21  <b>quite</b> [2] - 17:12, 35:6</p> <hr/> <p style="text-align: center;"><b>R</b></p> <hr/> <p><b>ran</b> [2] - 48:5, 53:13  <b>range</b> [2] - 31:9, 52:8  <b>rate</b> [1] - 52:21  <b>reaching</b> [1] - 19:20  <b>read</b> [6] - 13:17, 30:15, 31:14, 46:23, 48:25  <b>reads</b> [1] - 13:12  <b>ready</b> [2] - 14:6, 14:9  <b>Real</b> [1] - 2:5  <b>realignment</b> [2] - 42:13, 42:14  <b>reality</b> [1] - 26:12  <b>realize</b> [1] - 15:17  <b>really</b> [20] - 5:8, 6:3, 6:4, 6:5, 6:8, 9:4, 14:15, 16:16, 16:17, 16:19, 21:2, 21:3, 23:7, 29:24, 32:20,</p>
---	---	---	---	--

<p>33:1, 37:1, 40:5, 41:18, 48:19  <b>reason</b> [4] - 20:6, 22:5, 37:23, 45:9  <b>reasons</b> [2] - 24:9, 46:8  <b>received</b> [1] - 6:2  <b>recess</b> [1] - 57:13  <b>recognize</b> [1] - 42:9  <b>reconsidered</b> [1] - 44:15  <b>record</b> [7] - 4:22, 5:1, 16:22, 36:9, 51:16, 57:14, 58:8  <b>red</b> [2] - 19:2, 19:8  <b>reduced</b> [1] - 58:6  <b>reducing</b> [1] - 46:15  <b>region</b> [3] - 3:5, 3:6, 26:13  <b>Regional</b> [1] - 2:7  <b>register</b> [1] - 13:12  <b>regulation</b> [2] - 12:7, 12:15  <b>regulations</b> [1] - 34:1  <b>related</b> [1] - 42:10  <b>relocated</b> [1] - 27:12  <b>relocation</b> [2] - 27:9, 28:12  <b>remain</b> [1] - 44:8  <b>remains</b> [1] - 44:7  <b>remember</b> [4] - 3:25, 24:20, 38:2, 49:21  <b>remembering</b> [2] - 48:24  <b>remote</b> [1] - 31:21  <b>removal</b> [1] - 41:14  <b>repair</b> [1] - 8:15  <b>reported</b> [1] - 58:5  <b>Reporter</b> [1] - 58:20  <b>REPORTING</b> [1] - 1:24  <b>represent</b> [2] - 11:25, 35:5  <b>representative</b> [1] - 11:6  <b>represented</b> [2] - 6:15, 40:15  <b>representing</b> [2] - 4:20, 6:20  <b>require</b> [1] - 48:15  <b>required</b> [6] - 12:8, 28:3, 33:2, 46:12, 48:15, 50:23  <b>requirement</b> [9] - 5:19, 9:23, 11:16, 27:22, 32:21, 33:3, 42:18, 46:16, 49:15  <b>requirements</b> [6] - 23:18, 23:20, 24:4,</p>	<p>27:5, 32:7  <b>requires</b> [6] - 9:24, 26:21, 36:22, 43:3, 49:17, 52:3  <b>rerouting</b> [2] - 21:14, 43:16  <b>reservoir</b> [2] - 48:15, 51:4  <b>residential</b> [1] - 27:10  <b>residents</b> [1] - 52:21  <b>resource</b> [1] - 11:25  <b>resources</b> [2] - 10:3  <b>Resources</b> [1] - 2:8  <b>respectful</b> [1] - 9:11  <b>respond</b> [1] - 16:23  <b>responding</b> [1] - 17:19  <b>rest</b> [1] - 4:11  <b>review</b> [1] - 27:3  <b>ribbons</b> [2] - 19:2, 19:9  <b>ride</b> [1] - 25:20  <b>Riley</b> [1] - 20:2  <b>risk</b> [1] - 24:8  <b>risks</b> [4] - 24:11, 24:13, 35:19, 51:18  <b>road</b> [8] - 16:13, 17:23, 21:14, 40:19, 41:10, 41:22, 42:19, 54:20  <b>Rob</b> [1] - 6:18  <b>ROB</b> [1] - 2:10  <b>robust</b> [2] - 9:6, 56:17  <b>Roger</b> [1] - 4:8  <b>role</b> [1] - 33:14  <b>roll</b> [1] - 41:10  <b>roller</b> [1] - 25:20  <b>room</b> [1] - 45:1  <b>roughly</b> [1] - 39:16  <b>round</b> [1] - 56:25  <b>ROUTE</b> [1] - 1:10  <b>route</b> [4] - 42:14, 43:10, 44:11, 47:10  <b>Route</b> [4] - 1:19, 6:24, 42:13, 43:16  <b>RUDDY</b> [4] - 2:10, 15:22, 23:2, 23:10  <b>Ruddy</b> [2] - 6:18, 15:20  <b>rules</b> [1] - 20:9  <b>run</b> [4] - 4:11, 17:5, 17:16, 46:25  <b>rural</b> [1] - 44:5</p>	<p><b>safety</b> [1] - 25:22  <b>samples</b> [1] - 50:10  <b>Sara</b> [2] - 26:5, 26:11  <b>SARA</b> [1] - 2:5  <b>Sarah</b> [2] - 4:25, 37:20  <b>saw</b> [2] - 33:7, 39:18  <b>school</b> [1] - 52:19  <b>scope</b> [6] - 30:13, 30:17, 32:13, 33:16, 33:18, 41:18  <b>Scoping</b> [1] - 1:4  <b>scoping</b> [1] - 51:25  <b>seal</b> [1] - 58:15  <b>seat</b> [2] - 3:3  <b>second</b> [4] - 4:14, 27:8, 33:8, 49:22  <b>Second</b> [1] - 1:4  <b>sector</b> [1] - 35:1  <b>secure</b> [1] - 40:15  <b>Security</b> [1] - 9:3  <b>security</b> [8] - 11:20, 23:16, 24:8, 24:11, 25:2, 40:3, 40:9, 46:8  <b>see</b> [17] - 5:4, 5:13, 7:5, 11:18, 12:25, 13:25, 14:1, 18:10, 20:20, 25:14, 31:15, 31:19, 32:14, 42:1, 50:21, 54:12  <b>seeing</b> [2] - 37:7, 38:3  <b>seeking</b> [1] - 15:25  <b>seem</b> [1] - 30:10  <b>sees</b> [1] - 45:19  <b>select</b> [1] - 46:18  <b>send</b> [3] - 3:21, 3:24, 13:13  <b>Senior</b> [1] - 2:4  <b>sense</b> [3] - 16:1, 55:2  <b>separate</b> [1] - 21:15  <b>series</b> [1] - 6:12  <b>service</b> [1] - 8:25  <b>set</b> [1] - 24:12  <b>setting</b> [1] - 6:2  <b>shaded</b> [1] - 8:16  <b>shame</b> [1] - 57:6  <b>share</b> [1] - 8:4  <b>sheet</b> [3] - 3:20, 3:22, 23:24  <b>sheets</b> [1] - 56:13  <b>shopping</b> [1] - 25:7  <b>short</b> [3] - 31:10, 32:3, 43:18  <b>shot</b> [2] - 55:2, 55:3  <b>show</b> [3] - 5:15, 7:23, 10:10  <b>side</b> [8] - 8:11, 20:15, 24:7, 24:8, 38:8,</p>	<p>38:15, 39:21, 54:21  <b>sign</b> [2] - 3:16, 13:19  <b>signed</b> [1] - 13:14  <b>significant</b> [5] - 13:21, 16:9, 17:18, 18:1  <b>significantly</b> [1] - 24:11  <b>similar</b> [2] - 25:9, 26:20  <b>similarly</b> [1] - 52:24  <b>simple</b> [4] - 8:8, 24:15, 52:23, 55:16  <b>simplest</b> [1] - 44:14  <b>simply</b> [2] - 11:13, 14:11  <b>sit</b> [1] - 26:13  <b>site</b> [9] - 12:22, 24:18, 41:16, 41:20, 49:20, 51:18, 52:13, 52:14  <b>sites</b> [1] - 51:13  <b>situations</b> [1] - 21:4  <b>six</b> [1] - 30:24  <b>skies</b> [1] - 46:13  <b>sky</b> [1] - 45:20  <b>Sky</b> [1] - 46:1  <b>slowly</b> [1] - 3:10  <b>small</b> [2] - 32:22, 45:16  <b>snacks</b> [2] - 4:9, 56:14  <b>snow</b> [2] - 41:13, 41:16  <b>snowfields</b> [1] - 42:8  <b>so..</b> [5] - 19:18, 21:15, 22:13, 29:16, 34:8  <b>SOBOLESKI</b> [4] - 11:6, 11:14, 11:21, 11:24  <b>Soboleski</b> [1] - 11:7  <b>society</b> [1] - 51:8  <b>socioeconomics</b> [1] - 10:2  <b>soil</b> [2] - 50:3, 50:10  <b>sold</b> [1] - 39:16  <b>solicit</b> [1] - 5:20  <b>solicited</b> [1] - 13:10  <b>soliciting</b> [1] - 6:9  <b>solution</b> [1] - 46:16  <b>solved</b> [1] - 46:10  <b>someone</b> [2] - 3:14, 27:16  <b>sometimes</b> [1] - 17:1  <b>soon</b> [1] - 45:22  <b>sophisticated</b> [1] - 30:1  <b>sorry</b> [4] - 17:3, 21:16, 30:8, 47:3</p>	<p><b>sort</b> [4] - 33:9, 42:11, 46:3, 50:23  <b>sounded</b> [1] - 43:9  <b>sources</b> [1] - 14:1  <b>south</b> [3] - 6:5, 6:24, 42:17  <b>speaking</b> [2] - 37:20, 49:14  <b>speaks</b> [1] - 46:14  <b>specialist</b> [2] - 26:12  <b>Specialist</b> [1] - 2:2  <b>species</b> [1] - 10:4  <b>specific</b> [3] - 12:3, 18:10, 50:16  <b>specifically</b> [4] - 11:12, 12:10, 12:20, 22:2  <b>spending</b> [1] - 5:6  <b>spill</b> [4] - 51:13, 51:19, 53:11  <b>spilled</b> [1] - 53:12  <b>spills</b> [1] - 51:16  <b>spot</b> [2] - 24:24, 55:11  <b>spread</b> [1] - 52:14  <b>spring</b> [1] - 55:23  <b>square</b> [1] - 50:23  <b>St</b> [1] - 45:16  <b>stages</b> [2] - 4:4, 5:8  <b>stand</b> [2] - 46:10, 52:2  <b>standard</b> [1] - 27:15  <b>standards</b> [2] - 9:10, 46:8  <b>standing</b> [2] - 7:17, 8:12  <b>start</b> [6] - 14:15, 20:22, 36:13, 40:2, 48:20, 48:21  <b>started</b> [4] - 10:17, 19:1, 46:1, 46:11  <b>STATE</b> [2] - 1:1, 1:10  <b>state</b> [21] - 11:6, 11:25, 21:19, 21:21, 21:24, 22:1, 22:7, 28:8, 28:18, 32:19, 33:14, 36:23, 36:25, 37:15, 38:8, 40:23, 40:24, 41:4, 42:23, 53:13, 56:3  <b>State</b> [5] - 1:17, 1:19, 41:6, 42:18, 58:4  <b>state-controlled</b> [1] - 42:23  <b>States</b> [1] - 18:22  <b>stating</b> [1] - 31:9  <b>stay</b> [1] - 26:10  <b>stenographer</b> [3] - 3:9, 16:21, 56:12  <b>stenographically</b> [1]</p>
<b>S</b>				
<p><b>safe</b> [1] - 40:15</p>				

<p>- 58:5  <b>step</b> [2] - 6:19, 48:20  <b>still</b> [4] - 5:7, 43:15, 43:17, 57:9  <b>stop</b> [1] - 25:3  <b>stops</b> [1] - 47:9  <b>storage</b> [1] - 41:16  <b>store</b> [1] - 20:14  <b>stored</b> [1] - 41:20  <b>stormwater</b> [1] - 22:15  <b>straight</b> [2] - 55:2, 55:3  <b>straighten</b> [1] - 55:15  <b>Stratton</b> [1] - 52:19  <b>street</b> [1] - 43:8  <b>strict</b> [1] - 29:24  <b>strong</b> [1] - 4:15  <b>strongest</b> [1] - 52:15  <b>structure</b> [2] - 17:19, 42:15  <b>studied</b> [2] - 17:8, 39:1  <b>study</b> [10] - 5:15, 6:6, 15:4, 15:11, 15:12, 16:6, 16:10, 17:9, 29:4, 29:13  <b>studying</b> [2] - 29:22, 30:11  <b>stuff</b> [3] - 50:24, 51:17, 53:24  <b>subcontractors</b> [2] - 32:22, 36:18  <b>subject</b> [2] - 50:13, 55:17  <b>submittal</b> [1] - 11:17  <b>subscribe</b> [1] - 58:14  <b>success</b> [1] - 5:11  <b>successful</b> [1] - 49:19  <b>suggest</b> [2] - 41:23, 41:24  <b>summary</b> [1] - 6:21  <b>support</b> [1] - 38:17  <b>supposedly</b> [1] - 10:21  <b>suppression</b> [1] - 50:14  <b>surrounding</b> [1] - 32:16  <b>system</b> [3] - 4:23, 5:2, 50:6</p>	<p><b>tax</b> [4] - 14:25, 33:25, 52:21  <b>taxpayers</b> [1] - 52:16  <b>taxpayers'</b> [1] - 31:5  <b>team</b> [1] - 35:17  <b>teams</b> [1] - 6:14  <b>technology</b> [1] - 7:15  <b>temperature</b> [1] - 45:1  <b>terms</b> [3] - 20:4, 41:12, 52:1  <b>territories</b> [1] - 21:24  <b>test</b> [2] - 49:8, 56:2  <b>testing</b> [1] - 49:11  <b>Texas</b> [2] - 30:13, 32:19  <b>THE</b> [1] - 1:10  <b>therefore</b> [1] - 23:18  <b>third</b> [1] - 34:19  <b>THOMPSON</b> [1] - 1:24  <b>three</b> [12] - 3:16, 3:18, 14:14, 17:5, 17:9, 31:23, 38:14, 39:18, 44:5, 46:24, 47:9, 57:7  <b>three-phase</b> [4] - 17:5, 17:9, 31:23, 38:14  <b>THURSDAY</b> [1] - 1:12  <b>Thursday</b> [1] - 1:17  <b>tide</b> [1] - 35:3  <b>today</b> [3] - 5:6, 10:7, 43:24  <b>together</b> [1] - 33:10  <b>tonight</b> [7] - 3:18, 3:19, 4:6, 4:12, 4:25, 47:8, 56:18  <b>tools</b> [1] - 35:23  <b>top</b> [2] - 38:9, 53:16  <b>topic</b> [3] - 18:15, 28:15  <b>tos</b> [1] - 46:3  <b>tough</b> [1] - 40:5  <b>town</b> [1] - 40:4  <b>township</b> [1] - 21:23  <b>track</b> [2] - 36:9, 53:16  <b>tracking</b> [1] - 51:14  <b>traffic</b> [12] - 7:15, 15:18, 15:21, 16:3, 16:9, 16:12, 17:24, 20:12, 20:18, 25:17, 40:17, 41:3  <b>TRAIL</b> [1] - 1:10  <b>Trail</b> [1] - 1:19  <b>Transcription</b> [1] - 58:7  <b>translate</b> [1] - 3:14</p>	<p><b>translator</b> [1] - 3:13  <b>transparent</b> [1] - 37:8  <b>travel</b> [1] - 17:23  <b>travelers</b> [1] - 18:21  <b>treat</b> [1] - 26:22  <b>tried</b> [2] - 24:16, 30:16  <b>trimming</b> [1] - 47:7  <b>truck</b> [6] - 7:7, 7:18, 17:21, 20:16, 40:20, 50:17  <b>trucked</b> [1] - 48:17  <b>trucks</b> [2] - 25:3, 40:18  <b>true</b> [1] - 58:8  <b>try</b> [3] - 4:17, 24:19, 26:10  <b>trying</b> [4] - 30:4, 38:15, 44:25, 49:21  <b>turn</b> [1] - 4:10  <b>two</b> [5] - 3:13, 5:13, 39:16, 54:9, 55:12  <b>type</b> [1] - 12:7  <b>typewritten</b> [1] - 58:6  <b>typically</b> [2] - 22:4, 50:21</p>	<p><b>upgrade</b> [1] - 20:1  <b>upper</b> [1] - 15:8  <b>uses</b> [3] - 18:3, 18:4, 50:17  <b>utilities</b> [3] - 5:22, 22:16, 47:7  <b>utility</b> [2] - 28:9, 47:6</p>	<p>54:20, 55:5, 55:7, 55:11, 55:22, 56:4, 56:7, 57:5  <b>wants</b> [1] - 3:3  <b>waste</b> [1] - 10:22  <b>watch</b> [2] - 33:23, 34:14  <b>watching</b> [2] - 33:24, 47:7  <b>water</b> [22] - 48:10, 48:11, 48:17, 48:23, 49:1, 49:4, 50:13, 50:16, 51:2, 51:3, 51:9, 53:19, 53:20, 53:24, 54:6, 55:17, 55:21, 56:2, 56:3, 56:6  <b>ways</b> [3] - 3:18, 31:23, 44:3  <b>weather</b> [3] - 17:17, 32:12, 35:8  <b>website</b> [4] - 11:14, 24:15, 31:19, 56:21  <b>wedge</b> [2] - 54:12, 55:15  <b>week</b> [2] - 20:22, 40:20  <b>weekend</b> [1] - 46:24  <b>weighing</b> [1] - 44:21  <b>welcome</b> [1] - 4:19  <b>wells</b> [3] - 49:5, 49:8, 49:11  <b>wetlands</b> [4] - 10:4, 19:6, 19:16, 22:6  <b>whatsoever</b> [1] - 18:23  <b>WHEREOF</b> [1] - 58:14  <b>white</b> [1] - 14:22  <b>whole</b> [4] - 21:15, 33:12, 34:16, 47:23  <b>wider</b> [1] - 20:18  <b>wing</b> [1] - 8:13  <b>winter</b> [1] - 31:25  <b>winters</b> [1] - 32:11  <b>wintertime</b> [1] - 40:18  <b>wishes</b> [1] - 13:17  <b>WITNESS</b> [1] - 58:14  <b>woburn</b> [1] - 39:18  <b>wonderful</b> [1] - 9:13  <b>wood</b> [1] - 17:21  <b>workers</b> [3] - 36:22, 36:24, 37:1  <b>workforce</b> [2] - 31:22, 36:24  <b>worried</b> [3] - 14:11, 31:5, 32:18  <b>writing</b> [2] - 16:18, 16:20</p>
<p><b>T</b></p> <p><b>table</b> [1] - 3:20  <b>tags</b> [1] - 57:10  <b>tanks</b> [2] - 53:12</p>	<p><b>U</b></p> <p><b>U.S</b> [2] - 22:22, 22:23  <b>ultimately</b> [1] - 7:6  <b>under</b> [11] - 8:15, 9:2, 11:9, 12:2, 12:3, 12:14, 26:18, 32:24, 36:22, 43:21  <b>understood</b> [2] - 34:7, 43:9  <b>unheard</b> [1] - 14:20  <b>Uniform</b> [2] - 26:19, 27:2  <b>unilaterally</b> [1] - 45:3  <b>union</b> [2] - 36:22, 36:24  <b>unique</b> [2] - 50:19, 50:20  <b>United</b> [1] - 18:21  <b>unorganized</b> [1] - 21:24  <b>unsightly</b> [1] - 48:2  <b>unsure</b> [2] - 19:5, 22:11  <b>up</b> [20] - 3:2, 13:14, 17:4, 17:17, 19:1, 19:7, 24:12, 31:21, 31:24, 32:17, 36:4, 38:21, 41:7, 43:8, 45:18, 47:8, 49:7, 51:22, 55:23, 55:24</p>	<p><b>U</b></p>	<p><b>V</b></p> <p><b>vague</b> [1] - 20:7  <b>valid</b> [3] - 16:16, 28:19, 37:6  <b>variance</b> [1] - 47:19  <b>various</b> [2] - 5:21, 45:3  <b>vehicle</b> [1] - 7:11  <b>vehicles</b> [1] - 15:24  <b>Vermont</b> [1] - 48:17  <b>versus</b> [4] - 4:6, 22:15, 24:7  <b>view</b> [1] - 19:24  <b>visually</b> [1] - 47:12  <b>vital</b> [1] - 35:23  <b>vitality</b> [1] - 39:22  <b>vocal</b> [1] - 4:15  <b>voluntarily</b> [1] - 27:25</p>	<p><b>W</b></p> <p><b>wait</b> [1] - 20:13  <b>waiting</b> [1] - 20:16  <b>walk</b> [1] - 8:7  <b>WANG</b> [83] - 2:4, 4:13, 4:24, 5:3, 7:3, 7:21, 7:25, 8:8, 8:11, 8:25, 9:19, 11:5, 11:11, 11:15, 17:7, 17:12, 18:9, 19:13, 19:23, 20:8, 21:2, 22:25, 24:14, 26:8, 29:22, 31:6, 33:5, 33:7, 33:13, 34:19, 34:25, 35:4, 35:10, 35:15, 37:6, 37:20, 38:19, 39:21, 40:5, 40:10, 41:11, 41:25, 42:2, 42:14, 42:22, 43:17, 44:12, 44:24, 45:11, 45:24, 46:21, 47:3, 47:15, 48:4, 48:8, 48:11, 48:13, 49:3, 49:9, 50:20, 50:25, 51:11, 51:14, 51:23, 52:3, 52:10, 52:23, 53:5, 53:15, 53:22, 54:1, 54:4, 54:8, 54:14, 54:17,</p>

---

**Y**

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**years** [9] - 17:16,  
23:16, 24:3, 24:25,  
28:5, 35:24, 39:12,  
40:7, 53:10  
**yesterday** [1] - 53:10  
**yourselves** [1] -  
56:15



**APPENDIX G: INDEX OF COMMENTS BY SOURCE AND DATE**

## Proposed Modernization Project at the Coburn Gore LPOE

### Public Comments Received (October 26, 2023 Public Scoping Meeting)

#### Canada Border Services Agency

Contact:

Marie-Josée Blondeau (Acting Regional Manager, Infrastructure Program)

Marie-josee.blondeau@cbsa-asfc.gc.ca

**Comment**

We would appreciate obtain a written record of the meeting.

**GSA Response**

#### Franklin County Unorganized Territories

Contact:

Debra Richards (E-911 Franklin County Addressing Officer)

(207) 491-2965

DRichards@franklincountymaine.gov

**Comment**

I do the E-911 addressing for the Unorganized Territory of Franklin County, which includes Coburn Gore. If the proposed work changes the location of the main driveway of the POE, I will have to do new addressing. I address driveways, as that is what EMS would be looking for, so please take that into account as work proceeds.

**GSA Response**

#### Longfellow Mountains Heritage Trails, Inc.

Contact:

Larry Warren (President)

**Comment**

Longfellow Mountains Heritage Trails, Inc. (a non-profit 501-c-3 corporation) has been involved in the development of a recreational / heritage trail along the Dead River corridor from Eustis to Coburn Gore, ME. The historical route followed by Col. Benedict Arnold's Revolutionary Army's attack on Quebec City in 1775, was along this section of the Dead River. The local economies of the communities on both sides of the US / Canadian border are significantly reliant on tourism and recreation.

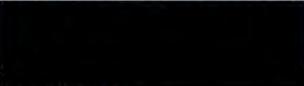
**GSA Response**

Recreational tourism and convenient and safe access to and through the border has become increasingly important along the Route 27 corridor. Longfellow has been working on acquiring and developing a recreational corridor between Carrabassett Valley and Coburn Gore over the past several years. We would appreciate your cooperation in including a recreational corridor to and through the border for pedestrian and recreational vehicle access to assist in creating an international corridor between Carrabassett Valley, Maine and Lac Megantic, Quebec.

We have provided concept maps of the proposed trail corridor to the Coburn Gore Border staff and have indicated our interest in working with your team and the landowner in Coburn Gore to find a suitable corridor for the trail in Coburn Gore Twp. We would appreciate your assistance in addressing this issue in your project design and implementation for the proposed new border port of entry at Coburn Gore. Thank you.

Attached are concept maps of the proposed trail location. The trail corridor shown in the “MHT to Coburn Gore” map was developed before we were aware of the potential relocation of the border station. The relocation of the border station and our concern about accommodating existing and anticipated growing bicycle use between Quebec and the Sugarloaf area have led us to consider a corridor along Route 27 as shown as the “Alternate Trail” on the other two maps. The trail location has been discussed with the landowner in Coburn Gore Twp. Maine. The landowner is concerned about allowing only one trail through their property in Coburn Gore and has requested that our organization coordinate with all the regional stakeholders. The Coburn Gore LPOE is critical as DHS and the border security organizations want the trail to pass through the existing and ultimately the proposed new security facilities. The landowner has concerns regarding bicycles and electric assist bicycles, particularly in areas where they have forest management operations. We have contacted Maine DOT regarding a trail corridor adjacent to the Route 27 corridor in Coburn Gore Twp. and we expect to continue discussions with DOT as this plan develops.



<b>Mont-Megantic International Dark Sky Reserve</b> <u>Contact:</u> Rémi Boucher (Scientific Coordinator) 	
<b>Comment</b>	<b>GSA Response</b>
<p>I'm writing to you as the scientific coordinator of the Mont-Megantic International Dark Sky Reserve. Our Dark Sky Reserve, which was the world's first certified by the DarkSky International organization in 2007, encompasses 34 municipalities in the very south-eastern part of the Province of Québec, and includes the town of Woburn. In fact, a large section of the Dark Sky Reserve's boundary runs along the U.S./Canada border of Maine and New Hampshire. At the core of the Reserve, and approximately 18 miles from Coburn Gore, we can find the Mont-Megantic National Park and the Mont-Megantic Observatory, which is home to the largest scientific telescope on the East Coast.</p> <p>We have recently been informed of the future project for the Coburn Gore Land Port of Entry by a resident of Coburn Gore, who was concerned by the impact of more artificial light in the area. While the Dark Sky Reserve doesn't go beyond the U.S./Canada border, our eastern and southern horizons have always been our darkest, thanks to the sparsely populated areas in these parts of Maine and New Hampshire. We've also had talks over the years with American citizens looking to protect the very dark skies on their side of the border.</p> <p>With your approval, we would be very interested in joining the audience for next week's public meeting to gain a better idea of the project. We strongly believe that good lighting techniques can enhance the visibility and the security of an area, while reducing the negative impacts of artificial light at night.</p>	
<b>Pepin General Store</b> <u>Contact:</u> Mario Pepin (Owner, Pepin General Store) 	
<b>Comment</b>	<b>GSA Response</b>
<p>This letter is to share my concern concerning Coburn Gore LPOE. After attending the public meeting on October 27th, 2023 I would like to share my concern.</p> <p>Pepin General Store has been established for over 75 years. It is a busy store for Canadian people, tourists, and workers.</p>	



Having a gas station located near the US/Canadian border allows Canadian people to buy fuel/food at a more competitive rate considering the high taxes in Canada and the province of Quebec. At best, 1,000,000 gallons of fuel was sold annually. Currently, the number of gallons is lower than 1,000,000 /year because when covid hit, nobody was allowed to cross unless they were essential workers, so the store annual revenue took a hit during the pandemic.

As of now, 80% of my Canadian customers are now back at the store for weekly gas purchase, and Pepin Lumber Inc. is also purchasing fuel/gas/oil on a daily base.

I have been Pepin General Store owner for over 25 years, and I am aiming on being the owner for another 10 years or more. I strongly believe that the road to and from the Port of entry must remain at the same location. There are plenty of land available to build an efficient port within the same area. Colette and Real Boulanger have been for sale for quite some years now, they own the 2 pieces of land to the left of the current port, and I also own the white house next to them. Within those 3 lands, and the current CBP Houses, there should be enough space to build an efficient new port and apartment building for the officers while keeping traffic on the current route.

If the Coburn Gore Port is built in a new area, on a new road, this will cause logistics, safety, and efficiency issues to my customers and my store as well. I have invested over 700,000\$ in the store and cannot risk of losing sales due to the store being on a dead-end road. In the world that we live now, people want fast and efficient service. They want to cross, fuel up and go. The travelers want to get home or go on vacation without having to yield on a dead-road for gas services.

I am fully aware that building a new port in a new location will be way-more efficient 'logistically' wise in the short-run. It will be efficient during the construction time-frame, but after that, it will just leave a small town into a dead-end, it will affect my company volume/sales.

In all, I strongly believe that the port must remain on the same route as it is right now.

We hope that GSA will look into this option as we believe this remains the best option and less costly for a new port in Coburn Gore. Building in a new area will affect all of the current residents and business owners. Coburn Gore as always been a thru traffic town and businesses, houses were built there for a reason. I, Mario Pepin, would like the port to remain in the yellow zone, if it's built somewhere else, I will need to rethink of my business future, as sales will drop, and profitability will be affected.

See below a small sketch that Mylene Pepin from Pepin Lumber Inc. did. The yellow area could be the new port, and the orange area could be the officer's apartment. If the apartment building is built 1st, this then leaves room to built the new

port within the yellow area.

**Pepin Lumber Inc.**

Contact:

The Pepin Family

**Comment**

**GSA Response**

This letter is to share our concern concerning Coburn Gore LPOE. After attending the public meeting on October 27th, 2023 we would like to share our concern.

Pepin Lumber Inc. has been established since 1981. We are a family-owned company in the logging industry. We have been building roads, harvesting, and hauling wood since then. Pepin Lumber Inc. currently employs 48 employees, H2-A Bonded workers and US Citizen. Having our business located in Coburn Gore is a key to our production and efficiency. Being in an unorganized territory with no cell phone signals, it is mandatory for us to be on the 'direct' road of the Canadian and U.S port of entry.

Our employees are paid on a time-clock system. Not having cell signal, we are required to have a 'physical' time-clock so each day they are required to stop at the office to clock-in and clock-out.

Our truck drivers are frequent border flyers. To export our loads into Canada, our drivers are required to hand 'physical' documents to the Canadian Customs. Those documents are located on our office porch. Most of the time, they will have a day worth of paperwork in their hands at best (different trailers, different products).

If the Coburn Gore Port is built in a new area, on a new road, this will cause logistics, safety, and efficiency issues to our company. All our 'timed' employees will have to do a 'U-turn' for their daily clock-in/clock out. All of our truck drivers will have to do a U-TURN with their tractor-trailers to come to the office for their paperwork.

- Logistics Issues:

- o Employees will have to turn onto the DEAD-END road twice a day.
- o Trucks drivers will have to turn onto the dead-end road for their paperwork.
- o Plowing in the winter is already a big issue, they have a hard time keeping the road clear, adding another route will add more road maintenance to the already not well-maintained road.

- Efficiency Issue

o Having our tractor-trailer turn around onto the dead-end road every other loads or so to get their paperwork will cost us in time efficiency.

- Safety Issue

o Yielding onto the new 'port of entry' road will be a safety issue for our employees. Route 27 is a busy road, and having our employees yield onto the new road with loaded trucks is concerning to us as it take time to reach a certain speed due to their weight. Oncoming trucks will be 50% loaded and 50% not loaded.

o Concern of the 'safety' of the full-time residents. Turning Coburn Gore into a dead-end means that if a threat in Maine is active, Coburn Gore Dead end will no longer be 'secured' and the threat could potentially turn into the dead-end zone instead of heading straight to the new port of entry. Will the U.S Customs put an officer/camera at the dead-end as well?

- Gas Station

o We have been a customer of Pepin General Store for over 40 + years. We are afraid that if Coburn Gore becomes a dead-end road, the 'travelers' will no longer pull over at the gas station considering they would have to yield on a dead-end road. In the long term, this will affect the profitability of the gas station, which can be concerning FOR OUR BUSINESS considering the next gas station is 30 minutes further up south.

We are fully aware that building a new port in a new location will be way-more efficient 'logistically' wise in the short run. It will be efficient during the construction time-frame, but after that, it will just leave a small town into a dead-end, it will affect our company efficiency/production, and it will also affect the store owner next door, due to traffic being diminished to almost null, it will also affect the safety of the full-time residents.

In all, we strongly believe that the port must remain on the same route as it is right now.

There are plenty of land available to build an efficient port within the same area. Cole~~le~~ and Real Boulanger have been for sale, they own the 2 piece of land to the left of the current port. Mario Pepin (the store owner) owns the white house next to Cole~~le~~'s. Within those 3 lands, and the current CBP Houses, there should be enough space to build an efficient new port and apartment building for the officers while keeping traffic on the current route.

See below a small sketch of all the land available for the new built. The yellow area could be the new port, and the orange area could be the officer's apartment. If the apartment building is built 1st, this then leaves room to built the new port within the yellow area.

We hope that GSA will look into this option as we believe this remains the best option and less costly for a new port in Coburn Gore. Building in a new area will affect all of the current residents. Coburn Gore as always been a thru traffic town and

businesses, houses were built there for a reason. We, Pepin Lumber Inc. would like the port to remain in the yellow zone, if it's built somewhere else, we will need to relocate our office, which will add additional expenses for a small business that we don't need.



**Rangeley Lakes Heritage Trust (RLHT)**

Contact:

David Miller (Executive Director)  
 (207) 864-7311  
 info@rlht.org

**Comment**

Please find attached our request to integrate Dark Sky best practices and standards into the redevelopment of the Coburn Gore Land Point of Entry. As the implications of light pollution become more apparent by the day, we urge you to consider pioneering a new approach to the construction of infrastructure in your agency by including conservation of dark sky as a one of your criteria.

Rangeley Lakes Heritage Trust (RLHT) is a conservation group and land trust. We conserve land, water, and dark sky for the benefit of the flora, fauna, residents, visitors and future generations. Since its inception in 1991, RLHT has worked with our partners to conserve over 100,000 acres of land and directly manages 21,000 acres in northwestern Maine, including 50 miles of lake and river frontage, 15 islands and the landmark 2,400-foot Bald Mountain. Our area of interest of 1,000,000 acres extends from Rangeley Lakes to the Canadian border.

For the past six years, the Rangeley Lakes Heritage Trust has been working diligently to protect the night sky from light pollution. Northern Maine remains one of the very few places on the East Coast with minimal light pollution and where the celestial grandeur is undiminished by artificial lights. The importance of dark sky to animals and humans cannot be overstated and the benefits of Astra-tourism are demonstrable and growing.

**GSA Response**

The Trust has been working closely with several stakeholders including the town of Rangeley, the largest town in the region, to develop and implement an outdoor lighting ordinance that is compliant with the standards established by the International Dark Sky Association (IDA). IDA's mission is "to preserve and protect the night time environment and our heritage of dark skies through quality outdoor lighting." IDA has developed best practice rules and regulations for outdoor lighting and we request that you to implement these in all of your infrastructure.

Light pollution, like other forms of pollution, can occur suddenly and take years, if ever, to remedy. Large commercial operations and institutional facilities tend to be among the biggest light polluters. The U.S. Border Patrol Station in Rangeley is one such example. We are focused on remediating light pollution where it exists and working with proponents of new developments to ensure full compliance with IDA regulations and best practices in general. We applaud GSA's commitment to LEED certification and Dattner Architects' history of community engagement and minimizing impact on the environment. Unfortunately, LEED certification does not yet address issues of light pollution. Accordingly, we strongly request that the new Coburn Core border facility, at a minimum, fully complies with IDA standards and otherwise represents best practices to minimize unnecessary and misdirected light.

Not only is Coburn Gore in our back yard, but it is also the epicenter of the Mont Megantic Dark Sky Reserve (<https://darksky.org/places/mont-megantic-dark-sky-reserve/>) and the proposed Rangeley Region Dark Sky Reserve. Both organizations are discussing the creation of a true "International" Dark Sky Reserve extending over northwestern Maine and southern Quebec totaling 9,300 square kilometers, approximately the size of Connecticut.

This Dark Sky Reserve Initiation costs little, has far ranging benefits but takes strong leadership and an unwavering commitment to save the night sky.

Mr. Wang, we hope you and your colleagues find our mission to protect the night sky worthy and accordingly incorporate all necessary measures to ensure that the construction and operation of the Coburn Gore facility leaves no trace in the night sky. Further, we would welcome the opportunity to meet with you now or when the plans begin to take shape to discuss the watlighting plans.

**State of Maine Department of Inland Fisheries and Wildlife**

Contact:

Emily Robinson (Resource Biologist)

(207) 287-5254

Emily.Robinson@maine.gov

**Comment**

**GSA Response**



RE: Information Request – Coburn Gore Land Port of Entry, Coburn Project (ERID 7170)

Per your request received on October 05, 2023, we have reviewed current Maine Department of Inland Fisheries and Wildlife (MDIFW) information for known locations of Endangered, Threatened, and Special Concern species; designated Essential and Significant Wildlife Habitats; and inland fisheries habitat concerns within the vicinity of the *Coburn Gore Land Port of Entry, Coburn* project. Please note that as project details are lacking, our comments should be considered preliminary.

Our Department has not mapped any Essential Habitats that would be directly affected by your project. Essential Habitats are areas formally designated as essential to the conservation of a State Endangered or Threatened species and are protected pursuant to the Maine Endangered Species Act (MESA, 12 M.R.S. §12804.2). Currently, Essential Habitats are only designated for three State Endangered coastal breeding bird species.

**Endangered, Threatened, and Special Concern Species**

Bat Species – Of the eight species of bats that occur in Maine, four species are afforded protection under Maine’s Endangered Species Act (MESA, 12 M.R.S §12801 et. seq.): little brown bat (State Endangered), northern long-eared bat (State Endangered), eastern small-footed bat (State Threatened), and tri-colored bat (State Threatened). The four remaining bat species are designated as Species of Special Concern (Rare): big brown bat, red bat, hoary bat, and silver-haired bat. While a comprehensive statewide inventory for bats has not been completed, based on historical evidence, it is likely that several of these species occur within the project area during spring/fall migration, the summer breeding season, and/or for overwintering. However, our Agency does not anticipate significant impacts to any of the bat species as a result of this project.

Roaring Brook Mayfly – The Roaring Brook mayfly, a State Threatened Species, may occur in the project area. Any instream work or work adjacent to high elevation streams in this area, including both unmapped perennial and intermittent streams, has the potential to impact this species. This species can occur in high elevation, headwater streams draining off forested (hardwood or mixed) slopes at or above ~1,000 feet (including unmapped streams) within or adjacent to the currently documented range of the species (northern Appalachian Mountain Range, stretching from Mt. Katahdin to western border with New Hampshire and Quebec). We recommend that surveys be conducted for this species within the project area, conducted by qualified biologists with experience surveying for this species, following MDIFW’s most recent survey protocol. Alternatively, we recommend 250-foot intact riparian buffer zones along all mapped and unmapped streams, with no new no development or permanent habitat conversion within this zone. We also recommend that existing buffers be enhanced by allowing natural succession to forested habitat occur out to at least 100 feet from occupied waterbodies where there is currently little to no existing forested buffer due to past clearing activities.



Northern Spring Salamander - Northern spring salamanders, a State Species of Special Concern, may occur in the project area. Any instream work or work adjacent to high elevation streams in this area, including both unmapped perennial and intermittent streams, has the potential to impact this species. They can occur in first or second order perennial or intermittent, high elevation (generally at or above ~500 ft. MSL) headwater streams (mapped or unmapped) in hardwood or mixed forests, but they are also found in larger third order streams and rivers with suitable substrate (large cobble and/or gravel bars) within the documented range of primarily the western Maine mountains north and east into mountains of central Penobscot County. We recommend that surveys be conducted for this species within the project area, conducted by qualified biologists with experience surveying for this species, following MDIFW's most recent survey protocol. Alternatively, we recommend 250-foot intact riparian buffer zones along all mapped and unmapped streams, with no new no development or permanent habitat conversion within this zone. We also recommend that existing buffers be enhanced by allowing natural succession to forested habitat occur out to at least 100 feet from occupied waterbodies where there is currently little to no existing forested buffer due to past clearing activities.

***Significant Wildlife Habitat***

Significant Vernal Pools – Significant Vernal Pools (SVPs) are Significant Wildlife Habitats under Maine's Natural Resources Protection Act. MDIFW's resource maps do not currently document SVPs on the project parcel. However, a comprehensive statewide inventory for SVPs has not been completed. SVPs are not included on MDIFW maps until project areas have been surveyed using approved methods and the survey results confirmed. Thus, their absence from resource maps is not necessarily indicative of an absence on the ground. MDIFW recommends that surveys for vernal pools be conducted within the project boundary by qualified wetland scientists prior to final project design to determine whether there are SVPs present in the area. These surveys should extend up to 250 feet beyond the anticipated project footprint because of potential performance standard requirements for off-site SVPs, assuming such pools are located on land owned or controlled by the applicant. Once surveys are completed, survey forms should be submitted to our Agency for review well before the submission of any necessary permits. Our Department will need to review and verify any vernal pool data prior to final determination of significance.

***Aquatic Resources***

Fish Habitat - We generally recommend maintaining 100-foot undisturbed vegetated buffers from the upland edge of all intermittent and perennial streams and any contiguous wetlands. Maintaining and enhancing buffers along these resources is critical to the protection of water temperatures, water quality, natural inputs of coarse woody debris, and various forms of aquatic life necessary to support fish and other aquatic species. Riparian buffers also provide critical habitat and important travel corridors for a variety of wildlife species. Stream crossings should be avoided, but if a stream crossing is necessary, or an existing crossing needs to be modified, it should be designed to provide for full aquatic passage. Small streams, including intermittent streams, can provide crucial rearing habitat, cold water for thermal refugia, and abundant food for juvenile

<p>salmonids on a seasonal basis. Undersized crossings may inhibit these functions and become a frequent maintenance problem that causes reoccurring damage to the resource. Generally, MDIFW recommends that all new, modified, and replacement stream crossings be sized to span at least 1.2 times the bankfull width of the stream. In addition, we generally recommend that stream crossings be open bottomed (i.e., natural bottom), although embedded structures which are backfilled with representative streambed material have been shown to be effective in providing habitat connectivity for fish and other aquatic organisms. Construction Best Management Practices should be closely followed to avoid erosion, sedimentation, alteration of stream flow, and other impacts as eroding soils can travel significant distances as well as transport other pollutants resulting in direct impacts to fish, other aquatic life, and their habitats. In addition, we recommend that any necessary instream work occur between July 15 and October 1.</p> <p>This consultation review has been conducted specifically for known MDIFW jurisdictional features and should not be interpreted as a comprehensive review for the presence of other regulated features that may occur in this area. Prior to the start of any future site disturbance, we recommend additional consultation with the municipality, and other state resource agencies including the Maine Natural Areas Program and Maine Department of Environmental Protection in order to avoid unintended protected resource disturbance.</p>	
<p><b>State of Maine Department of Agriculture, Conservation &amp; Forestry, Land Use Planning Commission</b>  <b>Contact:</b>  Tim Beaucage (Senior Planner)  (207) 287-2631  Timothy.Beaucage@maine.gov</p>	
<p><b>Comment</b></p>	<p><b>GSA Response</b></p>
<p>On October 2, 2023, the U.S. General Services Administration (GSA) provided the Maine Land Use Planning Commission (the LUPC or Commission) a scoping letter for the proposed modernization project at the Coburn Gore Land Port of Entry and requested comments on project scope prior to the preparation of an environmental assessment (EA).</p> <p>The Commission administers land use planning and regulations within the Unorganized and Deorganized Areas of Maine, including Coburn Gore and surrounding townships. In accordance with the Commission’s authority and 40 U.S.C. Sec. 3312, the LUPC is providing this preliminary information.</p> <p>Based on our review of the brief project scope, the LUPC offers the following feedback:</p> <ol style="list-style-type: none"> <li>1. In accordance with Title 12, Section 685-B,1-A,B-1, the Maine Department of Environmental Protection (Maine DEP) regulates development of state or regional significance (i.e., Site Law projects) within the Unorganized and Deorganized Territories of Maine. In these cases, the Commission must certify that the proposed development is an allowed use within the subdistrict or subdistricts for which it is proposed and the proposed development meets any land use standard</li> </ol>	

established by the Commission that is not considered in the Maine DEP review. Ultimately, the Maine DEP makes all determinations whether projects are reviewed under Site Law.

2. Timber harvesting, in all but development subdistricts, is regulated by the Maine Forest Service.
3. While the federal government, as the property owner and applicant, must obtain a development permit from state agencies with respect to environmental regulations, federal agencies are exempt from zoning requirements<sup>1</sup>. However, we have conducted a high-level review of the project scope for compatibility with existing subdistricts and uses. This review is intended only to identify matters for GSA to consider, not to imply state zoning authority with respect to this project.
4. Zoning Subdistricts Present in the Project Area:
  - a) General Development Subdistrict (D-GN) (Section 10.21,C) – A small portion of the study area, and some neighboring land, are designated as D-GN subdistrict. Depending upon selected options and the intended facility amenities and layout, designation of the project area as D-GN (in-part or in-whole) may be necessary.
  - b) Residential Development Subdistrict (D-RS) (Section 10.21,J) – The study area includes portions, and is contiguous to neighboring land, designated as the D-RS subdistrict. Consideration should be given to how to buffer any activities from existing residential uses. To the degree that selected alternatives include the relocation of residential development, land involved may need to be zoned to a more appropriate land use district.
  - c) General Management Subdistrict (M-GN) (Section 10.22,A) – The study area is primarily designated as the M-GN subdistrict. This zone is applied to nearly 80% of the Commission’s service area, and it does not indicate that there are specific protected resources present. Portions of the three project alternatives may qualify as an allowed use; however, more information would be necessary to make any specific determinations.
  - d) Shoreland Protection and Wetland Protection Subdistricts (P-SL and P-WL) (Sections 10.23(L) and (N)) – While available public data does not indicate wetlands are present within the study area, any wetlands identified on-site would be regulated as P-WL subdistrict. Additionally, areas within 75 feet of a wetland are regulated as P-SL2 subdistrict. While it is likely that few (if any) activities will technically occur within the P-SL or P-WL subdistricts, the project as a whole is neither an allowed use, nor compatible with the subdistrict purposes. Additionally, we note that impacts to wetlands, regardless of Commission zoning, likely would be considered through application of any state or federal environmental regulations, such as would likely occur through the Maine DEP permit process.

<p>Changes to land use district boundaries, if warranted, would be addressed separate from a permit approval process for construction activities.</p> <p>5. The study area and neighboring properties include a range of uses (e.g., recreational trails or primitive recreation, habitat, residential, and nonresidential development), many of which are likely to require adequate buffering to be compatible with neighboring uses. While some uses within the anticipated LPOE may be distant from property boundaries, which may aid in addressing compatibility with neighboring uses; sufficient information is currently available. Consideration should be given to the development type, intensity, and final location so that conflicts may be avoided, minimized, or otherwise addressed.</p> <p><sup>1</sup> 40 USC sec. 3312</p>	
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**U.S. Environmental Protection Agency – Region 1**  
**Contact:**  
 Timothy Timmerman (Director, Office of Environmental Review)  
 Timmermann.Timothy@epa.gov

<b>Comment</b>	<b>GSA Response</b>
<p>The U.S. Environmental Protection Agency (EPA) reviewed the General Services Administration’s (GSA) public scoping notice regarding the preparation of an Environmental Assessment (EA) for the Proposed Modernization Project at the Coburn Gore Land Port of Entry (LPOE) in Maine. The Coburn Gore LPOE serves vehicles and pedestrians crossing the U.S.-Canada border between Coburn Gore, Maine, and Woburn, Quebec, Canada. We prepared these scoping comments pursuant to our responsibilities under the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act. Our scoping comments are intended to help the GSA prepare a comprehensive project EA.</p> <p>According to the scoping materials available on-line “...the project will provide a fully operational LPOE that coordinates with the traffic flow and operations of the Canadian port of entry at Saint-Augustin-de-Woburn Quebec, Port of Entry. The project will provide a new port that is functional, accessible and equitable for Customs and Border Protection (CBP) to more efficiently carry out its agency mission and their operations and interactions with the public.”</p> <p>The project website identifies several issues that will be addressed during the NEPA process including sustainability. With respect to sustainability, it notes that the project “...will incorporate sustainability features that will reduce greenhouse gas emissions, mitigate environmental impact, and simultaneously increase the mission readiness of the federal government by increasing resilience to climate change.” It also notes that the project “...will increase energy and water efficiency (including renewable energy and fossil fuel free measures), adhere to sustainable design principles, and minimize climate risk liabilities</p>	



<p>above the minimum performance criteria in a manner that is life cycle cost-effective.” We support these objectives and ask that the EA specifically explain how the facility (buildings and grounds) will be designed to meet these goals. In addition, we recommend that the EA explain how the project will be designed to be resilient in the face of a changing climate including more severe and frequent wind, rain, and flood events.</p> <p>Thank you for the opportunity to provide NEPA scoping comments for the Proposed Coburn Gore LPOE Modernization Project. We believe the issues identified in this letter can be fully addressed by the GSA in the NEPA process, and we are willing to work with your agency to develop a strategy to achieve that goal. Should you have any questions or wish to discuss our concerns, please contact me at (617) 918-1025 or timmermann.timothy@epa.gov.</p>	
<p><b>U.S. Fish and Wildlife Service - Maine Field Office</b>  <u>Contact:</u>  Wende S. Mahaney, C.W.B.  mainfieldoffice@fws.gov</p>	
<p><b>Comment</b></p>	<p><b>GSA Response</b></p>
<p>Thank you for your communication regarding the Coburn Gore LPOE project. Please send all correspondence for this and future projects to our general office inbox at:mainfieldoffice@fws.gov</p>	
<p><b>Van Vleck Timberlands, LLC &amp; Coburn Gore, LLC</b>  <u>Contact:</u>  Roy Van Vleck  [REDACTED]</p>	
<p><b>Comment</b></p>	<p><b>GSA Response</b></p>
<p>Questions and comments from a group of Coburn Gore landowners:</p> <p><b>1) Provide us with any environmental or design information or concerns, which you feel should be addressed in the Environmental Assessment for this project.</b>  Why is the planned expenditure for Coburn Gore so much higher than the other recent ME border crossing projects?</p> <p><b>Road Impact:</b>  What is anticipated in the way of traffic increases and why?</p> <p>Will the upgrades to the station lead to demands for widening Rt 27 and subsequent tax and environmental stressors on area residents and the environment?</p>	



What is the Quebec border station doing, if anything, to coordinate and expand capacity to accommodate anticipated traffic increases and make traffic flow efficiently?

**Impact on the town:**

What is the square footage of the new building and the projected number of employees?

How much new housing is needed to accommodate additional border station employees and families?

**Taxes:**

What will be the impact of all these changes on the Coburn Gore taxes, including school taxes?

What additional services would be needed to support a larger government community (garbage, school buses, etc.)?

**Local access for logging:**

If there is an expansion or diversion of Route 27, this might restrict access options for logging operations north and south of Route 27. This could impact logging trucks from Massachusetts Gore and south as well as Coburn Gore.

**Pollution:**

Coburn Gore Township is surrounded on three sides by the International Border which is, in this part of Maine, the height of land defining the watersheds between the Atlantic on the Maine side, and the St. Lawrence on the Quebec side. Coburn Gore has no water other than from rain falling on its own lands, except for the water flowing north from Massachusetts Gore, which is also protected with a working forest conservation easement. As landowners, we want to ensure care is taken with development around the sites of two old gasoline spills in town that are/were monitored by the State of Maine. We are concerned about environmental impacts of the planned expansion, including: asphalt and septic impacts on water quality, noise for residents from custom house sirens plus existing and expanded traffic, and light interfering with the Mont-Megantic Dark Sky Reserve across the border in Quebec.

**Existing conservation easements limit future expansion of the town forever:**

Two Working Forest Conservation Easements preclude development on most of the forested land in Coburn Gore township, meaning a limited amount of land is available for expansion of the border station and for future growth of the town.

<p>Placing the core LPOE on the north side of Rt 27 will require extensive new roads, while placing it on the south side would be a more efficient use of available land.</p> <p>Land available on the south side of Rt.27 that abuts the existing customs house lot, could, in conjunction with other lots, produce a contiguous parcel extending from your current lot all the way to the Megantic Road.</p> <p>Development of the LPOE south of Rt 27 would result in greater potential land available for residential and business use in the coming decades, would sustain traffic flow past business sites, result in a more efficient flow of traffic, and likely lower environmental and dollar costs.</p>	
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<p><b>Public Comment</b>  <u>Contact:</u>  Anonymous  [Redacted]</p>	
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<b>Comment</b>	<b>GSA Response</b>
Please design a building that is in keeping with Maine and its environment. Jackman looks like starwars or a penitentiary (jail).	

<p><b>Public Comment</b>  <u>Contact:</u>  Christine Carrier and Alex Pepin  [Redacted]</p>	
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<b>Comment</b>	<b>GSA Response</b>
<p>Here are our concerns for 6085 The Arnold Trail (Christine Carrier and Alex Pepin).</p> <p>We'd like to know how far behind our house the road would actually be.</p> <p>We are afraid that if the Pepin Store gets his own road to go directly to him, our house will now be surrounded by roads. It could be a safety issue for our kids, make our place less quiet and maybe even reduce the value of our land/home?</p> <p>Can all that construction project affect water quality we have right now ?</p>	

<p>We also think that the house and land in front have been on sale for many years now and that it could be a nice place to actually put the new customs office.</p> <p>We aren't really looking to have our house bought and move and/or destroy but if needed we could look into it.</p>	
<p><b>Public Comment</b>  <u>Contact:</u>  Jean Dupuis  [REDACTED]</p>	
<p><b>Comment</b></p>	<p><b>GSA Response</b></p>
<p>Potential area of conservation, easement swap from east to west to avoid. Make access point further north.</p> <p>Communication and coordination with the Quebec side, and a hope that they can move their facility in a westerly direction would be beneficial for design, engineering , safety ,etc. to both countries.</p>	
<p><b>Public Comment</b>  <u>Contact:</u>  J.-D. Lapointe  [REDACTED]</p>	
<p><b>Comment</b></p>	<p><b>GSA Response</b></p>
<p>Would it be possible to have a more detailed map of Figure 1 (NEPA Study Area) so as to view in greater detail the 6035 The Arnold Trail property?</p> <p>Why is the North side of the study bordering State Route 27 so irregular?</p> <p>With reference to the NEPA Study Area (Figure 1). I'm unable to locate 6045 The Arnold Trail, Northeast of The Arnold Trail on Hwy 27 (Please consult the attachment below.) I'd appreciate your comments.</p>	
<p><b>Public Comment</b>  <u>Contact:</u>  Carolle Marchand (Arnold Pond Fish &amp; Game Club Treasurer)  [REDACTED]</p>	
<p><b>Comment</b></p>	<p><b>GSA Response</b></p>

<ul style="list-style-type: none"> <li>• Lighting has to respect the dark skies (for the stars)</li> <li>• No increase in noise; environmentally responsible</li> <li>• No increase in traffic (especially trucks)</li> <li>• No increase in time crossing the border</li> <li>• Preserve historic buildings</li> </ul>	
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## Proposed Modernization Project at the Coburn Gore LPOE

### Public Comments Received (June 27, 2024 Public Scoping Meeting)

**Environmental Protection Agency**  
Contact:  
 Timothy Timmermann (Director, Office of Environmental Review)  
 Timmermann.timothy@epa.gov

Comment	GSA Response
<p>The U.S. Environmental Protection Agency (EPA) reviewed the General Services Administration’s (GSA) second public scoping notice regarding the preparation of an Environmental Assessment (EA) for the Proposed Modernization Project at the Coburn Gore Land Port of Entry (LPOE) in Coburn Gore, Maine. It is our understanding that the study area was increased, leading GSA to reinitiate scoping under the National Environmental Policy Act (NEPA). EPA previously provided scoping comments for this project on November 27, 2023. We prepared these scoping comments pursuant to our responsibilities under NEPA and Section 309 of the Clean Air Act. Our scoping comments are intended to help the GSA prepare a comprehensive project EA, and they reiterate and expand upon our previous comments. The Coburn Gore LPOE serves vehicles and pedestrians crossing the U.S.-Canada border between Coburn Gore, Maine, and Woburn, Quebec, Canada. The proposed project is intended to “...provide a fully operational LPOE that coordinates with the traffic flow and operations of the Canadian port of entry at Saint-Augustin-de-Woburn Quebec, Port of Entry. The project will provide a new port that is functional, accessible and equitable for Customs and Border Protection (CBP) to more efficiently carry out its agency mission and their operations and interactions with the public.” As discussed in our previous scoping comments, the project website identifies several issues that will be addressed during the NEPA process including sustainability. With respect to sustainability, it notes that the project “...will incorporate sustainability features that will reduce greenhouse gas emissions, mitigate environmental impact, and simultaneously increase the mission readiness of the federal government by increasing resilience to climate change.” It also</p>	



notes that the project "...will increase energy and water efficiency (including renewable energy and fossil fuel free measures), adhere to sustainable design principles, and minimize climate risk liabilities above the minimum performance criteria in a manner that is life cycle cost-effective." We reiterate our support for these objectives and ask that the EA specifically explain how the facility (buildings and grounds) will be designed to meet these goals. In addition, we recommend that the EA discuss projected climatic changes at the project site over its lifetime and how it will be designed to be resilient in the face of associated events such as more severe and frequent wind, rain, and flooding. We note that the project site is intersected by the 1% chance floodplain and is characterized by flood risk in the 92nd percentile (per EJScreen). The EA should also address anticipated community impacts associated with the proposed project, particularly with respect to construction and property acquisition, along with measures to mitigate these impacts. We note that the revised project area includes several more parcels of land than the original study area. The document should describe if development of these parcels will result in impacts to natural resources including wetlands, streams and associated upland and wetland habitat and whether there will be meaningful impacts to communities associated with construction or operation of the proposed facility. The EA should also describe how GSA proposes to ensure appropriate, timely, and meaningful stakeholder involvement in project decisions. We note low broadband access in the project vicinity, and encourage GSA to adopt outreach measures, such as the use of mailers, that facilitate communication without the need for on-line connectivity. Finally, we encourage GSA to discuss how the plan to "...fully modernize the port with a new administration building, new pedestrian processing lanes, new primary building, new passenger vehicle lanes, and new commercial vehicle inspection area" will be designed with accessibility considerations in mind. Thank you for the opportunity to provide NEPA scoping comments for the Proposed Coburn Gore LPOE Modernization Project. We believe the issues identified in this letter can be fully addressed by the GSA in the NEPA process, and we are willing to work with your agency to develop a strategy to achieve that goal. Should you have any questions or wish to discuss our concerns, please contact me at (617) 918-1025 or [timmermann.timothy@epa.gov](mailto:timmermann.timothy@epa.gov).

**Public Comment**

Contact:

Robert William Burgess, Jr. (Megantic Fish & Game Club, President)

**Comment**

Thank you for making time to meet with my colleagues Greg Burkus and Harry Hanson, officers of The Megantic Fish & Game Corporation ("MF&GC" or "Club"), at the public meeting that took place at Coburn Gore on the afternoon of June 27, 2024. As you suggested at the meeting, I am writing to follow up on behalf of the Members and Board of Directors of the Club to express our concerns about the impact of the proposed redevelopment and expansion of the U.S. Border Control facility at Coburn Gore. While we are supportive of provisioning the border with appropriate, secure, and modern facilities, the recent expansion of the study area for the project now includes certain property (land and facilities) owned by MF&GC and critical to our operations year-round.

**GSA Response**



For background, MF&GC has existed for 136 years on private property accessible through a gate operated by our staff at a gatehouse on the Big Island Rd. (aka Megantic Rd.) off Route 27, adjacent to the Coburn Gore border crossing. The Club has a recreation easement covering approximately 22,000 acres and owns approximately 180 acres beyond the gate on which exist ponds and streams supporting native Eastern Brook Trout. The Forest Society of Maine maintains a conservation easement on the same 22,000 acres. The Club seeks to provide pleasure, recreation, and social and sporting facilities to its members, particularly those relating to fishing and hunting activities and, in satisfying those purposes, to advocate for the propagation of fish and game and the encouragement of woods life and the study of nature. We have worked hard to protect the authenticity of the facilities and the natural habitat of the Preserve.

MF&GC provides employment for 13 staff members and a like number of independently contracted Maine Guides. The Club maintains fifteen buildings used to host members, guests, staff, and Maine Guides. Club operations, and the livelihood of the Club's staff and Guides, depend on continued access to the Club through the Club gatehouse entrance on Route 27 in Coburn Gore. From May 1 to October 31, hundreds of members, guests, staff, and Guides arrive and depart our facilities via Big Island Rd. from Route 27. The Club sources all of its food and other supplies through local and national vendors via Route 27 and Big Island Rd. access to the Club via Big Island Rd is also required from October until May to monitor and maintain the facilities. As a consequence of the foregoing, access to the Club through the Club's existing gatehouse entrance on Route 27 in Coburn Gore is critical to the continued operations of the Club. The Club has been using this entrance for the past 136 years and hopes to continue using this entrance long into the future.

Thank you for the opportunity to express our support and concerns. The Club is supportive of enhancements to Coburn Gore border security so long as the Club's Preserve and operations are not adversely affected and so long as the Club continues to have unrestricted access to its facilities from Route 27 in Coburn Gore.

**Public Comment**

Contact:

Roy Van Vleck  
[REDACTED]

**Comment**

One more thought re. your Coburn Gore project: many years ago, Rt.27 was designated a "Scenic Highway". I don't know how far east it extended, but the western most sign was put up just east of CG village. There may be constraints as to what you may do because of this??

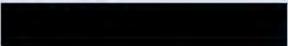
**GSA Response**

**Public Comment**

Contact:

Joe and Kim Dumais



Comment	GSA Response
<p>We own a house in Coburn Gore, I have attended both informational meetings, the following are our concerns regarding the project.</p> <ul style="list-style-type: none"> <li>• If the end of Rte 27 becomes a cul de sac, will DOT continue to do the maintenance, snow plowing, sanding, pavement repairs, etc.?</li> <li>• Please do everything possible to minimize light pollution</li> <li>• During construction, will there be dust control during the dry months?</li> <li>• Our ground water is not good, it would be beneficial to all residents if a water source was made available to the residents. A publicly accessible tap, where residents could come to fill up water would be greatly appreciated, please consider.</li> <li>• The plan to run 3 phase power from Eustis is heavy handed. In the 17 years which we have been in the community, the power has been very reliable, when it does go out it is for a very short duration. Our power will not be as reliable if you run it from Eustis. 8 million tax dollars! Expensive, less reliable, we are not fans of this part of your project. You will certainly be outfitting the new station with a backup power supply, which you will need. This back up supply should power the community which will have lost power, and not being associated with the border, will not get the quick repair/response which we get now.</li> <li>• If you choose to go with Plan B to the south, please stay as close to the existing facility as possible. Do not extend lighting down RTE 27 any further than it already exists, and do not extend the footprint of the project any further south on RTE 27 than is necessary. We are a small community in a remote location, we appreciate the quiet, peaceful, dark, private aspects of our neighborhood, any intrusion is not appreciated. There is plenty of real estate going away from our little community which could be utilized, why disturb the immediate neighbors/residents if it can be avoided.</li> </ul> <p>Thank you for the inclusive approach. Please consider a project like this in your backyard, we appreciate that the project is necessary, we know that you will come up with a good plan considering the folks who live here.</p>	
<p><b>Public Comment</b>  <u>Contact:</u>  Alex Pepin  </p>	
Comment	GSA Response
<p>After attending the public meeting held on June 27th, 2024, I would like to share my thoughts and comments. Spring 2013 is when I built my house in Coburn Gore. It was built at this specific location because no other land was available and because it was quiet even though the border was across from my house. Fast Forward to summer 2024, I am well aware that the port needs to be revamped. After meeting with Sarah Massarello before the public meeting I've come to realization that whichever way the project goes our living environment would be negatively affected. If the project goes thru the woods or remains in</p>	

<p>the same location, it still needs to come back thru CANADA's original entry way which means our land and our living environment would be affected. Traffic increases due to the port becoming a commercial port, noise increases during construction and after construction. Closeness to the port will also increase considering the new port will be bigger and will require more acreage. I, myself, work for the family business Pepin Lumber Inc. and I would favor that the port stays in the same location even though this means I will have to relocate. Keeping our town a 'thru-town' is critical in the future for the businesses and full-time residents. I believe that in my case, either way, relocation will be required. There is no easy solution for my house that I've built 11 years ago. If the port is built behind my house, I lose safety, privacy, quietness, wood access for my daughters and have a 'road-block' in front of the house due to the road becoming a dead-end. If the port remains in the same location, I will be in the way due to the port needed additional land for construction. Safety, privacy, quietness will also be affected. I want what is best for my family and want them to be able to enjoy the outdoors in a safe environment without being squish between restricted land.</p>	
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<p><b>Public Comment</b>  <u>Contact:</u>          Sophie Moffatt-Bergeron          Quebec Ministry of Environment          Sophie.moffatt-bergeron@environnement.gouv.qc.ca</p>	
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Comment	GSA Response
<p>To the responsible officials,            The regional office of the Eastern Township of Québec's ministry of Environment, the Fight Against Climate Change, Wildlife and Parks have recently been informed of the consultation regarding the proposed modernization project at the Coburn Gore Land port of entry in Coburn Gore, Maine. After a thorough analysis, the regional office would like to inform you about a few elements observed in our available geospatial data and make some recommendations regarding the proposed project area.</p> <p><b>Wetlands and water quality</b>            After verification, the southern side of the State route 27 in the study area drains into a wetland connected to a pond located in Quebec. The Ministry of Environment would recommend that all responsible measures for protecting the wetland and the water flowing towards it be taken during the construction process and that a monitoring protocol be put in place as a safeguard.</p> <p><b>Endangered species</b>            The pond and its surroundings identified above is also known for the presence of the Wood turtle (<i>Glyptemys insculpta</i>). This species is categorized as vulnerable under the Act respecting threatened or vulnerable species of the Quebec government and identified as endangered by the Species at Risk Act of the Canadian federal government. As such, the whole area identified as "Coburn Gore LPOE Study Area 2024" on the Figure 1 NEPA study area is of great concern for the Wood turtle's protection and it could be considered as part of its habitat. Therefore, the Ministry of Environment would recommend that all responsible measures be put in place to ensure that the species and its habitat will not be harmed in the construction process.</p>	



This measure would be consistent with a regional commitment made by the Conference of New England Governors and Eastern Canadian Premiers in 2016, of which Maine and Québec are members, and where Governors and Premiers recognized the importance of ecological connectivity and the importance of improving habitat connectivity. Also, the regional office would like to inform you of a summary of the mitigation measures that would usually put in place to protect a confirmed Wood turtle's habitat if a similar project was to be set in Quebec, which you may consider for the current project if you wish:

- Reduce tree removal to a minimum and avoid cutting 60 m (200 feet) from any watercourse and 30m (100 feet) from any wetlands and intermittent streams;
- Excavation, tree cutting and vegetation removal should be done between the start of October to the end of April;
- If the process has to be done between may and September, low fencing of the area of the project should be implemented to stop the turtle to access the site and tarps should be put on top of disturbed soil and any loose material to prevent turtle nesting before the month of May;
- Implement measures to avoid road accidents during and after the construction and insure free passage of the Wood turtle, especially during spring time while the females travel to lay eggs;
- Avoid anti-erosion material made with plastic netting, as it acts like a net trap for wildlife;
- Restore the various zones outside the finalized project to ensure habitat remediation where possible.

Thank you for taking the time to consider our concerns and recommendations and please take note that we would appreciate to be part of any further communication regarding this project and any other project along the US and the Eastern township region of Quebec. If you have any further questions regarding our implication toward this project, please contact Mr. Guy Parenteau from the Eastern Township office at [guy.parenteau@environnement.gouv.qc.ca](mailto:guy.parenteau@environnement.gouv.qc.ca).

## **APPENDIX B: AGENCY CONSULTATION**

**CONSULTATION WITH THE  
U.S. FISH AND WILDLIFE SERVICE**



United States Department of the Interior  
U.S. FISH AND WILDLIFE SERVICE



Maine Ecological Services Complex  
Maine Field Office  
306 Hatchery Road  
East Orland, Maine 04431  
[mainefieldoffice@fws.gov](mailto:mainefieldoffice@fws.gov)

August 25, 2025

Eugene Mozzoni  
Maine Land Port of Entry Project Executive  
New England Region 1  
General Services Administration

**REF:** Coburn Gore Land Port of Entry; Fort Fairfield Land Port of Entry  
**USFWS Project Code:** 2024-0100366; 2024-0118764

This letter is in response to a consultation request from the General Services Administration (GSA) of which an updated version was received on June 27, 2025, and accepted by the U.S. Fish and Wildlife Service (Service) on July 11, 2025. GSA is requesting consultation pursuant to section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. §1531 et seq.) for the proposed modernization of the Coburn Gore Land Port of Entry (LPOE) and the Fort Fairfield LPOE. The letter requests that the Service concurs that this project may affect but is not likely to adversely affect the federally threatened Canada lynx (*Lynx canadensis*). GSA is choosing not to conference for the tricolored bat (*Perimyotis subflavus*) and monarch butterfly (*Danaus plexippus*). These species will not be addressed further in this letter.

### **Description of the Proposed Action**

#### *Coburn Gore LPOE*

The Coburn Gore LPOE is located 105 miles northwest of Bangor and 20 miles northwest of Eustis, Maine, and 3 miles east of Woburn, Quebec, Canada. The purpose of the project is to expand and modernize the existing LPOE in Coburn Gore to improve the operational efficiency, safety, and security of the U.S. Customs and Border Protection (CPA) personnel and those travelling between Coburn Gore, Maine, United States of America (USA) and Woburn, Quebec, Canada (CA). GSA is supporting CPA by providing a facility that meets the LPOE standards for CPA.

This LPOE is a hub for vehicle and pedestrian crossings at the border between the USA and CA. The port accommodates both commercial and non-commercial traffic and focuses on the inspection of vehicles, goods, and people. The existing main building and two residences were originally built in 1932 and are listed on the National Register of Historic Places. Two additional residences were built in 1967. However, the LPOE is no longer functioning effectively due to a lack of capacity for inspections of different traffic types (commercial, non-commercial, pedestrian), outdated facilities and technologies, and lack of separation between the facilities and

CBP housing. The existing building also has spatial constraints, with limited interior space for offices and processing and it cannot expand within its existing footprint. When complete, the modernized facility will provide safer and more secure facilities and can better accommodate a variety of crossing traffic types.

The existing LPOE is approximately 3.6 acres. GSA will acquire portions of adjacent properties to accommodate the expansion of the modernized LPOE to the east, north, and south. The modernized facility and new buildings will be located south of State Route (SR) 27 and occupy approximately 17.70 acres. The total area of disturbance will be 11.92 acres with 5.19 acres of tree clearing. Once the project is complete, operational noise will not differ from the existing operational noise. Construction is expected to start in 2026 and end in 2029.

### *Fort Fairfield LPOE*

The Fort Fairfield LPOE is located 145 miles northeast of Bangor and 10 miles northeast of Presque Isle, Maine, USA, and 4 miles west of Perth-Andover, New Brunswick, CA. The purpose of the project is to expand and modernize the existing Fort Fairfield LPOE to improve the efficiency, safety, and security of CBP personnel and travelers crossing between Fort Fairfield and Perth-Andover. GSA is supporting CBP's mission by providing a facility that meets the design standards of the CBP LPOE.

The LPOE accommodates non-commercial and commercial vehicles and busses entering the USA from Canada westbound on Boundary Line Road (SR 161). The port has been operational since 1935, and the existing facility was constructed in 1934 and is listed on the National Register of Historic Places. However, the LPOE can no longer function adequately due to an increase in traffic and outdated facilities and technology. This poses safety and security risks for CBP officers and the travelling public. When completed, the modernized LPOE will provide adequate operational space, reduce traffic congestion, and create safer conditions for employees and the public.

The existing LPOE is 1.5 acres, and GSA will acquire portion of 6 adjacent properties to accommodate the modernized LPOE. The modernized facility will be located along SR 161 and will occupy 13.38 acres. Forest clearing will occur on 3.09 acres. Operational noise will not differ from the noise currently generated at the existing LPOE. Construction is expected to start in 2027 and end in 2029.

### *Mitigation Measures*

GSA has committed to following the subsequent mitigation measures at both the Coburn Gore and Fort Fairfield sites to minimize any potential effects to Canada lynx:

1. Avoid tree clearing and disturbance to the extent practicable between May 1 and July 15 to avoid the breeding and denning season of Canada lynx.
2. If work must be conducted between May 1 and July 15, work crews or an environmental monitor should be trained to perform a pre-construction walkthrough of the area and inspect for evidence of Canada lynx dens or Canada lynx (sightings, tracks, scat, etc.). If

Canada lynx evidence is observed within 100 feet of the site, do not proceed with construction until after July 15.

3. Brief project personnel on avoiding Canada lynx and preventing vehicle collisions (drive slowly and during daylight hours as much as possible).
4. Schedule construction work during daylight hours to minimize trips during the dusk and dawn periods when Canada lynx are most active.
5. Any permanent fencing must be permeable to wildlife to allow any trapped Canada lynx to escape.
6. Install temporary fencing around any open pits to prevent Canada lynx from falling in, and/or place ramps into any pits or trenches for Canada lynx to escape if they fall in.

## **ESA Listed Species in the Action Area**

### *Canada lynx*

Federally threatened Canada lynx are medium-sized cats found throughout northern and western Maine. They are highly specialized predators of snowshoe hares (*Lepus americanus*), and their presence and abundance are largely correlated with high quality snowshoe hare habitat (U.S. Fish and Wildlife Service [USFWS], 2007). In turn, snowshoe hares (and therefore lynx) are strongly associated with boreal forests dominated by dense, early successional stands of spruce and fir, such as Maine's Acadian Forest (*Id.*). Lynx are morphologically and physiologically adapted for hunting snowshoe hares and surviving in areas that have cold winters with deep, fluffy snow for extended periods (*Id.*).

These adaptations provide lynx with a competitive advantage over potential competitors, such as bobcats (*Lynx rufus*) and coyotes (*Canis latrans*), which cannot efficiently hunt in fluffy or deep snow (*Id.*). Because of the patchiness and temporal nature of high-quality snowshoe hare habitat, lynx populations require large boreal forest landscapes to ensure that there is sufficient food availability at any point in time (*Id.*). Individual lynx maintain large home ranges of approximately 6,345 to 12,000 acres depending on abundance of prey, the animal's gender, and age, season, and density of lynx populations (Vashon, 2012). Because lynx have specialized habitat and dietary preferences, they will always be relatively rare in Maine compared to generalist species (USFWS 2007). Even so, lynx populations in Maine are currently high relative to historical numbers, with approximately 750 to 1,000 individuals (MDIFW 2022). Lynx face several threats in Maine, including forestry practices that result in unfavorable conditions for snowshoe hares, climate change leading to reduced snow depth and extent of boreal forests, and fragmentation of habitat by roads causing barriers to movement and/or vehicle collisions (USFWS 2007).

## **Effects of the Action**

### *Habitat Loss*

The Coburn Gore LPOE will occupy 17.70 acres which will include 5.19 acres of tree clearing, and the Fort Fairfield LPOE will occupy 13.38 acres with 3.09 acres of tree clearing, resulting in

8.28 acres total of potential permanent habitat loss. However, 5.19 acres of habitat loss in Coburn Gore and 3.09 acres of habitat loss in Fort Fairfield is just over 1 percent each of an individual Canada lynx's home range. Given the very small impact to the home range of Canada lynx, this effect will be insignificant.

#### *Construction Noise and Visual Disturbance*

Construction of the new facilities will involve the demolition of some existing buildings, construction of new buildings, expansion of some existing buildings, paving, tree clearing, and other activities. These activities will all produce noise above ambient levels, and physical and visual disturbance. These disturbances will likely exclude lynx from the area while ongoing. To minimize any disturbance to lynx, particularly during the sensitive denning season, GSA will implement mitigation measures 1 and 2 to avoid tree clearing during the denning season and will inspect the work area for any Canada lynx dens or sighting before proceeding if any work is to occur between May 1 to July 15. In addition, if lynx are disturbed from the area, they can retreat into adjacent forest patches. Due to the mitigation measures and alternative available habitat, any effects to lynx from construction noise or physical and visual disturbance will be insignificant.

#### *Vehicle collision*

Vehicle collisions with Canada lynx have been documented both on roads with high traffic volumes and speeds and on unimproved logging roads with low traffic volumes (Vashon et al. 2012). Construction vehicles at the proposed site could potentially pose a collision risk with Canada lynx moving through the action area. To mitigate this risk, GSA will follow mitigation measures 3 and 4 which will brief any personnel on the risk of vehicle collisions with lynx and schedule construction work during daylight hours to avoid dawn and dusk when Canada lynx are the most active. Therefore, risk of vehicle collision will be discountable.

#### *Entrapment in fencing or trenching*

The construction activities may include trenching, and construction and the completed facilities will include fencing, both of which could unintentionally trap lynx. To minimize the potential for entrapment of lynx in either trenching or fencing, GSA will implement mitigation measures 5 and 6 which will ensure that any permanent fencing is wildlife permeable, and that temporary fencing is installed around any open pits or trenches and/or place escape ramps to deter lynx from becoming trapped and to allow them an escape route in the event that they do become trapped. With the implementation of permanent wildlife permeable fencing and temporary fencing and escape ramps around open pits, any risk of entrapment in fencing or trenching will be discountable.

### **Conclusion**

The Service concurs with GSA's determination that the modernization of the Coburn Gore LPOE and Fort Fairfield LPOE may affect but is not likely to adversely affect the Canada lynx. The potential effects from habitat loss, disturbance during construction, vehicle collision, and entrapment in fencing will all be either insignificant or discountable with the implementation of the aforementioned mitigation measures.

## Reinitiation Notice

With the conclusion of this consultation, should the project change, or new information become available, reinitiation may be required as described in 50 CFR §402.16. Thank you for your cooperation in completing this section 7 consultation. Should you or your staff have any questions, or if you would like to meet with us regarding the content of this letter, please contact Juliana Berube ([juliana\\_berube@fws.gov](mailto:juliana_berube@fws.gov)) or the Maine Field Office ([mainefieldoffice@fws.gov](mailto:mainefieldoffice@fws.gov)).

Sincerely,

Patrick E.T. Dockens  
Deputy Project Leader  
*Acting for*  
Amanda S. Cross, Ph.D.  
Field Supervisor  
U.S. Fish and Wildlife Service,  
Maine Ecological Services Complex

**cc:** Marshall Popkin ([marshall.popkin@gsa.gov](mailto:marshall.popkin@gsa.gov)), GSA  
Juliana Berube ([Juliana\\_berube@fws.gov](mailto:Juliana_berube@fws.gov)), Service  
Adriene Delozier ([aDelozier@jmt.com](mailto:aDelozier@jmt.com)), JMT  
Tina Sekula ([TSekula@jmt.com](mailto:TSekula@jmt.com)), JMT  
Rhiannon Flickinger ([RFlickinger@jmt.com](mailto:RFlickinger@jmt.com)), JMT

## References

- Maine Department of Inland Fisheries & Wildlife. 2022. Canada lynx. Available: <https://www.maine.gov/ifw/fish-wildlife/wildlife/species-information/mammals/canada-lynx.html> (Accessed: November 6, 2024).
- U.S. Fish and Wildlife Service. 2007. Canada lynx habitat management guidelines for Maine. Maine Field Office, Orland, Maine, US.
- Vashon, J., S. McLellan, S. Crowley, A. Meehan, and K. Laustsen. 2012. Canada Lynx Assessment. Maine Department of Inland Fisheries and Wildlife Research and Assessment section, Bangor, Maine, US.

# **Official USFWS IPaC Report**



# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Maine Ecological Services Field Office  
P. O. Box A  
East Orland, ME 4431  
Phone: (207) 469-7300 Fax: (207) 902-1588

In Reply Refer To:

01/21/2026 21:17:50 UTC

Project Code: 2024-0118688

Project Name: Coburn Gore Land Port of Entry Environmental Assessment

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

## **OFFICIAL SPECIES LIST**

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Maine Ecological Services Field Office**

P. O. Box A  
East Orland, ME 4431  
(207) 469-7300

## PROJECT SUMMARY

Project Code: 2024-0118688

Project Name: Coburn Gore Land Port of Entry Environmental Assessment

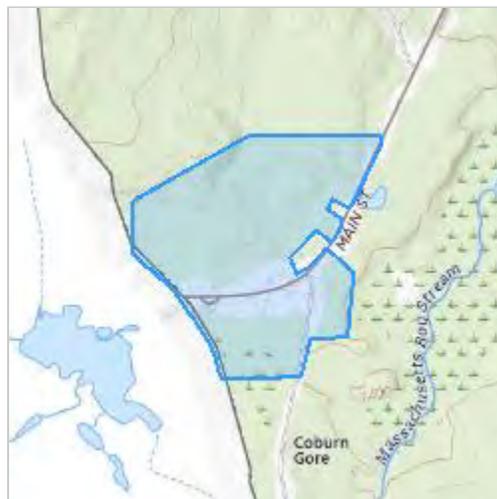
Project Type: New Constr - Above Ground

Project Description: The U.S. General Services Administration (GSA) is proposing to modernize the Coburn Gore Land Port of Entry (LPOE) in Coburn Gore, Franklin County, Maine. The proposed project would improve the operational efficiency, safety, and security of U.S. Customs and Border Protection (CBP) personnel and cross-border travelers at the LPOE. Specifically, the deficiencies at the LPOE fall into two broad categories: 1) limited capacity and facilities for port operations; and 2) the existing buildings' condition.

The Coburn Gore LPOE is a port of entry for vehicles and pedestrians crossing the U.S.-Canada border between Coburn Gore, Maine, and Woburn, Quebec, Canada. The port accommodates commercial and non-commercial vehicles and focuses on the inspection and control of vehicles, goods, and people. The existing main building and two residences were built in 1932 and are listed on the National Register of Historic Places. Two additional residences were built in 1967. Due to the lack of capacity for inspections of different traffic types (commercial, non-commercial, and pedestrian), outdated facilities and technologies, and lack of separation between the facilities and CBP housing, the LPOE no longer functions adequately and poses safety and security risks for CBP officers and the traveling public. The existing LPOE has spatial constraints, with limited interior space for offices and processing and limited opportunity for expansion within its current footprint.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@45.37964985,-70.80682172813749,14z>



Counties: Franklin County, Maine

## ENDANGERED SPECIES ACT SPECIES

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## MAMMALS

NAME	STATUS
Canada Lynx <i>Lynx canadensis</i> Population: Wherever Found in Contiguous U.S. There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/3652">https://ecos.fws.gov/ecp/species/3652</a>	Threatened

## INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is <b>proposed</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Proposed Threatened

## CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

## USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

## BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act <sup>2</sup> and the Migratory Bird Treaty Act (MBTA) <sup>1</sup>. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

- 
1. The [Bald and Golden Eagle Protection Act](#) of 1940.
  2. The [Migratory Birds Treaty Act](#) of 1918.
  3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

### Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

### Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	Breeds Dec 1 to Aug 31

## PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

### Breeding Season (■)

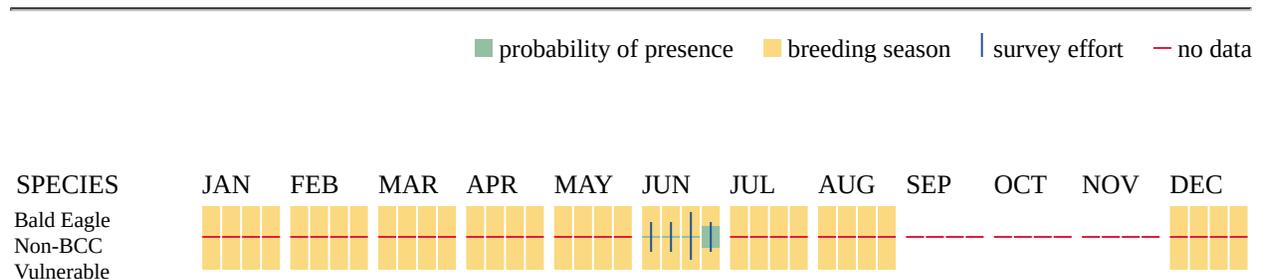
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

### Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

### No Data (—)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

## MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) <sup>1</sup> prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

- 
1. The [Migratory Birds Treaty Act](#) of 1918.
  2. The [Bald and Golden Eagle Protection Act](#) of 1940.
  3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
<p><b>Bald Eagle <i>Haliaeetus leucocephalus</i></b>            This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.  <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a></p>	Breeds Dec 1 to Aug 31
<p><b>Bobolink <i>Dolichonyx oryzivorus</i></b>            This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/9454">https://ecos.fws.gov/ecp/species/9454</a></p>	Breeds May 20 to Jul 31
<p><b>Canada Warbler <i>Cardellina canadensis</i></b>            This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/9643">https://ecos.fws.gov/ecp/species/9643</a></p>	Breeds May 20 to Aug 10
<p><b>Chimney Swift <i>Chaetura pelagica</i></b>            This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/9406">https://ecos.fws.gov/ecp/species/9406</a></p>	Breeds Mar 15 to Aug 25
<p><b>Evening Grosbeak <i>Coccothraustes vespertinus</i></b>            This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/9465">https://ecos.fws.gov/ecp/species/9465</a></p>	Breeds May 15 to Aug 10
<p><b>Olive-sided Flycatcher <i>Contopus cooperi</i></b>            This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/3914">https://ecos.fws.gov/ecp/species/3914</a></p>	Breeds May 20 to Aug 31
<p><b>Rose-breasted Grosbeak <i>Pheucticus ludovicianus</i></b>            This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA  <a href="https://ecos.fws.gov/ecp/species/11965">https://ecos.fws.gov/ecp/species/11965</a></p>	Breeds May 15 to Jul 31
<p><b>Veery <i>Catharus fuscescens fuscescens</i></b>            This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA  <a href="https://ecos.fws.gov/ecp/species/11987">https://ecos.fws.gov/ecp/species/11987</a></p>	Breeds May 15 to Jul 15
<p><b>Wood Thrush <i>Hylocichla mustelina</i></b>            This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/9431">https://ecos.fws.gov/ecp/species/9431</a></p>	Breeds May 10 to Aug 31

## PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

### Breeding Season (■)

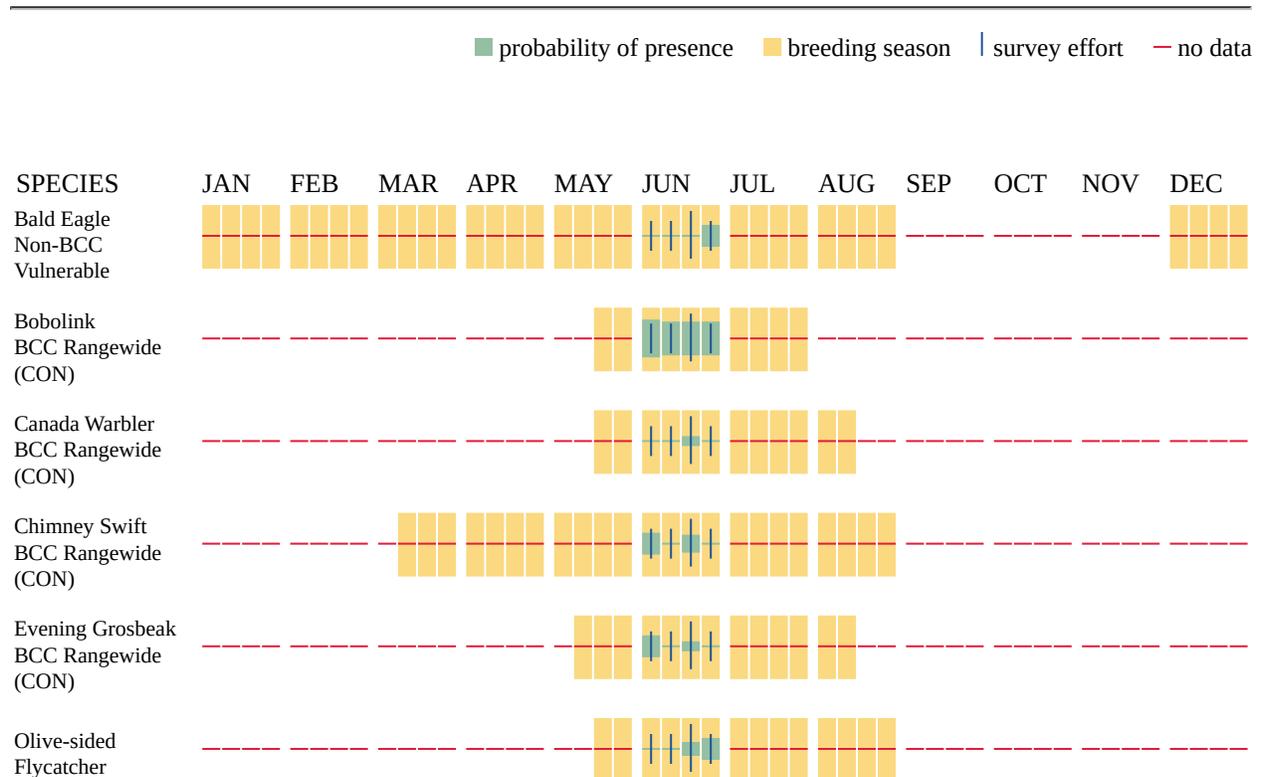
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

### Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

### No Data (-)

A week is marked as having no data if there were no survey events for that week.

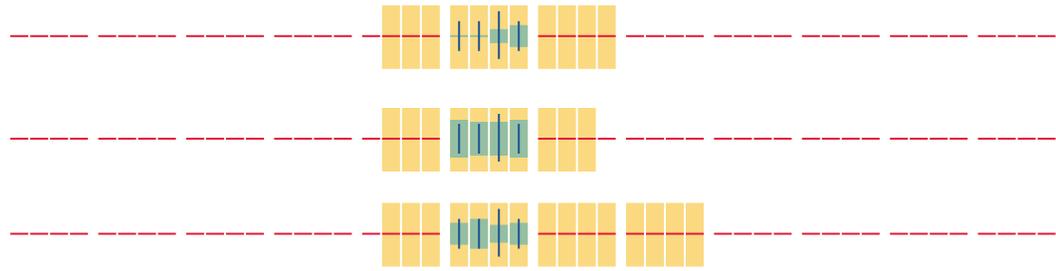


BCC Rangewide  
(CON)

Rose-breasted  
Grosbeak  
BCC - BCR

Veery  
BCC - BCR

Wood Thrush  
BCC Rangewide  
(CON)



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

## WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER FORESTED/SHRUB WETLAND

- PSS1/4E
- PFO4E

FRESHWATER POND

- PUBHh

## **IPAC USER CONTACT INFORMATION**

Agency: General Services Administration

Name: Rhiannon Flickinger

Address: 40 Wight Ave

City: Hunt Valley

State: MD

Zip: 21030

Email: rflickinger@jmt.com

Phone: 4108914435

## **LEAD AGENCY CONTACT INFORMATION**

Lead Agency: General Services Administration

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

**Northeast Endangered Species (Canada  
Lynx) Determination Key Consistency  
Letter**



# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Maine Ecological Services Field Office  
P. O. Box A  
East Orland, ME 04431  
Phone: (207) 469-7300 Fax: (207) 902-1588

In Reply Refer To:

09/23/2024 12:54:01 UTC

Project code: 2024-0118688

Project Name: Coburn Gore Land Port of Entry Environmental Assessment

Federal Nexus: yes

Federal Action Agency (if applicable): General Services Administration

Subject: Technical assistance for 'Coburn Gore Land Port of Entry Environmental Assessment'

Dear Rhiannon Flickinger:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on September 23, 2024, for "Coburn Gore Land Port of Entry Environmental Assessment" (here forward, Project). This project has been assigned Project Code 2024-0118688 and all future correspondence should clearly reference this number.

The Service developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into the IPaC must accurately represent the full scope and details of the Project. Failure to accurately represent or implement the Project as detailed in IPaC or the Northeast Determination Key (Dkey), invalidates this letter. **Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid.**

To make a no effect determination, the full scope of the proposed project implementation (action) should not have any effects (either positive or negative effect(s)), to a federally listed species or designated critical habitat. Effects of the action are all consequences to listed species or critical habitat that are caused by the proposed action, including the consequences of other activities that are caused by the proposed action. A consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action. (See § 402.17). Under Section 7 of the ESA, if a federal action agency makes a no effect determination, no further consultation with, or concurrence from, the Service is required (ESA §7). If a proposed Federal action may affect a listed species or designated critical

habitat, formal consultation is required (except when the Service concurs, in writing, that a proposed action "is not likely to adversely affect (NLAA)" listed species or designated critical habitat [50 CFR §402.02, 50 CFR§402.13]).

The IPaC results indicated the following species is (are) potentially present in your project area and, based on your responses to the Service's Northeast DKey, you determined the proposed Project will have the following effect determinations:

<b>Species</b>	<b>Listing Status</b>	<b>Determination</b>
Canada Lynx ( <i>Lynx canadensis</i> )	Threatened	May affect

**Consultation with the Service is not complete.** Further consultation or coordination with the Service is necessary for those species or designated critical habitats with a determination of "May Affect". Please contact our Maine Ecological Services Field Office to discuss methods to avoid or minimize potential adverse effects to those species or designated critical habitats.

In addition to the species listed above, the following species and/or critical habitats may also occur in your project area and are not covered by this conclusion:

- Monarch Butterfly *Danaus plexippus* Candidate

Please Note: If the Action may impact bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act (BGEPA) (54 Stat. 250, as amended, 16 U.S.C. 668a-d) by the prospective permittee may be required. Please contact the Migratory Birds Permit Office, (413) 253-8643, or [PermitsR5MB@fws.gov](mailto:PermitsR5MB@fws.gov), with any questions regarding potential impacts to Eagles.

If you have any questions regarding this letter or need further assistance, please contact the Maine Ecological Services Field Office and reference the Project Code associated with this Project.

## Action Description

You provided to IPaC the following name and description for the subject Action.

### 1. Name

Coburn Gore Land Port of Entry Environmental Assessment

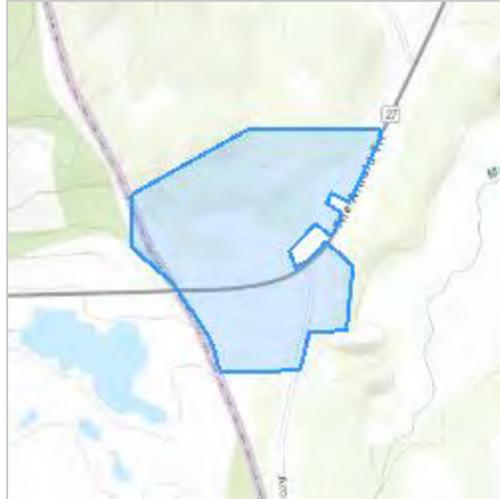
### 2. Description

The following description was provided for the project 'Coburn Gore Land Port of Entry Environmental Assessment':

The U.S. General Services Administration (GSA) is proposing to modernize the Coburn Gore Land Port of Entry (LPOE) in Coburn Gore, Franklin County, Maine. The proposed project would improve the operational efficiency, safety, and security of U.S. Customs and Border Protection (CBP) personnel and cross-border travelers at the LPOE. Specifically, the deficiencies at the LPOE fall into two broad categories: 1) limited capacity and facilities for port operations; and 2) the existing buildings' condition.

The Coburn Gore LPOE is a port of entry for vehicles and pedestrians crossing the U.S.-Canada border between Coburn Gore, Maine, and Woburn, Quebec, Canada. The port accommodates commercial and non-commercial vehicles and focuses on the inspection and control of vehicles, goods, and people. The existing main building and two residences were built in 1932 and are listed on the National Register of Historic Places. Two additional residences were built in 1967. Due to the lack of capacity for inspections of different traffic types (commercial, non-commercial, and pedestrian), outdated facilities and technologies, and lack of separation between the facilities and CBP housing, the LPOE no longer functions adequately and poses safety and security risks for CBP officers and the traveling public. The existing LPOE has spatial constraints, with limited interior space for offices and processing and limited opportunity for expansion within its current footprint.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@45.37964985,-70.80682172813749,14z>



## QUALIFICATION INTERVIEW

1. As a representative of this project, do you agree that all items submitted represent the complete scope of the project details and you will answer questions truthfully?

*Yes*

2. Does the proposed project include, or is it reasonably certain to cause, intentional take of listed species?

**Note:** This question could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered, or proposed species.

*No*

3. Is the action authorized, permitted, licensed, funded, or being carried out by a Federal agency in whole or in part?

*Yes*

4. Is the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), or Federal Transit Administration (FTA) the lead agency for this project?

*No*

5. Are you including in this analysis all impacts to federally listed species that may result from the entirety of the project (not just the activities under federal jurisdiction)?

**Note:** If there are project activities that will impact listed species that are considered to be outside of the jurisdiction of the federal action agency submitting this key, contact your local Ecological Services Field Office to determine whether it is appropriate to use this key. If your Ecological Services Field Office agrees that impacts to listed species that are outside the federal action agency's jurisdiction will be addressed through a separate process, you can answer yes to this question and continue through the key.

*Yes*

6. Are you the lead federal action agency or designated non-federal representative requesting concurrence on behalf of the lead Federal Action Agency?

*Yes*

7. Is the lead federal action agency the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC)?

*No*

8. Is the lead federal action agency the Federal Energy Regulatory Commission (FERC)?

*No*

9. Is the lead federal action agency the Natural Resources Conservation Service?

*No*

10. Will the proposed project involve the use of herbicide where listed species are present?

*No*

11. Are there any caves or anthropogenic features suitable for hibernating or roosting bats within the area expected to be impacted by the project?

*No*

12. Does any component of the project associated with this action include activities or structures that may pose a collision risk to **birds** (e.g., plane-based surveys, land-based or offshore wind turbines, communication towers, high voltage transmission lines, any type of towers with or without guy wires)?

**Note:** For federal actions, answer 'yes' if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

*No*

13. Does any component of the project associated with this action include activities or structures that may pose a collision risk to **bats** (e.g., plane-based surveys, land-based or offshore wind turbines)?

**Note:** For federal actions, answer 'yes' if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

*No*

14. Will the proposed project result in permanent changes to water quantity in a stream or temporary changes that would be sufficient to result in impacts to listed species?

For example, will the proposed project include any activities that would alter stream flow, such as water withdrawal, hydropower energy production, impoundments, intake structures, diversion structures, and/or turbines? Projects that include temporary and limited water reductions that will not displace listed species or appreciably change water availability for listed species (e.g. listed species will experience no changes to feeding, breeding or sheltering) can answer "No". Note: This question refers only to the amount of water present in a stream, other water quality factors, including sedimentation and turbidity, will be addressed in following questions.

*No*

15. Will the proposed project affect wetlands where listed species are present?

This includes, for example, project activities within wetlands, project activities within 300 feet of wetlands that may have impacts on wetlands, water withdrawals and/or discharge of contaminants (even with a NPDES).

*Yes*

16. Will the proposed project activities (including upland project activities) occur within 0.125 miles of the water's edge of a stream or tributary of a stream where listed species may be present?

*No*

17. Will the proposed project directly affect a streambed (below ordinary high water mark (OHWM)) of the stream or tributary where listed species may be present?

*No*

18. Will the proposed project bore underneath (directional bore or horizontal directional drill) a stream where listed species may be present?

*No*

19. Will the proposed project involve a new point source discharge into a stream or change an existing point source discharge (e.g., outfalls; leachate ponds) where listed species may be present?

*No*

20. Will the proposed project involve the removal of excess sediment or debris, dredging or in-stream gravel mining where listed species may be present?

*No*

21. Will the proposed project involve the creation of a new water-borne contaminant source where listed species may be present?

**Note** New water-borne contaminant sources occur through improper storage, usage, or creation of chemicals. For example: leachate ponds and pits containing chemicals that are not NSF/ANSI 60 compliant have contaminated waterways. Sedimentation will be addressed in a separate question.

*No*

22. Will the proposed project involve perennial stream loss, in a stream or tributary of a stream where listed species may be present, that would require an individual permit under 404 of the Clean Water Act?

*No*

23. Will the proposed project involve blasting where listed species may be present?

*No*

24. Will the proposed project include activities that could negatively affect fish movement temporarily or permanently (including fish stocking, harvesting, or creation of barriers to fish passage).

*No*

25. Will the proposed project involve earth moving that could cause erosion and sedimentation, and/or contamination along a stream or tributary of a stream where listed species may be present?

**Note:** Answer "Yes" to this question if erosion and sediment control measures will be used to protect the stream.

*No*

26. Will earth moving activities result in sediment being introduced to streams or tributaries of streams where listed species may be present through activities such as, but not limited to, valley fills, large-scale vegetation removal, and/or change in site topography?

*No*

27. Will the proposed project involve vegetation removal within 200 feet of a perennial stream bank where aquatic listed species may be present?

*No*

28. Will erosion and sedimentation control Best Management Practices (BMPs) associated with applicable state and/or Federal permits, be applied to the project? If BMPs have been provided by and/or coordinated with and approved by the appropriate Ecological Services Field Office, answer "Yes" to this question.

*Yes*

29. Is the project being funded, lead, or managed in whole or in part by U.S Fish and Wildlife Restoration and Recovery Program (e.g., Partners, Coastal, Fisheries, Wildlife and Sport Fish Restoration, Refuges)?

*No*

30. [Semantic] Does the project intersect the Virginia big-eared bat critical habitat?

**Automatically answered**

*No*

31. [Semantic] Does the project intersect the Indiana bat critical habitat?

**Automatically answered**

*No*

32. [Hidden Semantic] Does the project intersect the Canada lynx AOI?

**Automatically answered**

*Yes*

33. Will the project involve trapping, poisoning, or broadcasting disease control agents for wild animals (e.g. animal damage control, controlling or managing furbearer wildlife, capturing animals for research projects, rabies baits)?

*No*

34. Will the project be enclosed by fencing that could unintentionally trap lynx (e.g. wind and solar development, waste treatment settling ponds, impervious fencing along roads)?

*No*

35. Is this a road or highway project?

*No*

36. Is the project in a non-forested habitat (fields, towns and urban areas, agricultural fields) and of a nature that will not result in take of lynx?

*No*

37. Will the proposed project create noise, light, or regular human activity that may disturb or exclude lynx from forested habitat, especially during the denning season (May -June)(e.g., involve or result in frequent human activity, blasting or explosives, wind power development, forest management, cutting trees)?

*Yes*

38. [Semantic] Does the project intersect the candy darter critical habitat?

**Automatically answered**

*No*

39. [Semantic] Does the project intersect the diamond darter critical habitat?

**Automatically answered**

*No*

40. [Semantic] Does the project intersect the Big Sandy crayfish critical habitat?

**Automatically answered**

*No*

41. [Hidden Semantic] Does the project intersect the Guyandotte River crayfish critical habitat?

**Automatically answered**

*No*

42. Do you have any other documents that you want to include with this submission?

*No*

## PROJECT QUESTIONNAIRE

1. Approximately how many acres of trees would the proposed project remove?

*12*

2. Approximately how many total acres of disturbance are within the disturbance/ construction limits of the proposed project?

*12*

3. Briefly describe the habitat within the construction/disturbance limits of the project site.

*An LOD has not yet been determined for the project*

## **IPAC USER CONTACT INFORMATION**

Agency: General Services Administration

Name: Rhiannon Flickinger

Address: 40 Wight Ave

City: Hunt Valley

State: MD

Zip: 21030

Email: rflickinger@jmt.com

Phone: 4108914435

## **LEAD AGENCY CONTACT INFORMATION**

Lead Agency: General Services Administration

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

**U.S. ARMY CORPS OF ENGINEERS APPROVED  
JURISDICTIONAL DETERMINATION**

U.S. Army Corps of Engineers (USACE)  
**PRELIMINARY JURISDICTIONAL DETERMINATION (PJD)**

For use of this form, see Sec 404 CWA, Sec 10 RHA, Sec 103 MPRSA; the proponent agency is CECW-COR.

**Form Approved -**  
**OMB No. 0710-0024**  
**Expires 2024-04-30**

**DATA REQUIRED BY THE PRIVACY ACT OF 1974**

**Authority** Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Program of the U.S. Army Corps of Engineers; Final Rule for 33 CFR Parts 320-332.

**Principal Purpose** The information that you provide will be used in evaluating your request to determine whether there are any aquatic resources within the review area that may be subject to federal jurisdiction under the regulatory authorities referenced above.

**Routine Uses** This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public, and may be made available as part of a public notice or FOIA request as required by federal law. Your name and property location where federal jurisdiction is to be determined will be included in any resulting jurisdictional determination (JD), which may be made available to the public on the District's website and/or on the Headquarters USACE website.

**Disclosure** Submission of requested information is voluntary; however, if information is not provided, the request for a JD cannot be evaluated nor can a PJD be issued.

**The Agency Disclosure Notice (ADN)**

The public reporting burden for this collection of information, 0710-0024, is estimated to average 25 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at [whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil](mailto:whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

**SECTION I - BACKGROUND INFORMATION**

A. REPORT COMPLETION DATE FOR PJD: 2024-11-06

B. NAME AND ADDRESS OF PERSON REQUESTING PJD:  
 General Services Administration, 100 S Independence Mall West, Philadelphia, PA 19106

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:  
 New England District, General Services Administration-Customs and Border Protection-Coburn Gore LPOE, NAE-2024-01646

D. PROJECT LOCATION AND BACKGROUND INFORMATION:  
 (USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: Maine County/Parish/Borough: Franklin County City: Coburn Gore

Center coordinates of site (lat/long in degree decimal format): Latitude: 45.379272 ° Longitude: -70.80526 °

Universal Transverse Mercator: 19 T, 358659.00 m E, 5026668.00 m N

Name of nearest waterbody: Arnold Pond

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date: 2024-11-06

Field Determination

Date(s): \_\_\_\_\_

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.

Site Number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
WA	45.382129	-70.801553	0.6 acres	wetland	Section 404

Site Number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
WB	45.380323	-70.803859	13 acres	wetland	Section 404
WET-1	45.377689	-70.806818	0.37 acres	wetland	Section 404
WET-2	45.377255	-70.8045	2.37 acres	wetland	Section 404

1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.

2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "preconstruction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD or no JD whatsoever, which do not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the USACE has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD or reliance on no JD whatsoever; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of USACE permit authorization based on a PJD or no JD whatsoever constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the USACE will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "may be" waters of the U.S. and/or that there "may be" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

F. SUPPORTING DATA. Data reviewed for PJD (check all that apply)  
 Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:  
 Map: Coburn Gore Land Port of Entry (LPOE ) Figures 1-5
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
- Office concurs with data sheets/delineation report.
- Office does not concur with data sheets/delineation report.  
 Rationale: \_\_\_\_\_
- Data sheets prepared by the USACE:
- Corps navigable waters' study:
- U.S. Geological Survey Hydrologic Atlas:

- USGS NHD data.
- USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name:  
1:24,000 LOUISE MOUNTAIN, ME, QC

USDA Natural Resources Conservation Service Soil Survey.  
Citation: Web Soil Survey

National Wetlands Inventory map(s).  
Cite Name: USFWS, NWI KMZ Files for Google Earth

State/Local Wetland Inventory map(s):

FEMA/FIRM maps:

100-year Floodplain Elevation is: \_\_\_\_\_ . (National Geodetic Vertical Datum of 1929)

Photographs:  Aerial (Name & Date): Google Earth, 12/30/1985-10/01/2022  
or  Other (Name & Date): \_\_\_\_\_

Previous determination(s). File no. and date of response letter:

Other information (please specify):  
USGS-Stream Stats v4.24.0

**IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the USACE and should not be relied upon for later jurisdictional determinations.**

Name of Regulatory Staff Member Completing PJD Shawn B. Mahaney-Maine Project Office	Date 2024-11-06	Signature of Regulatory Staff Member Completing PJD SHAWN B. MAHANEY <small>Digitally signed by SHAWN B. MAHANEY Date: 2024.11.06 11:26:53 -05'00'</small>
Name of Person Requesting PJD Marshall Popkin -General Services Administration	Date 2024-11-07	Signature of Person Requesting PJD (REQUIRED, unless obtaining the Signature is Impracticable) Marshall Popkin <small>Digitally signed by Marshall Popkin Date: 2024.11.07 13:43:01 -05'00'</small>

<sup>1</sup> Districts may establish timeframes for requester to return signed PJD forms. If the requester does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

**CORRESPONDENCE WITH THE MAINE  
HISTORIC PRESERVATION COMMISSION**

## Arnhold, Nicholas

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**From:** Arnhold, Nicholas <NArnhold@jmt.com>  
**Sent:** Monday, November 13, 2023 8:05 AM  
**To:** kirk.mohney@maine.gov; Rideout, Megan M  
**Cc:** Sekula, Tina; Alfson Tinsman, Mary; Liz Mees - 1PCT; carey.bergeron@gsa.gov; melissa.mertz@gsa.gov; melissa.wiedenfeld@cbp.dhs.gov  
**Subject:** Coburn Gore Land Port of Entry Records Request  
**Attachments:** MHPC\_RecordsSearch\_Request\_CoburnGore.pdf

Good morning Kirk and Megan,

Johnson, Mirmiran, and Thompson, Inc. (JMT) on behalf of GSA is requesting a records and report search for cultural resources within a 0.5 mile search area for the Environmental Assessment of the Coburn Gore Land Port of Entry Modernization Project. The attached letter describes the request in more detail including the study area boundaries. It also includes my resume, a map of the study area, and a list of requested reports from surveys completed in the vicinity of the study area. Please let me know if you have any questions.

Thank you,

**JMT - Johnson, Mirmiran & Thompson, Inc.**

An Employee-Owned Company

**Nick Arnhold, RPA**

Senior Archaeologist  
Natural & Cultural Resources  
9201 Arboretum Pkwy, Ste 310  
Richmond, VA, 23236  
C 804-201-5078

Pronouns: he, him

[narnhold@jmt.com](mailto:narnhold@jmt.com)

[jmt.com](http://jmt.com)



November 3, 2023

Kirk Mohney  
Director and State Historic Preservation Officer  
Maine Historic Preservation Commission  
55 Capitol Street  
65 State House Station  
Augusta, Maine 04333-0065

RE: Coburn Gore Land Port of Entry Modernization Environmental Assessment Records Request  
JMT Job No. 22-03611-001

Dear Mr. Mohney:

Johnson, Mirmiran & Thompson (JMT) is completing an Environmental Assessment (EA) of the Coburn Gore Land Port of Entry (LPOE) on behalf of the General Services Administration (GSA) for to modernize and expand the facility. The EA will include an assessment of historic resources in the vicinity of the LPOE. JMT is requesting a file search for all cultural resources and surveys (Quad 100) within a 0.5-mile radius. A list of requested reports is attached.

The study area encompasses approximately 44.8 acres, mostly north of The Arnold Trail, though extending south of the road in the immediate vicinity of the LPOE structure. The structures consist of a 1935 main building with basement and attic (14,379 sq) two identical residential buildings from 1931, and two identical residential buildings from 1967. The Inspection Station, according to a June 2019 Building Preservation Plan, is located at the International Border on Maine State Route 27. The structure is a story-and-a-half gable roof brick building with shed dormers. The main structure is flanked by two one-story four-bay garage wings, the eastern of which underwent renovations. The original building was completed in 1931. The 1931 residences are one-story and are vinyl-clad, wood-frame buildings east of the two 1967 residences. The 1967 residences are one-story, brick, and are built neighboring the Canadian border.

The current project area extends north and east of the residences, including two parcels that neighbor the road while the remainder is behind residential parcels along the road. See attached maps for parcel location. JMT understands that the Main Building, and two 1931 residences are listed in the National Register of Historic Places (NRHP; Information System ID# 14000558).

If you have any questions or need further information, please do not hesitate to contact me at 804-201-5078 or [narnhold@jmt.com](mailto:narnhold@jmt.com).

22-03611-001

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Very truly yours,

JOHNSON, MIRMIRAN & THOMPSON, INC.



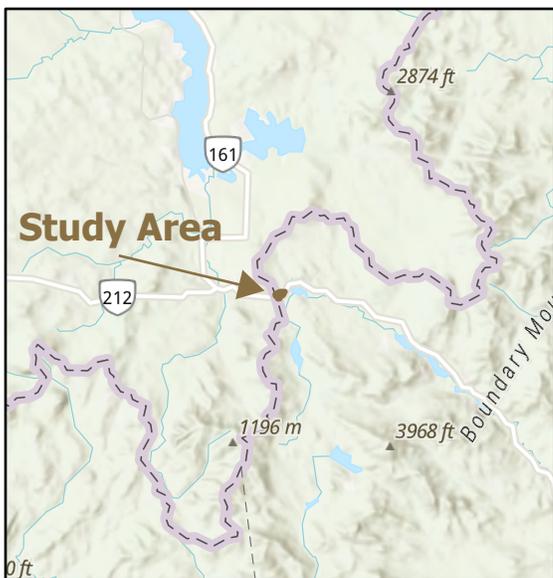
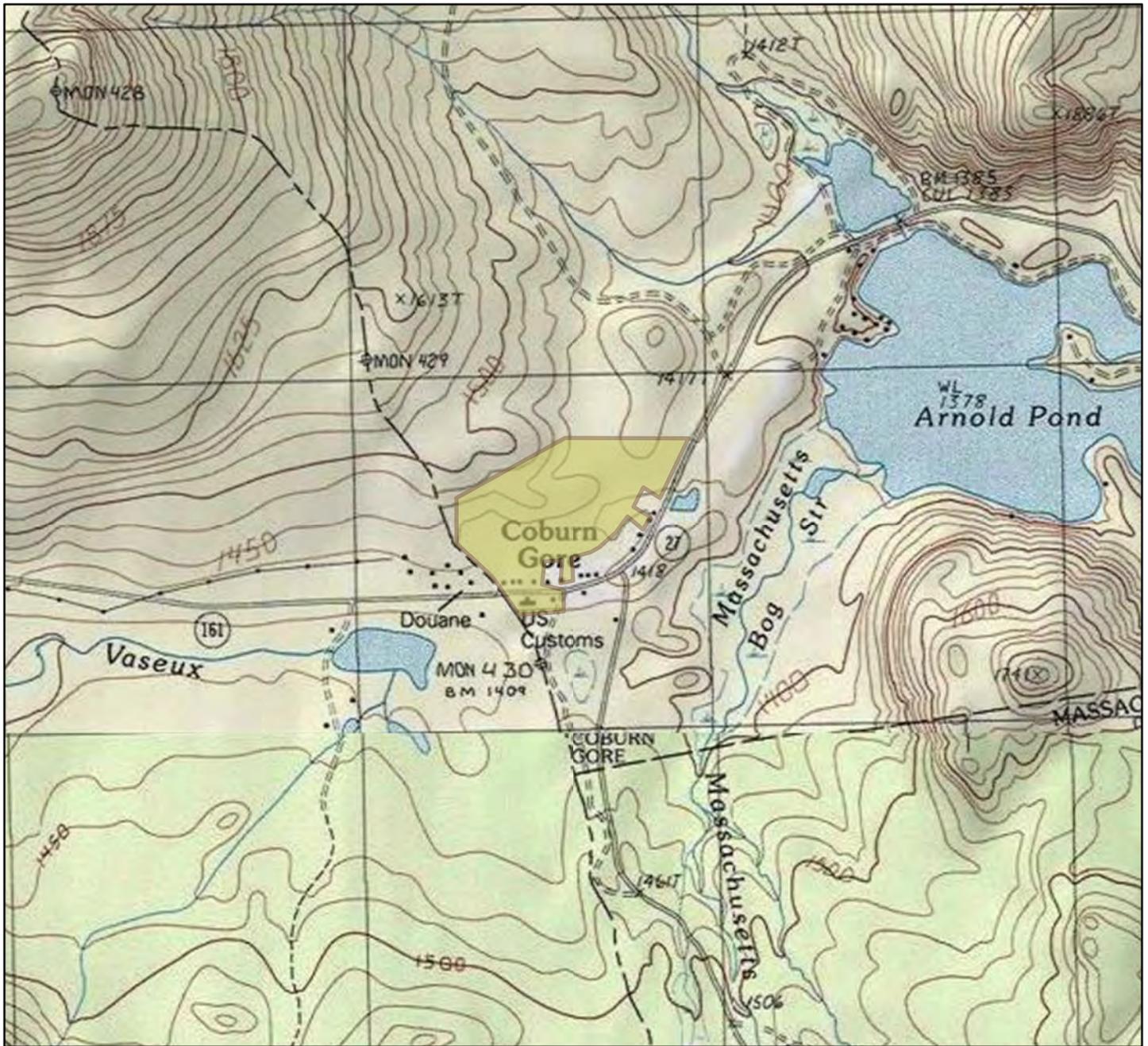
Nicholas Arnhold, RPA  
Senior Archaeologist

NA/na

Enclosures  
List of reports requested  
Topographic Map of NEPA Project Area  
Resume

Cc: Mees, Liz, Architect, RHPO and RFAO

<b>Requested Reports</b>
<b>MHPC Reference #</b>
<b>Pre-Contact Reports</b>
2757
3560
3701
3725
4350
4378

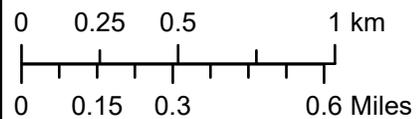


### Legend

 Study Area

### Source:

Louise Mountain, ME 7.5-minute USGS Topographic Map (2014)



Created by: NSA 11/3/2023



## NICHOLAS ARNHOLD, RPA

### SENIOR ARCHAEOLOGIST

#### EDUCATION

MA/Anthropology/University of Kansas (2014)

BA/Anthropology/West Chester University (2011)

#### YEARS OF EXPERIENCE

12

#### REGISTRATIONS/CERTIFICATIONS

Registered Professional Archaeologist (RPA) #39362366



Mr. Arnhold has 12 years of experience in cultural resource management for projects on behalf of federal agencies, state historic preservation offices, and private sector clients and interest groups in the Middle Atlantic, Southeast, Midwest, Great Plains, and Great Basin regions. He is a Senior Archaeologist for JMT and has previously served as a Project Manager and Principal Investigator for CRA and AECOM, and as a Federal Research Specialist for VHB. His responsibilities included project management, business development, client relations, marketing, project tracking, and new business capture. He prepares scopes of work and budgets. He also directs archaeological field investigations, data analysis and interpretation, National Register eligibility evaluation, and technical report writing and editing. He has led and assisted crews in all phases of archeological fieldwork with experience working in coastal, riverine, urban, military, and industrial settings. He has additional experience in deep testing, lithic analysis, and above and below ground assessments. Mr. Arnhold has supported the National Park Service at multiple parks in the Middle Atlantic for six years. Mr. Arnhold is versed in the application of geospatial information systems to archaeological analysis, interpretation, and presentation using ESRI's ArcGIS software.

#### PROJECT EXPERIENCE

**Rehabilitate Colonial Parkway Archeological Evaluation and Monitoring, Colonial National Historical Park, Yorktown, Virginia** – Principal Investigator. Mr. Arnhold supervised the cultural resource monitoring team on behalf of JMT's Prime, Environmental Research Group, LLC. Project tasks included client and agency coordination, archaeological monitoring, and subsurface testing. In progress.

**SR 0222 Widening (E03172) Preliminary Design PennDOT District 5-0, Berks County, Pennsylvania** - Project Manager and Report Author. Took over project management of this Phase II survey after fieldwork was completed. Coordinated with laboratory team and field team to collate project data. Mr. Arnhold then assisted in interpretation of the results to finalize the project report. Date Completed 2023.

**SR 0001 Group 03S - Part 1 Final Design, PennDOT, Bucks County, Pennsylvania** – Project Manager and Report Author. Took over project management of this Phase I survey after fieldwork was completed. Coordinated with laboratory team and field team to collate project data. Mr.

Arnhold then interpreted the results to finalize the project report. Date Completed 2022.

**Data Recovery Excavations of Site 44JC1280, Colonial National Historical Park, NPS, James City County, Virginia** - Project Manager and co-author. Supervised the excavation of previously identified site 44JC1280 that is threatened by erosion. The site was identified as a potential Woodland midden and camp site from earlier surveys. Assisted NPS in coordination with Virginia Tribal Entities. Date Completed 2021.

**A Phase I Archaeological Survey of Wallops Island Causeway Bridge, FHWA and NASA, Accomack County, Virginia** - Project Manager and Co-Author. Responsible for cost estimation, coordination, and scheduling as well as reporting for a bridge replacement project in the Eastern Shore, Virginia. Project included coordination between two federal agencies, a geophysical archaeologist, and an underwater archaeology team. Date Completed 2021

**Threatened and Endangered Site Survey, Colonial National Historical Park, NPS, James City County, Virginia** - Principal investigator. Developed threatened archaeological site assessment and completed a boat survey and assessment of 26 threatened archaeological sites along the James River and College Creek in Colonial National Historical Park. Date Completed 2019.

**Civil Rights Initiative – Archeological Investigations of Slave Housing at City Point, Grant's Headquarters City Point Unit, Petersburg National Battlefield, NPS, City of Hopewell, Virginia** - Project Manager and archaeologist. Provided project management expertise for the excavation of test units in four locations within City Point to look for evidence of former enslaved people's habitation sites. The excavation locations were chosen by the park based on previous excavations and geophysical surveys. Fieldwork was research oriented in purpose. Date Completed 2021.

**Phase II Archaeological Survey of 44FK0890 in Support of the Removal of Structure from Former Cedar Creek Campground Cedar Creek and Belle Grove National Historical Park, NPS, Frederic County, Virginia** - Project Manager and Co-author. Supervision of a Phase II Survey ahead of the demolition of a storage structure within Cedar Creek and Belle Grove Battlefield. Date Completed 2021.

**Phase I and Phase II Archaeological Investigations for the Newton Creek Tidal Mitigation Bank Project, RES, Chesapeake, Virginia** - Principal Investigator. Phase I/II investigations in Chesapeake, Virginia. Project consisted of metal detection, shovel testing, and unit excavations. A previously forgotten nineteenth century plantation foundation was identified. Date Completed 2018.

**Phase II Archaeological Investigations at Colonial National Historical Park, NPS, York County, Virginia** - Archaeologist. Phase II archaeological survey at Colonial National Historical Park, York County, VA adjacent to the Shiloh Baptist Church and Yorktown Battlefield ahead of vegetation clearing activities. Date Completed 2018.

**Phase IB/II Archaeological Excavations, Thomas Stone National Historic Site, Port Tobacco, Maryland** - Archaeologist and report co-author. Phase IB/II survey including metal detection, shovel testing, trenching, and geophysical survey at THST. Metal detection was aimed at identifying evidence of enslaved person's cabins, trenching was aimed at identifying features associated with the main house, and geophysical surveys were done to identify if the family cemetery expanded beyond the known boundary. Date Completed 2020.

**Phase I Archaeological Excavations, Thomas Edison National Historical Site, NPS, West Orange, Essex County, New Jersey** - Field director and author. Shovel testing and unit excavation survey associated with a parking lot expansion at Thomas Edison National Historical Park. Date Completed 2020.

**A Phase I Archaeological Survey of a Proposed Electric Line Installation at Grant's Headquarters City Point Unit, Petersburg National Battlefield, NPS, City of Hopewell, Virginia** - Project Manager and co-author. Excavation of a 45-ft by 18-in trench ahead of the installation of proposed electric line from the Appomattox Manor House. Date Completed 2020.

**Phase I/II Archaeological Survey for GWMP-MVT (6) including Site 44FX2551, George Washington Memorial Parkway, VDOT, NPS, and FHWA, Fairfax County, Virginia** - Principal Investigator. A Phase I/II archaeological survey of two Middle Woodland sites in Fairfax County, VA. Project consisted of shovel testing and unit excavation at close intervals. Date Completed 2018.

**Phase I Archaeological Surveys for Maintenance Structure Construction and Hog Pen Replacement Projects, Booker T. Washington National Monument, NPS, Franklin County, Virginia** - Project Manager and Co-author. Led excavations of shovel test units at two locations at the monument ahead of expected site upgrades. Date Completed 2020.

**Supplemental Phase II Archaeological Evaluations of Historic Site 44AP0058, ADA-Compliant Parking Area and Path Project, Appomattox Court House National Historical Park, NPS, Appomattox County, Virginia** - Project Manager and Co-Author. Supervised excavations in the lane behind the McLean House to determine if intact soil strata contained culturally significant features and if so, their extents. Date Completed 2020

**Phase I Archaeological Survey for Technical Support for DR-4426-AL Alabama Severe Storms, Straight-line Winds, Tornadoes, and Flooding, FEMA, Jackson County, Alabama** – Principal Investigator and co-author. Phase I survey of a FEMA temporary debris storage facility survey. Date Completed 2022.

**Evaluative Archaeological Test Excavations at Site 9DU3, FEMA, Radium Springs, Dougherty County, Georgia** -Archaeologist and report author. Phase I survey of a former temporary debris storage facility. Date Completed 2020.

**Moon House Phase I Survey, Appomattox Court House National Historical Park, NPS, Appomattox County, Virginia** - Field director and report author. Phase I survey involving metal detecting and shovel testing within Appomattox Court House National Historical Park. Date Completed 2020.

**Phase III Archaeological Data Recovery of Site 44JC1024 for the Skiffes Creek Connector Project, VDOT, James City County, Virginia** - Field Director and author. Field Directed excavations of possible features associated with agricultural activities at Site 44JC1024. Date Completed 2020.

**Phase II Archaeological Evaluations at Six Previously Recorded Sites associated with the 1651 Green Mount Parkway Project, Langan, James City County, Virginia** - Archaeologist and report contributor. Phase II investigations of sites associated with private development in James City County. Development property is on the site of former plantation property with potential for outhouse features. Date Completed 2019.

**Phase II Archaeological Evaluation of Sites 44JC0664 and 44JC1024 for the Skiffes Creek Connector Project, VDOT, James City County, Virginia** - Archaeologist and report contributor. Phase II evaluations of two sites within the right-of-way of a road connector. Project consisted of unit excavations and shovel testing. Date Completed 2019.

**Phase II Archaeological Evaluations Associated with the Belle Isle Shoreline Project, VDOT, Lancaster County, Virginia** - Principal Investigator and author. Phase II archaeological evaluation of parts of two sites in Lancaster County, VA. Excavations consisted of shovel testing, trenching, and unit excavation. Date Completed 2018.

**I-64 Hampton Roads Crossing Expansion Project, VDOT, Cities of Hampton and Norfolk, Virginia** - Field director. An approximately 12-mile Phase I archaeological survey including the re-investigation of a stretch of a NRHP-eligible prehistoric district. Project extends on either side of the HRBT. Date Completed 2017.

## **Arnhold, Nicholas**

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**From:** Arnhold, Nicholas <NArnhold@jmt.com>  
**Sent:** Wednesday, May 29, 2024 11:51 AM  
**To:** kirk.mohney@maine.gov; Rideout, Megan M  
**Cc:** Sekula, Tina; Delozier, Adriene; Liz Mees - 1PCT; Missy Mertz - 3PTN; Li-hang Wang - 1PCTA; Alfson Tinsman, Mary  
**Subject:** GSA Coburn Gore Land Port of Entry Records and Site Location Records Request  
**Attachments:** MHPC\_RecordsSearch\_Request\_CoburnGore\_rev5-22-24.pdf; StudyArea.zip

Good morning Kirk,

Please find attached a letter requesting access to site location records associated with the GSA Land Ports of Entry environmental assessment at Coburn Gore. We are also requesting access to a small number of previously completed survey reports. I have attached a letter request containing a map of the study area and my resume as well as a shapefile of the project area. Please let me know if you have any questions.

Thank you,

### **JMT - Johnson, Mirmiran & Thompson, Inc.**

An Employee-Owned Company

#### **Nick Arnhold, RPA**

Senior Archaeologist  
Natural & Cultural Resources  
9201 Arboretum Pkwy, Ste 310  
Richmond, VA, 23236  
C 804-201-5078  
Pronouns: he, him  
[narnhold@jmt.com](mailto:narnhold@jmt.com)  
[jmt.com](http://jmt.com)



November 3, 2023  
Revised May 22, 2024

Kirk Mohney  
Director and State Historic Preservation Officer  
Maine Historic Preservation Commission  
55 Capitol Street  
65 State House Station  
Augusta, Maine 04333-0065

RE: Coburn Gore Land Port of Entry Modernization Environmental Assessment Records Request  
JMT Job No. 22-03611-001

Dear Mr. Mohney:

Johnson, Mirmiran & Thompson (JMT) is completing an Environmental Assessment (EA) of the Coburn Gore Land Port of Entry (LPOE) in Franklin County, Maine to modernize and expand the facility on behalf of the General Services Administration (GSA). The EA will include an assessment of historic resources in the vicinity of the LPOE. JMT is requesting a file search for all cultural resources and surveys (Quad 100) within adjacent parcels. Additionally, a list of requested reports is attached. The scope of work for the project references a Moore et al. 2008 report of the facility, though I do not see it on the listed reports. If you have that report, could we gain access to that one as well? It was also noted during public meetings that there may have been cultural resources identified in a report of the conservation area north of the project area. Any documentation of this would be appreciated.

The updated study area encompasses approximately 64.4 acres, mostly north of The Arnold Trail (ME-27), though extending south of the road in the vicinity of the LPOE structure and east surrounding Kennebago River Road. The structures consist of a 1935 main building with basement and attic (14,379 sq) two identical residential buildings from 1931, and two identical residential buildings from 1967. The Inspection Station, according to a June 2019 Building Preservation Plan, is located at the International Border on Maine State Route 27. The structure is a story-and-a-half gable roof brick building with shed dormers. The main structure is flanked by two one-story four-bay garage wings, the eastern of which underwent renovations. The original building was completed in 1931. The 1931 residences are one-story and are vinyl-clad, wood-frame buildings east of the two 1967 residences. The 1967 residences are one-story, brick, and are built neighboring the Canadian border.

The current project area extends north and east of the residences, including two parcels that neighbor the road while the remainder is behind residential parcels along the road. The portion south of ME-27 extends between Kennebago River Road and the Border approximately 290 m south of ME-27 and an area east of Kennebago River Road as well. See attached maps for project location. JMT understands that the Main Building, and two 1931 residences are listed in the National Register of Historic Places (NRHP; Information System ID# 14000558).

If you have any questions or need further information, please do not hesitate to contact me at 804-201-5078 or [narnhold@jmt.com](mailto:narnhold@jmt.com).

Very truly yours,

JOHNSON, MIRMIRAN & THOMPSON, INC.



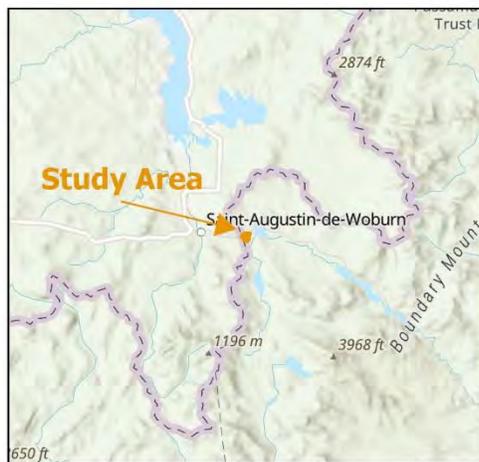
Nicholas Arnhold, RPA  
Senior Archaeologist

NA/na

Enclosures  
List of reports requested  
Topographic Map of NEPA Project Area  
Resume

Cc: Mees, Liz, Architect, RHPO and RFAO

Requested Reports
MHPC Reference #
Pre-Contact Reports
2757
3560
3701
3725
4350
4378



**Legend**

 Study Area

**Source:**  
Louise Mountain, ME 7.5-minute USGS Topographic Map (2014)

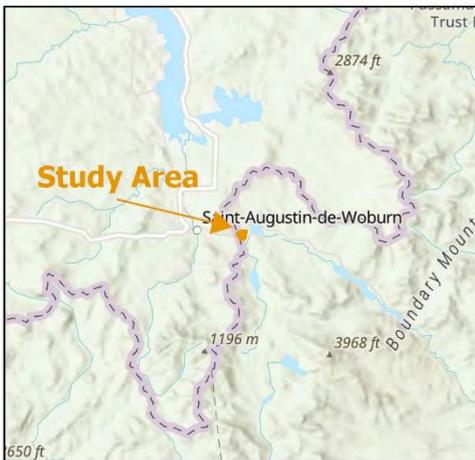


0 0.5 1 2 km

0 0.3 0.6 1.2 Miles

Created by: NSA 3/20/2024





**Legend**

- Study Area
- Parcel Boundaries

**Source:**  
ESRI Aerial Imagery (2022)

0 0.1 0.2 0.4 km  
0 0.05 0.1 0.2 Miles  
Created by: NSA 5/15/2024

## NICHOLAS ARNHOLD, RPA

### SENIOR ARCHAEOLOGIST

#### EDUCATION

MA/Anthropology/University of Kansas (2014)

BA/Anthropology/West Chester University (2011)

#### YEARS OF EXPERIENCE

12

#### REGISTRATIONS/CERTIFICATIONS

Registered Professional Archaeologist (RPA) #39362366



Mr. Arnhold has 12 years of experience in cultural resource management for projects on behalf of federal agencies, state historic preservation offices, and private sector clients and interest groups in the Middle Atlantic, Southeast, Midwest, Great Plains, and Great Basin regions. He is a Senior Archaeologist for JMT and has previously served as a Project Manager and Principal Investigator for CRA and AECOM, and as a Federal Research Specialist for VHB. His responsibilities included project management, business development, client relations, marketing, project tracking, and new business capture. He prepares scopes of work and budgets. He also directs archaeological field investigations, data analysis and interpretation, National Register eligibility evaluation, and technical report writing and editing. He has led and assisted crews in all phases of archeological fieldwork with experience working in coastal, riverine, urban, military, and industrial settings. He has additional experience in deep testing, lithic analysis, and above and below ground assessments. Mr. Arnhold has supported the National Park Service at multiple parks in the Middle Atlantic for six years. Mr. Arnhold is versed in the application of geospatial information systems to archaeological analysis, interpretation, and presentation using ESRI's ArcGIS software.

#### PROJECT EXPERIENCE

**Rehabilitate Colonial Parkway Archeological Evaluation and Monitoring, Colonial National Historical Park, Yorktown, Virginia** – Principal Investigator. Mr. Arnhold supervised the cultural resource monitoring team on behalf of JMT's Prime, Environmental Research Group, LLC. Project tasks included client and agency coordination, archaeological monitoring, and subsurface testing. In progress.

**SR 0222 Widening (E03172) Preliminary Design PennDOT District 5-0, Berks County, Pennsylvania** - Project Manager and Report Author. Took over project management of this Phase II survey after fieldwork was completed. Coordinated with laboratory team and field team to collate project data. Mr. Arnhold then assisted in interpretation of the results to finalize the project report. Date Completed 2023.

**SR 0001 Group 03S - Part 1 Final Design, PennDOT, Bucks County, Pennsylvania** – Project Manager and Report Author. Took over project management of this Phase I survey after fieldwork was completed. Coordinated with laboratory team and field team to collate project data. Mr.

Arnhold then interpreted the results to finalize the project report. Date Completed 2022.

**Data Recovery Excavations of Site 44JC1280, Colonial National Historical Park, NPS, James City County, Virginia** - Project Manager and co-author. Supervised the excavation of previously identified site 44JC1280 that is threatened by erosion. The site was identified as a potential Woodland midden and camp site from earlier surveys. Assisted NPS in coordination with Virginia Tribal Entities. Date Completed 2021.

**A Phase I Archaeological Survey of Wallops Island Causeway Bridge, FHWA and NASA, Accomack County, Virginia** - Project Manager and Co-Author. Responsible for cost estimation, coordination, and scheduling as well as reporting for a bridge replacement project in the Eastern Shore, Virginia. Project included coordination between two federal agencies, a geophysical archaeologist, and an underwater archaeology team. Date Completed 2021

**Threatened and Endangered Site Survey, Colonial National Historical Park, NPS, James City County, Virginia** - Principal investigator. Developed threatened archaeological site assessment and completed a boat survey and assessment of 26 threatened archaeological sites along the James River and College Creek in Colonial National Historical Park. Date Completed 2019.

**Civil Rights Initiative – Archeological Investigations of Slave Housing at City Point, Grant's Headquarters City Point Unit, Petersburg National Battlefield, NPS, City of Hopewell, Virginia** - Project Manager and archaeologist. Provided project management expertise for the excavation of test units in four locations within City Point to look for evidence of former enslaved people's habitation sites. The excavation locations were chosen by the park based on previous excavations and geophysical surveys. Fieldwork was research oriented in purpose. Date Completed 2021.

**Phase II Archaeological Survey of 44FK0890 in Support of the Removal of Structure from Former Cedar Creek Campground Cedar Creek and Belle Grove National Historical Park, NPS, Frederic County, Virginia** - Project Manager and Co-author. Supervision of a Phase II Survey ahead of the demolition of a storage structure within Cedar Creek and Belle Grove Battlefield. Date Completed 2021.

**Phase I and Phase II Archaeological Investigations for the Newton Creek Tidal Mitigation Bank Project, RES, Chesapeake, Virginia** - Principal Investigator. Phase I/II investigations in Chesapeake, Virginia. Project consisted of metal detection, shovel testing, and unit excavations. A previously forgotten nineteenth century plantation foundation was identified. Date Completed 2018.

**Phase II Archaeological Investigations at Colonial National Historical Park, NPS, York County, Virginia** - Archaeologist. Phase II archaeological survey at Colonial National Historical Park, York County, VA adjacent to the Shiloh Baptist Church and Yorktown Battlefield ahead of vegetation clearing activities. Date Completed 2018.

**Phase IB/II Archaeological Excavations, Thomas Stone National Historic Site, Port Tobacco, Maryland** - Archaeologist and report co-author. Phase IB/II survey including metal detection, shovel testing, trenching, and geophysical survey at THST. Metal detection was aimed at identifying evidence of enslaved person's cabins, trenching was aimed at identifying features associated with the main house, and geophysical surveys were done to identify if the family cemetery expanded beyond the known boundary. Date Completed 2020.

**Phase I Archaeological Excavations, Thomas Edison National Historical Site, NPS, West Orange, Essex County, New Jersey** - Field director and author. Shovel testing and unit excavation survey associated with a parking lot expansion at Thomas Edison National Historical Park. Date Completed 2020.

**A Phase I Archaeological Survey of a Proposed Electric Line Installation at Grant's Headquarters City Point Unit, Petersburg National Battlefield, NPS, City of Hopewell, Virginia** - Project Manager and co-author. Excavation of a 45-ft by 18-in trench ahead of the installation of proposed electric line from the Appomattox Manor House. Date Completed 2020.

**Phase I/II Archaeological Survey for GWMP-MVT (6) including Site 44FX2551, George Washington Memorial Parkway, VDOT, NPS, and FHWA, Fairfax County, Virginia** - Principal Investigator. A Phase I/II archaeological survey of two Middle Woodland sites in Fairfax County, VA. Project consisted of shovel testing and unit excavation at close intervals. Date Completed 2018.

**Phase I Archaeological Surveys for Maintenance Structure Construction and Hog Pen Replacement Projects, Booker T. Washington National Monument, NPS, Franklin County, Virginia** - Project Manager and Co-author. Led excavations of shovel test units at two locations at the monument ahead of expected site upgrades. Date Completed 2020.

**Supplemental Phase II Archaeological Evaluations of Historic Site 44AP0058, ADA-Compliant Parking Area and Path Project, Appomattox Court House National Historical Park, NPS, Appomattox County, Virginia** - Project Manager and Co-Author. Supervised excavations in the lane behind the McLean House to determine if intact soil strata contained culturally significant features and if so, their extents. Date Completed 2020

**Phase I Archaeological Survey for Technical Support for DR-4426-AL Alabama Severe Storms, Straight-line Winds, Tornadoes, and Flooding, FEMA, Jackson County, Alabama** – Principal Investigator and co-author. Phase I survey of a FEMA temporary debris storage facility survey. Date Completed 2022.

**Evaluative Archaeological Test Excavations at Site 9DU3, FEMA, Radium Springs, Dougherty County, Georgia** -Archaeologist and report author. Phase I survey of a former temporary debris storage facility. Date Completed 2020.

**Moon House Phase I Survey, Appomattox Court House National Historical Park, NPS, Appomattox County, Virginia** - Field director and report author. Phase I survey involving metal detecting and shovel testing within Appomattox Court House National Historical Park. Date Completed 2020.

**Phase III Archaeological Data Recovery of Site 44JC1024 for the Skiffes Creek Connector Project, VDOT, James City County, Virginia** - Field Director and author. Field Directed excavations of possible features associated with agricultural activities at Site 44JC1024. Date Completed 2020.

**Phase II Archaeological Evaluations at Six Previously Recorded Sites associated with the 1651 Green Mount Parkway Project, Langan, James City County, Virginia** - Archaeologist and report contributor. Phase II investigations of sites associated with private development in James City County. Development property is on the site of former plantation property with potential for outhouse features. Date Completed 2019.

**Phase II Archaeological Evaluation of Sites 44JC0664 and 44JC1024 for the Skiffes Creek Connector Project, VDOT, James City County, Virginia** - Archaeologist and report contributor. Phase II evaluations of two sites within the right-of-way of a road connector. Project consisted of unit excavations and shovel testing. Date Completed 2019.

**Phase II Archaeological Evaluations Associated with the Belle Isle Shoreline Project, VDOT, Lancaster County, Virginia** - Principal Investigator and author. Phase II archaeological evaluation of parts of two sites in Lancaster County, VA. Excavations consisted of shovel testing, trenching, and unit excavation. Date Completed 2018.

**I-64 Hampton Roads Crossing Expansion Project, VDOT, Cities of Hampton and Norfolk, Virginia** - Field director. An approximately 12-mile Phase I archaeological survey including the reinvestigation of a stretch of a NRHP-eligible prehistoric district. Project extends on either side of the HRBT. Date Completed 2017.



MAINE HISTORIC PRESERVATION COMMISSION  
55 CAPITOL STREET  
65 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333

JANET T. MILLS  
GOVERNOR

KIRK F. MOHNEY  
DIRECTOR

June 24, 2024

Mr. Nick Arnhold  
JMT  
9201 Arboretum Parkway  
Suite 310  
Richmond, VA 23236

Project: MHPC# 1030-24 Coburn Gore LPOE  
Environmental Assessment  
Town: Coburn Gore, ME

Dear Mr. Arnhold:

In response to your recent request, the Commission has reviewed the information received May 29, 2024 to initiate consultation on the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA).

Architectural Resources

As you stated in your letter, the 1935 LPOE, and the two 1931 residences are listed in the National Register of Historic Places. In 2017, the GSA consulted with our office regarding the eligibility of the two 1967 residences. At that time, our office made the determination that the two 1967 residences were potentially eligible as contributing structures to the National Register listed LPOE Historic District. Please see attached.

In addition, depending on the proposed APE for the project, an architectural survey may be necessary in order to determine if there are any other buildings, 50 years or older, that may be impacted by the proposed project.

Prehistoric Archaeology

With regard to the six reports requested in your May 29, 2024 letter, only one of them (#3560, Rt 27 widening survey) is even remotely relevant. The northern terminus of this Rt 27 survey project was 4 ½ miles from the LPOE.

Historic Archaeology

A search of maps for the project found no occupation by 1861. There is no Atlas map from the later 19th century, so it is unclear when there may have been historic residents. From the research provided by JMT the earliest occupation at the border crossing dates to the early 1930s. Certainly if a refuse area associated with workers at the border crossing could be identified, then such could be considered significant due to its specific association. Thus, survey work in the area should include searching for such features/deposits. The Arnold Trail passes along the west side of the northern end of Arnold Pond, so that is well outside of the project area as was noted by JMT.

Please contact Megan M. Rideout of our staff if we can be of further assistance in this matter.

Sincerely,

Kirk F. Mohney  
State Historic Preservation Officer



GSA New England Region

February 3, 2026

Mr. Kirk F. Mohney  
Maine State Historic Preservation Officer  
55 Capitol Street  
65 State House Station  
Augusta, ME 04333

Re: IIJA Program – Repair and Alteration<sup>1</sup> of  
Coburn Gore Land Port of Entry (LPOE)  
6092 Arnold Trail – State Route 27  
Coburn Gore, Franklin County, ME 04936

Dear Mr. Mohney:

Pursuant to the 2021 Infrastructure Investment and Jobs Act (IIJA), the U.S. General Services Administration (GSA) is planning to expand and modernize the Coburn Gore Land Port of Entry (LPOE) to meet current U. S. Customs and Border Protection (CBP) program requirements.

Funded by the Public Buildings Act of 1926 and designed by the Treasury Department's Office of the Supervising Architect, under the direction of James A. Wetmore, the Coburn Gore LPOE was constructed in 1931. The facility consists of a one and one-half story Colonial Revival style, gable roof brick masonry-clad main building, with two four-bay garage wings at either side, along with two free standing residences, also constructed in 1931. These three structures were included in the 2014 multi-property submission and are listed in the National Register of Historic Places, NR#.14000558

The Bureau of Customs, Division of Technical Services oversaw the design and construction of two additional residences in 1967. From your letter of November 13, 2017, the two 1967 residences were evaluated as potentially historically significant and eligible for listing but are not in the National Register.

In compliance with Section 106 [36 CFR § 800.3] of the National Historic Preservation Act, GSA is initiating consultation on the proposed demolition of the existing Coburn Gore LPOE and all four residences to allow construction of a replacement LPOE and CBP Housing on the same site (the Project), described below and in the enclosed Documentation Attachment prepared by Dattner Architects dated February 3, 2026.

As we discussed during our in-person meeting on October 19, 2023, the Coburn Gore LPOE facility does not meet the current operational needs of CBP.

---

<sup>1</sup> Please note that the project title of Repair and Alteration is standard GSA language for LPOEs included in the program throughout the US.

**U.S. General Services Administration**  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street  
Boston, MA 02222  
[www.gsa.gov](http://www.gsa.gov)

### **Project Background: CBP Requirements**

CBP operational requirements have changed significantly since the facility was constructed. To meet these operational needs, the Project must:

- Improve CBP officer and traveler safety
- Provide clear lines of sight to the border and inbound traffic
- Increase vehicle and pedestrian processing capacity and efficiency
- Reduce traffic queues and travel delays from both directions
- Create safe and separate routes for pedestrians and vehicles
- Increase program areas required for CBP function in the main facility
- Provide housing for CBP officers due to the remote site

### **Alternatives Considered During NEPA Process**

The proposed Project is located at 6092 Arnold Trail – State Route 27 in Coburn Gore, Franklin County, Maine. In addition to the existing LPOE facility parcel, the proposed undertaking would acquire portions of adjacent parcels.

GSA has prepared a Final Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) as part of the ongoing National Environmental Policy Act documentation for the Project. GSA and CBP studied two Action Alternatives and a No Action Alternative as described in the Draft EA. The Action Alternatives were evaluated but not carried forward due to site constraints, operational requirements, and concern from the Coburn Gore community to maintain continuity of through traffic on Route 27 and access to the existing gas station. The proposed alternative is depicted in the enclosed Documentation Attachment.

GSA conducted a 30-day Draft EA public comment period from May 22 to June 23, 2025, and hosted a public comment meeting on June 12, 2025. GSA previously hosted public scoping meetings on October 26, 2023, and June 27, 2024. GSA is currently completing the FONSI.

### **Undertaking (Proposed Action Alternative under NEPA)**

The Project will involve the demolition of the historic LPOE to:

- Meet required site lines to the border and inbound traffic.
- Expand State Route 27 roadway to create two dual use inbound lanes, one oversized inbound lane, and one outbound lane with 100' of straight pavement in advance of booths for non-intrusive inspection equipment.
- Balance cut/fill quantities to allow proper drainage across the expanded site.
- Provide sufficient area for an expanded facility to meet CBP program needs
- Provide housing for CBP officers

### **Area of Potential Effect**

The Area of Potential Effect (APE) includes the entirety of the existing LPOE facility boundary, Parcels 2-1 and 2-2, plus the portions of parcels 1-1, 1-1.1, 1-2.1, 2-4, 2-5, 2-6, 2-7, 2-8, 2-10, 2-11, 2-35, 2-12.1, 2-12.2, 2-12.3, 2-12.4, 2-33, and 2-37 that have been identified by the project as necessary for the expansion and construction activities. Within the APE, known historic properties include the NR-listed historic LPOE, the two NR-listed historic 1931 residences, and the two potentially NR eligible 1967 residences.

An archaeological survey prepared by TRC/Northeast Cultural Resources (TRC) for the Maine Historic Preservation Commission in 2008 states in the Field Inspection Results that:

The field inspection of the COB LPOE consisted of a walkover of the grounds and documentation of the structures and environment with photographs. The inspection did not identify any landforms considered sensitive for archaeological resources. No water bodies are present within the LPOE that might have attracted prehistoric inhabitants and no evidence for historic use of the area other than as a port of entry was identified. Based on the results of the inspection, we feel no intact archaeological resources are present within the COB LPOE. No further archaeological evaluation of the COB LPOE is recommended as its boundaries are currently defined.

GSA is investigating the acquisition of parcels adjacent to the LPOE but does not currently have right of entry. It is currently unknown if any of these parcels contain historic resources; however, GSA intends to complete necessary identification efforts for any archaeologically sensitive areas (ASAs) which will be subject to ground-disturbance activities once rights of way are secured.

Specifically, the areas are:

ASA 1 - Location of proposed Modernized LPOE. Impacts from cut/fill/grading activities

ASA 2 - Location of the proposed re-alignment of Big Island Road. Impacts from cut/fill/grading activities

ASA 3 - Area beyond the currently owned GSA LPOE property which was surveyed by Independent Archaeological Consulting (IAC) subcontracted by Technical/Resources/Consulting (TRC) in 2008 (Report enclosed)

Please see page 17 of the enclosed Documentation Attachment dated January 27, 2026, which outlines ASAs within the proposed project area, and the enclosed Johnson, Mirmiran & Thompson, Inc scope of work and planned shovel test locations.

We hope to obtain your concurrence on the enclosed documentation of the ASAs listed above as soon as possible so that after obtaining rights-of-entry to the parcels, our subconsultant will perform the shovel tests as described in their report. We hope to begin this work as soon as possible in spring 2026

#### **Determination of Effect**

GSA has determined that, pursuant to 36 CFR 800.5(b), demolition of the existing Coburn Gore LPOE facility, including the main building and four residences, will have an unavoidable **Adverse Effect on Historic Properties** due to the CBP requirement to effectuate border security.

To resolve known adverse effects and agree upon a treatment plan to mitigate potential unknown effects, GSA would like to initiate consultation to discuss opportunities to minimize and mitigate effects upon historic properties. Upon your concurrence with our Determination of An Adverse Effect, GSA will notify the Advisory Council on Historic Properties to invite them to participate in the consultation and will schedule a consulting parties meeting with you and the ACHP in the near future.

Should you have any concerns or questions regarding these documents, or if I may provide any further information, please do not hesitate to call me at (617) 571-0546 or email me at [elizabeth.mees@gsa.gov](mailto:elizabeth.mees@gsa.gov).

Sincerely,



Elizabeth Mees, AIA, IIDA, LEED AP  
Historic Preservation  
Office of Engineering  
Public Buildings Service  
US General Services Administration  
[elizabeth.mees@gsa.gov](mailto:elizabeth.mees@gsa.gov)

**U.S. General Services Administration**  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, Suite 1100  
Boston, MA 02222  
[www.gsa.gov](http://www.gsa.gov)

Enclosures: IIJA –ME-Coburn Gore LPOE -

Dattner Architects  
Documentation Attachment February 3, 2026

IAC/TRC Memorandum Summary Report of Field Investigation  
dated March 2008

Johnson, Mirmiran & Thompson, Inc.  
Phase 1 Archaeological Survey – Coburn Gore Land Port of Entry  
January 2026

cc:

Melissa Wiedenfeld, CBP  
Sharon Feeney, PAAF  
Carol Chirico, LD  
Carey Bergeron, LD  
Scott Fuller, PT1A  
Michael Franzese, PMAC  
Brian Fuller, PMAC  
Eugene Mozzoni, PXCAA



MAINE HISTORIC PRESERVATION COMMISSION  
55 CAPITOL STREET  
65 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333

JANET T. MILLS  
GOVERNOR

KIRK F. MOHNEY  
DIRECTOR

February 24, 2026

Ms. Elizabeth Mees, AIA, IIDA, LEED AP  
Historic Preservation Officer  
New England Region  
US General Services Administration  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street  
Boston, MA 02222

Project: MHPC #1731-23 Coburn Gore LPOE; Route 27  
Entry Modernization/expansion  
Location: Augusta, ME

Dear Ms. Mees:

I have reviewed the information received February 5, 2026 to continue consultation on the above referenced project. We are reviewing this project pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

Based upon the information submitted, I concur with GSA's finding that the proposed undertaking will have an adverse effect upon historic properties.

Our office has reviewed the scope of work dated January 2026 and we concur with the scope of work outlined for the Phase I archaeological survey within the proposed APE.

Please do not hesitate to contact me if you have any questions regarding this matter.

Sincerely,

Kirk F. Mohney  
State Historic Preservation Officer

**CRITICAL ACTION  
DETERMINATION LETTER**



U.S. General Services Administration

## Critical Action Determination Letter

Thomas C. Brown, Jr.  
U.S. Customs and Border Protection  
6650 Telecom Drive, Suite 210  
Indianapolis, IN 46278

Subject: Flood Mitigation - Determination of Facility as a Critical Action Facility or  
Non-Critical Action Facility

Dear Mr. Brown:

We are requesting a determination from CBP on whether the future Coburn Gore LPOE facility will be considered a "Critical Action" facility.

The Department of Homeland Security Federal Emergency Management Agency has defined a facility as "Critical Action" when even a slight chance of flooding is too great.

We have provided additional information to assist you in determining whether or not your facility is a Critical Action facility below. This determination is necessary because GSA's P100 sets requirements for Building enclosure and electrical equipment placement based on whether a facility is a "critical action" or not.

GSA's baseline requirement for a building enclosure is to locate the Non Critical facilities above the 100-year base flood elevation + 2 feet. **Critical Action facilities** must be elevated above the 1% annual chance (100-year) base flood elevation + 3 feet, or the 0.2% annual chance flood (500-year) elevation, whichever is higher. In addition the P100 requires that electrical equipment for facilities classified as **Critical Action Facilities** must be located five feet above the 500 year flood plain.

The determination of a Critical Action Facility will have a direct impact on the design and construction costs of the new facility.

Please use the enclosed form to designate whether or not your agency considers its proposed use to be a critical action, sign in the space provided, and return to me via e-mail no later than October 10, 2023.

If you have any questions, please contact me at (617)416-6378 or [eugene.mozzoni@gsa.gov](mailto:eugene.mozzoni@gsa.gov).

Sincerely, Eugene R  
Mozzoni

 Digitally signed by Eugene R. Mozzoni  
Date: 2023.09.26 09:38:42 -04'00'

Eugene Mozzoni, Maine LPOE Project Executive  
U.S. General Services Administration

Thomas P. O'Neil, Jr. Federal Building  
10 Causeway Street, 11<sup>th</sup> Floor  
Boston, MA 02114  
[www.gsa.gov](http://www.gsa.gov)

## **Enclosure to Critical Action Determination Letter**

Based on the definition of critical actions below, please have your agency's national or regional facilities representative or other designated official indicate their selection and sign in the space provided.

A **critical action** is any activity for which even a slight chance of flooding would be too great.

Examples of actions that may be critical actions include, but are not limited to:

- Storage of national strategic and critical material
- Storage of irreplaceable records
- Acquisition of health facilities for client agencies
- Child care facilities
- Public benefit conveyances for schools, prisons, and some other institutional uses
- Site acquisition and construction of new courthouses
- Storage of volatile, toxic, or water-reactive materials
- Construction or operation of hospitals and schools
- Construction or operation of utilities and emergency services that would be inoperative if flooded

Additional considerations for critical actions include:

- If flooded, would the proposed action create an added dimension or consequence to the hazard?
  - Is the action a structure or facility producing or storing highly volatile, toxic, radioactive, or water-reactive materials?
- If the action involves structures such as hospitals, nursing homes, prisons, and schools, would occupants of these structures be sufficiently mobile and have available transport capability to avoid loss of life and injury given the flood warning lead times available?
  - Would emergency services functions be delayed or unavailable as a result of the location of the action?
  - Are there routes to and from the structure that would be inaccessible during a flood and hinder evacuation?
  - Would the location of the structure result in unacceptable hazards to human safety, health, and welfare of the occupants?
- Would essential or irreplaceable resources, utilities, or other functions be damaged beyond repair, destroyed, or otherwise made unavailable?
  - Would utilities, critical equipment, systems, networks, or functions be damaged beyond repair or destroyed?
  - Would physical or electronic records without backups or copies be destroyed or made unavailable as a result of where these items are located in a structure?
  - Would national laboratory research activities or items of significant value to research communities be damaged or destroyed as a result?

- Would items or structures of substantial cultural significance be damaged, destroyed, or otherwise harmed?
- Would the damage or disruption from a local flooding event lead to regional or national catastrophic impacts (e.g., a port being closed for a period following a storm event, which has an impact on transportation of goods nationally)?
- Would damage or disruption to a given facility or infrastructure component have potential for cascading damage or disruption to other facilities and infrastructure classes, some of which may already be stressed by flood conditions (e.g., electricity outage due to substation damage resulting in wastewater treatment facility shutdown or gasoline pump outage)?

On behalf of U.S. Customs and Border Protection:



This agency DOES consider its proposed use (as described above and based on the definition) to be a Critical Action and cannot be located in the 500-year floodplain.



This agency DOES NOT consider its proposed use (as described above and based on the definition) to be a Critical Action and can be located in the 500-year floodplain.

---

**ANTHONY J  
PALAZZETTI**

Digitally signed by ANTHONY J  
PALAZZETTI  
Date: 2023.09.28 09:26:13  
-04'00'

Date 9/28/23

Signature

Name and Title A. J. Palazzetti, ADFO Mission Support  
Boston Field Office

**APPENDIX C: DRAFT EA PUBLIC COMMENT AND GSA  
RESPONSE MATRIX AND TRANSCRIPT**

## COMMENTS RECEIVED ON THE DRAFT EA AND GSA'S RESPONSES

This section is organized by date of when a comment was submitted either in writing, or verbally at the public hearing. Each subsection below begins with the original comment submission as received by GSA. Following each comment is GSA's response. Official agency correspondence (letter or email) is retained in the administrative record. Comments made at the public hearing and the corresponding GSA response were modified for clarity. No substantive changes to the comments or responses were made. Additional responses to comments made at the public hearing are added below and called out as 'additional responses.' Please refer to the official transcript of the public hearing for verbatim comments and responses.

### **Agency Comment - Email 5/30/2025 (Category: Land Use and Zoning) Land Use Planning Commission, Billie J. Theriault**

**Comment:** Thank you for providing information on the Draft Environmental Assessment for this project in Coburn Gore Twp., Maine, which is under the jurisdiction of the Land Use Planning Commission. Please see the attached letter sent for this project in November 2023, which is still applicable. At this point, we have two general questions.

1. Will the project ultimately be located on property owned by the U.S. Government (or will there be some sort of lease from another owner(s)?
2. If owned entirely by the U.S. Government, does the government intend to pursue rezoning and/or permitting with the Land Use Planning Commission and the Department of Environmental Protection (MDEP), if applicable, and/or are they intending to comply with state standards on their own?

Please continue to keep us in the loop on the process, particularly if you intend to seek rezoning or permitting as this will involve assigning this project to a lead staff person to work with you.

Thank you.

**GSA Response:** The project will be located on property solely owned by the U.S. Government.

For project background, the purpose of the Project is to expand and modernize the Coburn Gore LPOE (Existing LPOE) to improve the operational efficiency, safety, and security of U.S. Customs and Border Protection. A Land Port of Entry (LPOE) provides controlled entry into or departure from the United States for persons or materials, and the location is thus dictated by two things: the location of the International Border with Canada (in this case), and the location of the roadway that crosses the International Border.

As you stated in the November 6, 2023 letter, federal agencies are exempt from zoning requirements under 40 U.S.C. §3312 and therefore will not be pursuing a rezoning permit with the Land Use Planning Commission. Due to the nature and function of the LPOE as described above, the location cannot be altered by a state agency as intended by the Site Law. GSA relies in good faith on precedent, including recently constructed LPOEs at Madawaska, Van Buren, and Calais, that GSA has not been required to comply with the Maine Site Law.

GSA will comply with substantive and procedural requirements with respect to environmental regulations. GSA's contractor will determine if permits will be pursued through the Land Use Planning Commission or the Maine DEP permit process for any necessary permits including, but not limited to, wetlands, stormwater, and any additional identified permits.

**Agency Comment - Letter dated 11/6/2023 attached to the email sent 5/30/2025 (Category: Land Use and Zoning)**  
**Land Use Planning Commission, Tim Beaucage**

**Comment:** Based on our review of the brief project scope, the LUPC offers the following feedback:

1. In accordance with Title 12, Section 685-B,1-A,B-1, the Maine Department of Environmental Protection (Maine DEP) regulates development of state or regional significance (i.e., Site Law projects) within the Unorganized and Deorganized Territories of Maine. In these cases, the Commission must certify that the proposed development is an allowed use within the subdistrict or subdistricts for which it is proposed and the proposed development meets any land use standard established by the Commission that is not considered in the Maine DEP review. Ultimately, the Maine DEP makes all determinations whether projects are reviewed under Site Law.
2. Timber harvesting, in all but development subdistricts, is regulated by the Maine Forest Service.
3. While the federal government, as the property owner and applicant, must obtain a development permit from state agencies with respect to environmental regulations, federal agencies are exempt from zoning requirements. However, we have conducted a high-level review of the project scope for compatibility with existing subdistricts and uses. This review is intended only to identify matters for GSA to consider, not to imply state zoning authority with respect to this project.
4. Zoning Subdistricts Present in the Project Area:
  - a) General Development Subdistrict (D-GN) (Section 10.21,C) – A small portion of the study area, and some neighboring land, are designated as D-GN subdistrict. Depending upon selected options and the intended facility amenities and layout, designation of the project area as D-GN (in-part or in-whole) may be necessary.
  - b) Residential Development Subdistrict (D-RS) (Section 10.21,J) – The study area includes portions, and is contiguous to neighboring land, designated as the D-RS subdistrict. Consideration should be given to how to buffer any activities from existing residential uses. To the degree that selected alternatives include the relocation of residential development, land involved may need to be zoned to a more appropriate land use district.
  - c) General Management Subdistrict (M-GN) (Section 10.22,A) – The study area is primarily designated as the M-GN subdistrict. This zone is applied to nearly 80% of the Commission's service area, and it does not indicate that there are specific protected resources present. Portions of the three project alternatives may qualify

as an allowed use; however, more information would be necessary to make any specific determinations.

d) Shoreland Protection and Wetland Protection Subdistricts (P-SL and P-WL) (Sections 10.23(L) and (N)) – While available public data does not indicate wetlands are present within the study area, any wetlands identified on-site would be regulated as P-WL subdistrict. Additionally, areas within 75 feet of a wetland are regulated as P-SL2 subdistrict. While it is likely that few (if any) activities will technically occur within the P-SL or P-WL subdistricts, the project as a whole is neither an allowed use, nor compatible with the subdistrict purposes. Additionally, we note that impacts to wetlands, regardless of Commission zoning, likely would be considered through application of any state or federal environmental regulations, such as would likely occur through the Maine DEP permit process.

Changes to land use district boundaries, if warranted, would be addressed separate from a permit approval process for construction activities.

5. The study area and neighboring properties include a range of uses (e.g., recreational trails or primitive recreation, habitat, residential, and nonresidential development), many of which are likely to require adequate buffering to be compatible with neighboring uses. While some uses within the anticipated LPOE may be distant from property boundaries, which may aid in addressing compatibility with neighboring uses; sufficient information is currently available. Consideration should be given to the development type, intensity, and final location so that conflicts may be avoided, minimized, or otherwise addressed.

**GSA Response:** Please see GSA response in the comment above.

**Public Comment - Email 6/1/2025 (Category: Visual and Recreational Resources)  
Longfellow Mountains Heritage Trails, Larry Warren**

**Comment:** Our focus has been on the opportunity for recreational access to and thru the port for motorized and non-motorized access, to include xc skiing, hiking, bicycles- both electric and traditional, snowmobiles and atv's. In addition, informational kiosks with trail maps and user information and instructions for border crossing procedures and requirements is an element of high importance. Please be advised that we are available to provide detailed information on proposed trail location and management and would greatly appreciate trail corridor acquisition assistance with the Coburn Gore Twp to connect with other corridors south to Eustis and Carrabassett Valley, ME. Local concerns regarding trail monitoring and compliance with State and Federal regulations is an issue of high importance in the region. Please feel free to contact me to coordinate detail planning and acquisition requirements. Thank you.

**GSA Response:** GSA would like to request the proposed location of the trail. GSA will coordinate with the Longfellow Mountains Heritage Trails organization through final design to discuss recreation access through the LPOE.

**Agency Comment - Letter 6/12/2025 (Category: Biological Resources)  
State of Maine Department of Inland Fisheries & Wildlife, Andrew Wood**

**Comment:** Per your request received on May 23, 2025, we have reviewed current Maine Department of Inland Fisheries and Wildlife (MDIFW) information sources for known locations of Endangered, Threatened, and Special Concern (Rare) species; designated

Essential and Significant Wildlife Habitats; inland fisheries and aquatic habitats; and other protected natural resource concerns within the vicinity of the Coburn Gore Land Port of Entry, Coburn Gore project, pursuant to MDIFW's authority. MDIFW understands the project proposes expansion of an existing Land Port of Entry on 14.11 acres. For the purpose of this review, MDIFW presumes tree clearing and/or trimming would occur. Please note that as project details are lacking, our comments should be considered preliminary.

Our Department has not mapped any Essential Habitats that would be affected by this project.

### *ENDANGERED, THREATENED, AND SPECIAL CONCERN SPECIES*

#### **Bat Species**

Of the eight species of bats that occur in Maine, four species are afforded protection under Maine's Endangered Species Act (MESA, 12 M.R.S 12801 et. seq.): little brown bat (State Endangered), northern long-eared bat (State Endangered), eastern small-footed bat (State Threatened), and tri-colored bat (State Threatened). The four remaining bat species are designated as Species of Special Concern: big brown bat, red bat, hoary bat, and silver-haired bat. While a comprehensive statewide inventory for bats has not been completed, based on historical evidence it is likely that several of these species occur within the project area during spring/fall migration, the summer breeding season, and/or for overwintering. However, our Department does not anticipate significant impacts to any of the bat species as a result of this project.

#### **Roaring Brook Mayfly & Northern Spring Salamander**

In previous coordination (ERID# 7170-8738), MDIFW noted the possibility of occurrence of Roaring Brook mayfly (State Threatened) and Northern Spring Salamander (State Species of Special Concern). Based on materials submitted by the Applicant, no streams were found within the project area. Accordingly, MDIFW anticipates minimal impacts to these species as a result of project activities.

### *SIGNIFICANT WILDLIFE HABITAT*

#### **Significant Vernal Pools**

At this time MDIFW Significant Wildlife Habitat maps indicate no known presence of Significant Vernal Pools (SVPs) in the project search area. However, a comprehensive statewide inventory for Significant Vernal Pools has not been completed. SVPs are not included on MDIFW maps until project areas have been surveyed using approved methods and the survey results confirmed. Therefore, their absence from resource maps is not necessarily indicative of an absence on the ground. Based on materials submitted by the Applicant, a wetland delineation was completed, but no information was provided on whether these wetlands were potential vernal pools. If any were considered potential vernal pools, MDIFW recommends that surveys for vernal pools be conducted within the project boundary by qualified wetland scientists prior to final project design to determine whether there are Significant Vernal Pools present in the area. These surveys should extend up to 250 feet beyond the anticipated project footprint because of potential performance standard requirements for off-site Significant Vernal Pools, assuming such pools are located on land owned or controlled by the applicant. Once surveys are completed, survey forms should be submitted to our Department for review well before the

submission of any necessary permits. MDIFW will need to review and verify any vernal pool data prior to final determination of significance.

### *AQUATIC RESOURCES*

#### **Fish Habitat**

Based on materials submitted by the Applicant, there are no streams within the Project area. Accordingly, MDIFW anticipates minimal impacts to inland fish habitat as a result of project activities.

This consultation review has been conducted specifically for known MDIFW jurisdictional features and should not be interpreted as a comprehensive review for the presence of other regulated features that may occur in this area. Prior to the start of any future site disturbance, we recommend additional consultation with the municipality, and other state resource and regulatory agencies including the Maine Natural Areas Program and the Maine Department of Environmental Protection in order to avoid unintended protected resource disturbance. For information on federally listed species, contact the U.S. Fish and Wildlife Service's Maine Field Office (207-469-7300, [mainefieldoffice@fws.gov](mailto:mainefieldoffice@fws.gov)).

**GSA Response:** Thank you for your comment. Professional Wetland Scientists, with GSA oversight, conducted jurisdictional water delineations in October 2023 (north of The Arnold Trail) and in December 2023 (south of The Arnold Trail). These delineations did not identify vernal pools or wetland features that could potentially be vernal pools.

#### **Public Comment - Public Meeting 6/12/2025 (Category: Traffic and Transportation) Steve St. Jean - Chairman of the Select Board - Eustis**

**Comment:** Concern regarding traffic and transportation, especially downstream. Right now, our fire department and our rescue is in Coburn Gore a lot, and if we're going to add 50 percent more traffic, what are the provisions that the Federal Government and the GSA has in place to help us take care of that and further downstream?

Transportation and traffic for the whole Route 27 corridor is a real, huge concern. The folks in Farmington are concerned about the increased traffic. We've got to address the traffic concern, because we know it's coming, before we send more traffic down through, because once you start sending traffic, it's twice as hard to fix the problem.

Not to beat a dead horse, but I think there's such shortsightedness with the no effect on traffic, or a beneficial effect on traffic. I understand it's beneficial at the LPOE, but very shortsighted not to think about traffic and the impact downstream from that. Like I said, our fire and rescue here in town is up there all the time now in the wintertime. There's always trucks that have flopped on their side. And with the increased traffic, we can't afford to keep running up there. We don't have any money. And I just think it's very shortsighted not to look at the potential impact downstream.

#### **GSA Response:**

*Public Meeting Response:*

GSA is working with the designers to recognize the remoteness of the LPOE. The LPOE will be fully furnished with self-contained fire-protection systems. The intention is to design the port to be as fully self-protected as possible.

*Additional Response:*

The funding for the project is solely dedicated for the improvement in the LPOE. Funding does not include improvements to the areas beyond the LPOE.

There is no expectation that modernizing the LPOE will lead to the increase of traffic. Traffic may increase as a result of normal population increases or economic growth in the area, but these increases would not be a result of modernizing the LPOE. Modernizing the LPOE is intended to increase vehicle processing efficiency.

The existing LPOE is undersized and does not function to CBP's LPOE design standard and operational requirements. This creates operational, safety, and security risks.

**Public Comment - Public Meeting 6/12/2025 (Category: Cultural and Tribal Resources and Utilities)**

**J.D. LaPoint**

**Comment:**

- 1) I'd like to know what you mean by cultural and tribal resources.
- 2) Where will you be taking your hydroelectric power Phase III from, from Canada or from Stratton?

**GSA Response:**

*Public Meeting Response:*

The LPOE was constructed in the 1930s and is a historic resource listed on the National Register of Historic Places. GSA will coordinate with the Maine State Historic Preservation Office in terms of effects related to demolition and the associated mitigation.

The port will require three-phase power, which will be sourced from Hydro-Quebec.

**Public Comment - Public Meeting 6/12/2025 (Category: Traffic and Transportation and Socioeconomic Resources)**

**Bob Carlton - Franklin County Commissioner**

**Comment:**

- 1) We gathered up all the communities that live on the Route 27 corridor from Eustis all the way to Farmington to talk about the impacts. When Poland Springs opened their plant in Kingfield, it was a big deal, a lot of truck traffic. If you travel Route 27 on a regular basis, you see them on the side. So we had more trucks. We had more problems. I was on a call today with Maine Motor Transport Association. They're willing to work with us. We're working with Susan Collins' office, Jared Golden, and Angus King's office to try to help us here, because I can't stress enough how -- what the potential problem could be. When you get to Kingfield, and you have to make -- some of the traffic will go left onto Route 16. It's a single-lane bridge. It's a hard corner for traffic now. So we're trying to get out ahead of it. We tried to get some numbers from Customs and Border Patrol just to give us an idea of what the traffic is now and what we can anticipate, and it was a big no. We're going to meet Meghan Russo from MaineDOT. Mike Soboleski, he's our local representative, he and I are going to meet with Meghan very soon to try to get

some traffic data. When you get to the end of Route 27, you hit Route 4, and sometimes the trucks stop there, sometimes they don't, they just keep going into the river. So I can't stress it enough that – work with us, we'll work with you, but we're going to need some -- and the plan is in stages. You know, we need passing lanes, we need turnouts, we need shoulders, things like that. The State of Maine doesn't have any money. I'm going to say it again, the State of Maine doesn't have any money. And if we could get some federal dollars or your help with some federal dollars to do some work on this stuff, it would be great.

- 2) Where is the housing going to be for all these workers? There's already a housing shortage in Franklin County. There's a housing shortage throughout Maine. So bringing in all these workers, where are they going to stay?

**GSA Response:**

*Public Meeting Response:*

The project is in the conceptual design phase. As the project nears construction, GSA will investigate the logistics of bringing in skilled laborers to a remote area and investigate locations for temporary housing. The construction of the Madawaska LPOE had similar challenges that GSA was able to navigate.

GSA contracting is going through the process and solicitation of construction and construction support through the external website SAM.gov, which is the federal website for announcements.

*Additional Response:*

The funding for the project is solely dedicated for the improvement of the LPOE. Funding does not include improvements to the areas beyond the LPOE.

The housing program for the LPOE is solely for use by CBP officers. GSA will discuss impacts of the housing program with the abutting businesses, residences, and other stakeholders.

**Public Comment - Public Meeting 6/12/2025 (Category: Cultural and Tribal Resources, Hazardous Materials, Alternatives, and Traffic and Transportation)**  
**Steve Arner**

**Comment:** I have a couple of questions, which hopefully we can address,

- 1) With the two residences that are on the national registry and the facility itself. I don't know how we can say with a straight face there's no impact if they're going to be demolished. I understand there was mitigation measures. I wasn't sure what those would be considered. Like, would it be, like, a cultural marker or something that people could see a display about it. I just wasn't sure what that kind of thing would entail.
- 2) And the second question would be, I know there's a landfill that was located apparently that was discovered there, and I'm wondering if that's going to have to be disturbed for the construction or not. It seems like we really don't know what that's going to look like.
- 3) Third, my concern -- I know this is an EA, not a full-blown environmental-impact statement, but there was some discussion of other alternatives that was

considered. I just think in general, if you're discussing the alternative being do it or not do it, it's not really a meaningful consideration of alternatives. So I would just emphasize that you did consider other alternatives.

- 4) And finally, echoing other concerns about traffic, even in the environmental assessment, it says we don't have data for some of the traffic, and yet, the conclusion is just that there will be no impact to traffic, and I don't see how you make that claim with a straight face with no discussion of impact from traffic anywhere, other than just an assertion that there won't be any. When one of the goals is to increase the capacity of the crossing, it seems like common sense that this is going to have traffic impacts that we're all concerned about.

**GSA Response:**

*Public Meeting Response:*

GSA will coordinate with the Maine State Historic Preservation Office for the official determination of effect related to demolition and the associated mitigation.

Regarding the landfill, once the project is closer to the final design, we'll have a better idea of what land will be impacted by earthwork.

Alternatives that are dismissed early in the design process due to major adverse impacts, high costs, or construction limitations, are not taken forward for further analysis in the Environmental Assessment. Alternatives that remain under consideration are taken through the complete NEPA process.

*Additional Response:*

GSA will continue to conduct due diligence within the proposed project area such as environmental assessments at the former landfill.

There is no expectation that modernizing the LPOE will lead to the increase of traffic. Traffic may increase as a result of normal population increases or economic growth in the area, but these increases would not be a result of modernizing the LPOE. Modernizing the LPOE is intended to increase vehicle processing efficiency.

The existing LPOE is undersized and does not function to CBP's LPOE design standard and operational requirements. This creates operational, safety, and security risks. Addressing these concerns is a primary purpose of the proposed action.

**Public Comment - Public Meeting 6/12/2025 (Category: Traffic and Transportation)**

**Gas Station Owner**

**Comment:** Concerns regarding traffic flow through and around the LPOE. Questions regarding the color coding of Figure 2-1 of the EA.

Can you confirm that that can accommodate traffic? Have you tested that the turn works for large trucks? When they have to come back from Canada is there a stop, check right and left side, to come back at your left? I don't understand.

**GSA Response:**

*Public Meeting Response:*

During the public meeting, GSA clarified the colors and directions shown on the figures of the Draft EA, as it pertained to traffic flow and movement. The blue arrows show outbound

traffic movement. The green arrows show inbound traffic movement. The black arrow shows local traffic movement to access businesses.

The design of the LPOE shown in the Draft EA is conceptual. Traffic flow will be designed to follow CBP requirements for security. GSA will continue to review the traffic flow to accommodate all vehicle types including lumber/logging trucks. The studies of traffic flow were based on logging trucks as the predominant vehicle size. GSA will continue to engage with stakeholders through final design.

**Public Comment - Public Meeting 6/12/2025 (Category: Traffic and Transportation)**  
**Mylene Pepin - Pepin Lumber Office**

**Comment:** What I understand is that there's two roads, blue road and pink road. Our truck drivers coming from the U.S. needing to come to the office will go straight on the pink road, pick up their paperwork. Can they go straight, or do they have to turn around? And have they thought about instead of going two roads, just a lane so that we can go to the office from the blue road instead of cutting through roads that you have to maintain?

**GSA Response:**

*Public Meeting Response:*

Having one lane may be a security issue.

*Additional Response:*

Due to CBP security requirements, GSA must separate the outbound lane as part of the LPOE campus. The access road and outbound lane cannot be the same road, and must be distinct.

GSA will continue to review the traffic flow to accommodate all vehicle types including lumber/logging trucks. GSA will continue to engage with stakeholders, including the timber company, through final design.

**Public Comment - Public Meeting 6/12/2025 (Category: Traffic and Transportation)**  
**Joe Dumais**

**Comment:** So me and a couple of my buddies here happen to own three of the five little houses in that little village, and you've moved that intersection where you've moved the Big Island Road much closer to us. Where you purport to have Big Island Road merge with the incoming and the outgoing traffic, you might as well put a traffic circle there and move our houses somewhere else.

I mean, you have some fixed properties here. You've got plenty of room that you could work with if you were to go into the woods and not displace us, because I mean, we have Jean Dupuis has lived here his entire life, and several of us have been here for, you know, going on 20 years. It's a quaint little, quiet little community, and what you've done is pushed your border crossing all the way into the little village -- we'll call it that -- and we think that this is ridiculous.

The other day, they were saying that this budget is up to \$140 million. I know you can't answer the question about where's the money going, but my God, \$140 million in 17 acres in this little piece of Maine, and these gentlemen here are talking to me about the traffic. If you did drive up Route 27, you could see where all the trucks are going off the road

every winter all the time. And those aren't little accidents. So, you know, we think this is kind of crazy. Is the alternative to not do anything still an alternative? You're going to have some votes there. And then if you've got to do it, I guess you're going to have to buy us out because you're basically going to put a traffic circle in our front door, and this is crazy.

**GSA Response:**

*Public Meeting Response:*

Thank you.

*Additional Response:*

GSA evaluated an alternative that would have positioned the Modernized LPOE north of The Arnold Trail and Big Island Road. The North Option did not meet the purpose and need of the project to improve CBP operations and security. In addition, this alternative would have required a significant amount of grading and earthwork due to the area's steep topography. The amount of earthwork needed for construction was determined to be cost-prohibitive. Therefore, this alternative was dismissed from detailed analysis.

The design of the LPOE shown in the Draft/Final EA is conceptual. Traffic flow will be designed to follow CBP requirements for security. GSA will take these comments into consideration through final design. GSA will continue to review the traffic flow to accommodate all vehicle types including lumber/logging trucks. GSA will continue to engage with stakeholders through final design.

Project funding is solely dedicated for the LPOE's improvement. Funding does not include improvements to areas beyond the LPOE.

**Public Comment - Public Meeting 6/12/2025 (Category: Traffic and Transportation)**

**Sue Davis**

**Comment:** I live on the house on that bridge that you mentioned in Kingfield that comes off of Route 16. I can tell you that at any time in the day, I can look out my window and I can see two, three, four trucks, logging trucks lined up to come across from Route 27 while three or four log trucks are waiting on Route 16 in front of my house waiting for them to make the 90-degree corner. And I can tell you also that when the towers were built up here in Coburn Gore, the wind turbines, when they shipped their blades up, they couldn't come up 16 because that corner is impossible. That bridge is – first of all, it's a historic bridge and turns into the historic neighborhood of historic houses.

**GSA Response:**

*Public Meeting Response:*

Thank you.

*Additional Response:*

The funding for the project is solely dedicated for the LPOE's improvement. Funding does not include improvements to areas beyond the LPOE.

**Public Comment - Public Meeting 6/12/2025 (Category: Socioeconomic Resources)**

**Audience Member**

**Comment:** Local labor, I mean, we've got some local contractors here. How is that going to work? I mean, do we get preferential treatment? I mean, I know the government has all

kinds of labor unions, all kinds of crazy laws. It's a little crazy as far as, you know, it has to be America-made, I think it was the term is, the construction material. I'm just curious if our local craftsmen and contractors get a shot at this.

I understand you'll have to have a large general contractor and things. I understand how that works, but, you know, quite often, you get large firms that come from Texas or God knows where, and they don't care about the locals. You see it all over the place. I feel like our local contractors, craftsmen, materials, you know, support our county, support our communities.

**GSA Response:**

*Public Meeting Response:*

Small businesses interested in working with GSA may reach out to Michelle Simoes, Small Business Specialist of GSA's Office of Small and Disadvantaged Business Utilization. She may be reached at michelle.simoes@gsa.gov.

*Additional Response:*

The project is in the conceptual design phase. As the project nears construction, GSA will investigate the logistics of bringing in skilled laborers to a remote area and investigate locations for temporary housing. The construction of the Madawaska LPOE had similar challenges that GSA was able to navigate.

**Public Comment - Public Meeting 6/12/2025 (Category: Utilities)**

**Jean Dupuis**

**Comment:** I think we need to bring power from the USA to Coburn Gore. Is there a problem with that? Have we got cost differences? What if they want to pull the plug on us? They can pull the plug. Then what?

**GSA Response:**

*Public Meeting Response:*

GSA conducted an early study to understand the cost of bringing three-phase energy from within the United States versus sourcing energy from Hydro-Quebec. The difference was large and not financially viable. There are other LPOEs that are using Hydro-Quebec as a power source.

**Public Comment - Email 6/20/2025 (Category: Traffic and Transportation)**

**Pepin Lumber Inc., Mylene Pepin**

**Comment:**

- After attending the public meeting of June 12th 2025, it made us understand the draft in a more detailed version. We are happy that the port will be built in the same area, as this is what we were hoping for. However, it is critical for our business as well as Pepin General Store's business to have a direct access to the road. Right now, the EA draft is showing 4 different roads, which to us, will affect our daily businesses. We understand that the U.S customs must have an 'outbound' route to perform inspections, but we also believe that the draft can be improved to allow an easier 'flow' without affecting the local businesses and the full-time and part-time residents.

- After residing/working in Coburn Gore, we have come to know that drivers do not read road signs and we still see it every week, where a tractor trailer arrives at the Canadian border without realizing it. We strongly believe that a different road arrangement would work better for all of us.
- Knowing that Mario Pepin's white house is on the 'property acquisition' plan, this will mean that we will have to reorganize our 'un-hook/hook' trailer zone. For the past 20 years, we have been renting Mario's estate for parking lot and office space. Once Mario's house is acquired by the LPOE, we will need to reorganize our parking lot of our 6063 Arnold trail office. With the current plan, having the 'pink local route' in force, this means that traffic will need to have a 'turn around' area and unfortunately, we will need all the room for our trailers and it will make it hazardous having parked trailers, around the turn-around area. Our office gets busy in the morning and late afternoon as all our employees are required to clock in/out as well as fueled up their equipment.
- Pepin Lumber is also consistently working on Big Island Road. Our reality is that we have dedicated 'set truck' that their only jobs is to go from the job site to the parking lot. They are loaded with 100,000lbs of rough wood. With the current draft, they would need to come to a full stop before entering route 27, and then will slowly engage. While they will engage, there will be oncoming traffic from Eustis, Maine as well as oncoming traffic from the Coburn Gore port. They will then engage on the 'local pink route' to leave their load next to our Coburn Gore Office. Once the load is unloaded, they will need to turn around, reengage on the 'local pink route', reengage on the route 27 route to then take a right on big island road. While that is being done, we will also have trucks with empty trailers 'switching' with the loaded one, having to take the 'local pink route' turn around to reengage on the 'blue Canada road'.
- After reviewing the draft and looking at other drafts from the other ports around, we think that a more efficient roadway could be done while respecting the U.S Customs requirements while also not affecting the businesses and residents. Here is a rough draft of the idea that we think could make the local businesses and residents happy. Keeping the built before Big Island Road will keep the 'camp' owners happy as they will be able to keep their current 'quietness'.
  - 1st Proposition: Elimination of the 'dead-end Route'. Port built closer to U.S border. Two-Way traffic ends in front of Pepin General Store to become a one-way to Canada only. This proposition is convenient for all businesses and residents.
  - 2nd Proposition: Round-About Draft: If the roads need to be built closer to the big island road, a round-about will be needed. Having a round-about that is built for 'oversize loads' will enforce traffic to slow down before merging which will decrease the accidental risk. Moving the new 'port' a bit closer to the old one will leave more room for Pepin General's store customers as they will be able to go Left or Right on the main road.
- We want and need a direct access to the main road. We do not want a dead-end road, as this will complicate our daily operations. As mentioned above, drivers do not read road signs and having 2 different roads will increase risks. They will

naturally realize that they are on the wrong 'road' and will either slam the brakes or merge at last minute. It's sad to mention but yes drivers are distracted these days.

**GSA Response:** The design of the LPOE shown in the Draft/Final EA is conceptual. Traffic flow will be designed to follow CBP security requirements. Due to CBP security requirements, GSA must separate the outbound lane as part of the LPOE campus. The access road and outbound land cannot be the same road. GSA will continue to review the traffic flow to accommodate all vehicle types including lumber/logging trucks. GSA will continue to engage with stakeholders, including the timber company, through final design. GSA will take these comments into consideration through final design.

**Agency Comment - Email 6/20/2025 (Category: Geology, Topography, and Soils)  
EPA New England - Office of Environmental Review, Timothy Timmermann**

**Comment:** Thank you for the opportunity to review the General Services Administration (GSA) Draft Environmental Assessment (EA) for the Coburn Gore Land Port of Entry Expansion and Modernization Project in Coburn Gore, Franklin County, Maine. Based on our review we have no objections to the proposed project and offer one recommendation below for consideration as you work to finalize the EA for the project.

Comment:

Page 36 of the EA notes, "Placement of the Modernized LPOE entirely south of The Arnold Trail results in significant import requirements for structural fill, with no readily available source of on-site cut material. To accommodate the Modernized LPOE and achieve the required line of sight, the Action Alternative would result in a net fill scenario. The total area of site disturbance would be approximately 11.92 acres. The total cut volume would be estimated at 6,811 cubic yards (CY) and the total fill volume would be estimated at 116,144 CY (Dattner Architects, 2024). Existing grades would be met at the limits of work."

Recommendation:

We recommend that the final EA more fully describe the construction work needed to import fill to balance the site. For example, the discussion could be expanded to describe the number of truck trips necessary to deliver required fill to the site. We also recommend that the analysis generally describe the expected truck routing, hours of construction and proposed best management practices to control noise, dust and pollution related to the fill activity. Lastly, we recommend that the GSA identify a point of contact to address public inquiries and concerns that may arise during construction.

Thank you for the opportunity to comment. Please contact me with any questions.

**GSA Response:** At this point in the design process, GSA does not have the information/logistics regarding the excavation process. Cut/fill amounts are subject to change as the current design is conceptual. GSA will coordinate with EPA during the final design stage.

GSA will prepare a Traffic Management Plan that includes the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and temporary inspection areas. This Plan will also describe potential impacts on the nearby roads during

construction and any mitigation measures. Community traffic concerns will be addressed in the plan.

**Public Comment - Email 6/22/2025 (Category: Other)**  
**Jean Dupuis**

**Comment:** *Commentor provided a document attached to an email*

**GSA Response:** GSA has reached out to the commenter. A response was not received.

**Public Comment - Letter 6/22/2025 (Category: Visual and Recreational Resources)**  
**Megantic Fish and Game Corporation, Gregory J. Burkus**

**Comment:** Thank you for making time for our video call on Wednesday this week to discuss the concerns of The Megantic Fish & Game Corporation (“MF&GC” or “Club”) relating to the draft environmental assessment report (“EA”) for the proposed redevelopment and expansion of the U.S. Border Control facility at Coburn Gore (the “Project”). Joining me on the call were Harry Hanson, Club Secretary, and Eric Johnson, Club Steward. As you suggested at the meeting, I am writing to follow up on behalf of the Members and the Board of Directors of the Club to express our specific concerns and requirements pertaining to the relocation of our Club Gatehouse and Gate as outlined in the EA and as we discussed during our video call.

While we continue to be supportive of the Project, our principal concern and requirement is that the Club must have unrestricted access to the Club through its private Gate and controlled by its private Gatehouse on the Big Island Rd. (aka Megantic Rd.) off Route 27 in Coburn Gore, twentyfour hours a day, seven days a week, from May 1 to October 31 each year. This access is essential to Club operations, as hundreds of Club members and their guests, and Club staff and guides, enter and depart the Club several times a day during the Club season. In addition, the Club sources all of its food and other supplies through local and national vendors via Route 27 and Big Island Rd.

For background, MF&GC has existed for 136 years on private property accessible through a Gate operated by our staff at a Gatehouse, adjacent to the Coburn Gore border crossing. The Club has a recreation easement covering approximately 22,000 acres and owns approximately 180 acres beyond the gate on which exist ponds and streams supporting native Eastern Brook Trout. The Forest Society of Maine maintains a conservation easement on the same 22,000 acres. The Club seeks to provide pleasure, recreation, and social and sporting facilities to its members, particularly those relating to fishing and hunting activities and, in satisfying those purposes, to advocate the propagation of fish and game and the encouragement of woods life and the study of nature. We have worked hard to protect the authenticity of the facilities and the natural habitat of the Preserve.

As you suggested during our recent call, please see notes below outlining some of the specific principal requirements of the Club related to the proposed relocation of the Club Gatehouse and Gate as outlined in the EA. Let us know if you have any questions or require further information. We are glad to provide further context or information as needed to give you a complete picture of our expectations for continued Club access to Big Island Road off Route 27.

- Our principal concern and requirement is that the Club must have unrestricted access to the Club through its private Gate and controlled by its private Gatehouse on the Big Island Rd. (aka Megantic Rd.) off Route 27 in Coburn Gore, twenty-four hours a day, seven days a week, from May 1 to October 31 each year. The existing access must remain open until the new access is fully functional, including the relocation of our Gatehouse and Gate.
- As discussed on the video call, MFGC will want the new access to Big Island Road and Gatehouse and Gate to have exactly the same look and feel as the Club's current existing access to Big Island Road.
- The Gate has three padlocks on it: MFGC, American Forest Management and US Border Patrol. The locks will need to be moved with the Gate.
- The Gatehouse and Gate should be located near to Route 27 but out of sight of all border control facilities.
- There should not be any paving or parking lot or lights or signage around the Club's new access to Big Island Road.
- MFGC will require continued electrical and telephone service to the Gatehouse.
- MFGC will also require a replacement artesian well at the Gatehouse for drinking water.
- MFGC will require a replacement septic system to service the Gatehouse.
- The new access road should be dirt and width similar to the existing access road, not a single track, and not a double track, 1.5 lane wide.
- Vehicles used by Club members, guests, staff and guides are generally standard passenger vehicles, many 4-wheel drive pick-up trucks.
- Club food supplies, propane supplies and building supplies are brought in with larger trucks. In relocating the Club Gatehouse and Gate, GSA is aware and must take into account wetlands and former dump-site that may impact the proposed new access to Big Island Road off Route 27 as outlined in the EA.

Thank you for providing us the opportunity to express our support and concerns. The Club is supportive of enhancements to Coburn Gore border security so long as the Club's Preserve and operations are not adversely affected and so long as the Club continues to have unrestricted access to its facilities from Route 27 in Coburn Gore.

**GSA Response:** Thank you for your comments.. GSA will continue to coordinate with MF&GC throughout the final design process to accommodate your requests to the maximum extent feasible.

As design of the Project progresses, GSA, in coordination with the Maine Department of Transportation, will create a Traffic Management Plan that will outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and temporary inspection areas. The Traffic Management Plan will describe the potential impacts on Big Island Road during construction and any mitigation measures. GSA will continue to engage with stakeholders, including MF&GC, regarding the relocation of Big Island Road through final design.

GSA will continue to conduct due diligence within the proposed project area such as environmental assessments at the former landfill. the former landfill. .

The site acquisition area required for the Action Alternative has not yet been finalized but would require the acquisition of the property owned by MF&GC and displacement and relocation of the Gatehouse.

GSA acquires private property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs Act (the Uniform Act). GSA offers relocation assistance services, payments, and other eligible benefits in accordance with the policies and provisions in the Uniform Act.

**Public Comment - Email 6/23/2025 (Category: Visual and Recreational Resources)**  
**Western Maine Dark Sky Committee, David E. Stein**

**Comment:** I write to you as a member of the Rangeley Lakes Heritage Trust (rlht.org), former president and current board member of the Mooselookmeguntic Improvement Association, and a passionate advocate for environmental stewardship in Western Maine.

Together with colleagues at RLHT and the Northern Forest Center (northernforest.org), we are working to establish the **Western Maine Dark Sky Reserve**, in alignment with best practices established by **DarkSky International**. This initiative, guided by the Maine Land Use Planning Commission (LUPC) through its Community Guided Planning and Zoning process, seeks to preserve one of the last truly dark regions of the eastern United States—where the Milky Way remains vividly visible.

We are also collaborating with our Canadian counterparts at the **Mont-Mégantic International Dark Sky Reserve** to eventually form a contiguous **International Dark Sky Reserve**. This cross-border effort underscores the ecological and cultural significance of unpolluted night skies.

The benefits of dark-sky protection are extensive:

- Improved human health and circadian rhythms
- Protection of nocturnal wildlife
- Reduced energy consumption and operational costs
- Promotion of astrotourism and scientific research
- Most importantly, preservation of an irreplaceable view of the cosmos—a shared human heritage dating back to antiquity.

We were pleased to see in Section 3.11.12 of the **Draft Environmental Assessment (EA)** that the GSA has shown awareness of light pollution impacts. If implemented fully, the lighting provisions of the proposed Action Alternative would meaningfully support the objectives of the Dark Sky Reserve. Specifically, we commend the following commitments:

- Fully shielded, downward-directed luminaires
- Warm-colored lighting at or below 3000 Kelvin
- Limitation of brightness to avoid excessive glare
- Use of timers, sensors, or manual controls to minimize unnecessary illumination

We respectfully urge the GSA to ensure these standards are not only incorporated into the **design specifications** but also **reflected in the final construction** and ongoing operations. Too often, discrepancies arise between approved designs and as-built outcomes. To preserve the integrity of this rare nocturnal environment, strict adherence to these standards is essential.

On behalf of the Western Maine Dark Sky Committee, I thank you for your commitment to environmental sensitivity in this important federal project. I would welcome the opportunity to speak with you further—either in the Rangeley region or in Boston, where I reside when not in Oquossoc.

**GSA Response:** Thank you for the recommendations. GSA will incorporate these recommendations into final design and ultimately into construction to the maximum extent feasible. The CBP design guide includes requirements for the Dark Sky Initiative, which will be followed to the maximum extent feasible.

**Public Comment - Email 6/23/2025 (Category: Traffic and Transportation)  
Joe and Kim Dumais**

**Comment:** We, Joseph P. Dumais and Kimberly A. Dumais, of [REDACTED], Coburn Gore, ME, do not want the south-bound traffic to merge onto Rte. 27 at the location shown on the most current plan. Our property line is located 1060' south of the United States Government property, on the North side of Rte 27, as recorded in our deed. The current drawing has the southbound traffic merging onto Rte 27 at the egress of the newly proposed location of Big Island Road, approximately within 100' north of our property. The headlights of the southbound traffic will sweep across the front of our property as they merge onto the main route. Traffic will be accelerating as they pass our house, the northbound traffic will be braking as they approach, also in front of our property, causing more noise pollution. To say that we would not be affected by this gross intrusion is not accurate nor realistic. We also oppose any more streetlights extending any further south than the southernmost existing streetlight. Although not shown on the plan, it is likely that some street lighting is planned at the location where the southbound traffic merges and meets the proposed location of Big Island Road, which is basically in our front yard. This will cause an exorbitant amount of light pollution thus profoundly blocking our current view of the night sky.

We do not want the project to encroach south so close to the existing village of Coburn Gore. The existing Big Island Road is a good reference point, use that as your southern boundary.

We are a small community in what is a quite peaceful place with limited traffic and very little light pollution with an abundance of wildlife and natural fauna. We understand the need for the upgrade to the border. This is a remote location in Maine, with significant real estate surrounding the facility, please use your resources to come up with a traffic plan which is not so invasive to the existing private owners, do your duty to preserve the little community that is here, was here, and would like to remain here. Keep the project north of the existing Big Island Road.

**GSA Response:** GSA evaluated an alternative that would have positioned the Modernized LPOE north of The Arnold Trail and Big Island Road. The North Option did not meet the purpose and need of the project to improve CBP operations and security. In addition, this alternative would have required a significant grading and earthwork due to the area's steep topography. The amount of earthwork needed for construction was determined to be cost-prohibitive. Therefore, this alternative was dismissed from detailed analysis and further consideration.

The design of the LPOE shown in the Draft/Final EA is conceptual. Traffic flow will be designed to follow CBP requirements for security. GSA will take these comments into consideration through final design. GSA will continue to review the traffic flow to accommodate all vehicle types including lumber/logging trucks. GSA will continue to engage with stakeholders through final design.

The CBP design guide includes requirements for the Dark Sky Initiative, which will be followed to the maximum extent feasible. In addition, the final design will consider measures to address noise and light pollution affecting the community.

**Public Comment - Email 6/23/2025 (Category: Traffic and Transportation)**  
**Roy Van Vleck**

**Comment:** In addition to the prior emails from me, I'd like to make this final set of comments before your cutoff date for public input of 6/23/25. Most of my comments relate to your two new maps for Alternative 1, titled "Action Alternative" and "Parcel Acquisition".

The Action Alternative map shows four roads at the east end coming together at the same point. The potential for unsafe bottlenecks appears high. The route for the relocated north end of the Big Island Road goes through the middle of an old public dump, now owned by the "Inhabitants of Franklin County". This proposed new location for the start of Big Island Road raises important concerns about road ownership, access rights, and maintenance responsibilities for the new section of the road, as well as questions about indemnification with respect to the old dump.

It seems that there is potential for solving most of the issues related to this intersection and Big Island Road by moving the proposed new GSA buildings to the west, reducing the very long road from the US-Canada border or by having the entrance and exit from the customs station meet Rt. 27 farther west. Either of these changes would make it possible to route Big Island Road so it does not cross the dump, and would give you space for a safer arrangement of the three remaining roads.

Given the reduction in residentially zoned lots in the village area under the Action Alternative, we are also concerned that the proposed new location for Big Island Road restricts access to Rt. 27 from the South in ways that will limit potential development of the village area.

Thank you for giving so much attention to public input.

**GSA Response:** The design of the LPOE shown in the Draft/Final EA is conceptual. Traffic flow will be designed to follow CBP requirements for security. GSA will take these comments into consideration through final design. GSA will continue to review the traffic flow to accommodate all vehicle types including lumber/logging trucks. GSA will continue to engage with stakeholders through final design.

GSA will continue to conduct due diligence within the proposed project area such as environmental assessments at the former landfill.

**Public Comment - Email 6/23/2025 (Category: Visual and Recreational Resources)**  
**Linda Dexter**

**Comment:** My name is Linda Dexter. I am the coordinator for the application to become a Dark Sky Community on behalf of the Town of Rangeley, not far from Coburn Gore. This designation is the mark of a community which embraces the benefits of dark sky and is committed to maintaining it. Support for my efforts is significant.

At the meeting held in Stratton/Eustis on June 12, you and your team were clearly concerned about the impact of this project on the local area and its people. I was relieved and impressed that the EA included lighting parameters that support dark sky. It is apparent much thought went into planning this project with the intent to support the local efforts of our community.

In as much as the lighting is one of hundreds of the specifications in this project, it is truly appreciated by our community that proper dark sky lighting is included.

**GSA Response:** Comment noted

**Public Comment - Email 6/26/2025 (Category: Visual and Recreational Resources)**

**Remi Boucher**

**Comment:** It was with great interest that we read the environmental assessment of the Coburn Gore customs renovation project. We are pleased to see that the proximity of the Mont-Mégantic International Dark Sky Reserve has been considered in the study, and that measures to reduce light pollution are planned.

The measures mentioned in the report are fully in line with what is already in place in our communities, for both public and private lighting. We therefore sincerely hope that these measures will be implemented during the design, construction, and operation of the new buildings. Knowing also that dark sky protection efforts are being led by the Rangeley Lakes Heritage Trust to certify a large area of Maine adjoining the Canada-US border, these measures are doubly welcome in the region.

We are also aware that the operation of a customs port of entry may present specific lighting requirements that might challenge some of the measures listed. In the same way that our regional ordinances in the Dark Sky Reserve allow the use of white lighting for specific applications, like sports fields and gas pumps, your team might find necessary to allow some latitude for lighting certain areas of the new border crossing. For example, lighting for roads, parking lots or building perimeters should be perfectly well lit with the characteristics mentioned in the environmental assessment, while identification and inspection areas might require lighting with something different. That said, the majority of 2200K LED lighting now has a color rendering index level equal to that of most 3000K and 4000K white LEDs, and the widespread use of white light often stems more from habit and available stock than from justified need.

Finally, we would like to reiterate that we remain fully available to collaborate with and support you in all stages of the future process, including the identification of manufacturers offering products meeting these more stringent standards, and the search for mitigation solutions based on operational needs.

**GSA Response:** Thank you for the recommendations. GSA will incorporate these recommendations into final design and ultimately into construction to the maximum extent feasible. The CBP design guide includes requirements for the Dark Sky Initiative.

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STATE OF MAINE

Public Meeting on the Draft Environmental  
Assessment for the Coburn Gore Land Port of  
Entry Expansion and Modernization Project

EUSTIS COMMUNITY BUILDING  
84 MAIN STREET  
STRATTON, MAINE 04982  
6:06 p.m.

Taken before Tammy M. Smith, a Notary  
Public in and for the State of Maine, on  
Thursday, June 12, 2025, at the Eustis  
Community Building, Stratton, Maine,  
commencing at 6:06 p.m.

DON THOMPSON & ASSOCIATES  
Court Reporting  
dtreport@myottmail.com  
207.394.3900

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<p>1 Appearances:</p> <p>2 LI WANG GSA Project Manager</p> <p>3 KAITLYN GANGUZZA GSA Project Manager</p> <p>4 SARA MASSARELLO GSA Real Property Disposition</p> <p>5 MICHELLE SIMOES GSA OSDBU</p> <p>6 TINA SEKULA JMT Planning &amp; Natural Resources</p> <p>7 ADRIENE DELOZIER JMT Planning &amp; Natural Resources</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>1 maybe help, or even large businesses -- so I'm</p> <p>2 available for all of that sort of thing. Any</p> <p>3 question about small or large businesses, any</p> <p>4 questions about subcontracting opportunities,</p> <p>5 anything like that.</p> <p>6 We also have Christopher Paradis, he's in</p> <p>7 the back, from the APEX Accelerator Office.</p> <p>8 He is the local office, right, and he's a</p> <p>9 resource partner for GSA. APEX Accelerator,</p> <p>10 that program, they can help you one-on-one to</p> <p>11 get government contracts (indiscernible).</p> <p>12 Okay. So I'm available for any</p> <p>13 questions. I will be here until the end. So</p> <p>14 feel free to come up and introduce yourselves.</p> <p>15 Thank you.</p> <p>16 MR. WANG: Thank you. Okay. Well, good</p> <p>17 evening and welcome. My name's Li Wang, and</p> <p>18 I'm with the General Services Administration,</p> <p>19 GSA. I am the project manager for the Coburn</p> <p>20 Gore Land Port of Entry Expansion and</p> <p>21 Modification Project.</p> <p>22 On behalf of GSA and our partners, that's</p> <p>23 the U.S. Customs and Border Protection, we</p> <p>24 thank you for taking your valuable time to be</p> <p>25 here tonight. It's nice meeting you.</p>
3	5
<p>1 MR. WANG: Good evening, folks. Thank</p> <p>2 you for coming tonight. Before we begin, with</p> <p>3 the program, I do want to represent --</p> <p>4 introduce myself to you folks here. My name</p> <p>5 is Li Wang. Some of you have -- I see a lot</p> <p>6 of familiar faces in the crowd. I'm the</p> <p>7 project manager with GSA for the Coburn Gore</p> <p>8 Land Port of Entry expansion project.</p> <p>9 We do have our CBP folks here, Jason and</p> <p>10 (indiscernible), in the background. We also</p> <p>11 have Sara Massarello, our acquisition lead.</p> <p>12 And we also have Michelle. She's with our</p> <p>13 small business outreach program. And before</p> <p>14 we turn it over to the main program, I'd like</p> <p>15 to have Michelle speak to you.</p> <p>16 MS. SIMOES: Thanks, Li.</p> <p>17 Hi. I'll wait for my slide to -- my</p> <p>18 slide should be up there shortly, but I just</p> <p>19 want to introduce myself. I'm Michelle</p> <p>20 Simoes. I'm from GSA's OSDBU, and what that</p> <p>21 stands for is Office of Small and</p> <p>22 Disadvantaged Business Utilization, a long</p> <p>23 word short for small business. So if any of</p> <p>24 you are small businesses or know small</p> <p>25 businesses that may want to reach out to me or</p>	<p>1 (Indiscernible.)</p> <p>2 THE REPORTER: Can we stop for a second?</p> <p>3 I can't hear you at all over here.</p> <p>4 MR. WANG: Let me try this again. I'll</p> <p>5 stand up. How's this? I'll start over.</p> <p>6 Good evening and welcome. My name is Li</p> <p>7 Wang, and I'm with the U.S. General Services</p> <p>8 Administration, or GSA. I am the project</p> <p>9 manager for the Coburn Gore Land Port of Entry</p> <p>10 Expansion and Modernization Project. On</p> <p>11 behalf of GSA and our partners at U.S. Customs</p> <p>12 and Border Protection, we thank you for taking</p> <p>13 the time to be here. It's nice meeting you.</p> <p>14 It's an important part of the National</p> <p>15 Environmental Policy Act, or NEPA process, and</p> <p>16 it gives us the opportunity to hear your input</p> <p>17 on the draft environmental assessment that's</p> <p>18 been prepared for the project.</p> <p>19 So let's start with a few housekeeping</p> <p>20 items. Tonight's meeting is being recorded by</p> <p>21 a stenographer. After the presentation, you</p> <p>22 will have the opportunity to provide comments,</p> <p>23 either verbal or written. We will provide</p> <p>24 instructions for how you may submit comments</p> <p>25 at the end of the presentation. I will go</p>

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1 over the project background, purpose, and  
 2 need, as well as the project alternatives.  
 3 Tina Sekula, with JMT, she is a NEPA  
 4 contractor who will be speaking on the NEPA  
 5 process and the potential impacts identified  
 6 in the draft EA.  
 7 So this slide represents tonight's  
 8 agenda. First, we'll have a brief overview of  
 9 NEPA and how it applies here, and then we'll  
 10 provide background on the project itself, talk  
 11 about the purpose and need of the project, and  
 12 discuss project alternatives.  
 13 After that, we'll summarize the potential  
 14 impacts identified in draft environmental  
 15 assessment as well as the best-management  
 16 practices and mitigation measures that are  
 17 proposed.  
 18 And finally, we'll wrap up the  
 19 information about how you can submit comments,  
 20 and then open the floor for a public comment  
 21 session.  
 22 With that, I'll turn it over to Tina.  
 23 Thanks.  
 24 MS. SEKULA: Thanks, Li.  
 25 NEPA, the National Environmental Policy

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1 Act, requires federal agencies to evaluate the  
 2 effects of the proposed actions on the natural  
 3 and human environment before taking action.  
 4 NEPA also emphasizes the public involvement  
 5 and engagement in the project planning manage  
 6 and decision-making process. For the Coburn  
 7 Gore project, GSA has prepared draft  
 8 environmental assessment, or EA, to examine  
 9 the potential impact and of expanding and  
 10 modernizing the land port of entry, or LPOE.  
 11 We are currently in the public comment  
 12 period. GSA will consider all substantive  
 13 comments received during the decision-making  
 14 process. The draft EA public comment period  
 15 runs from May 22nd to June 23, 2025, and we  
 16 encourage everyone to submit comments during  
 17 that time. The draft EA is available  
 18 electronically on GSA's website at  
 19 GSA.gov/CoburnGore. A hard copy is available  
 20 for review at the front desk of the Stratton  
 21 Public Library.  
 22 I'll turn the discussion of the project  
 23 background and alternatives to Li with GSA.  
 24 MR. WANG: I'll stand up again. Thanks,  
 25 Tina.

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1 So Coburn Gore LPOE is located on the  
 2 Arnold Trail at State Route 27 in Coburn Gore,  
 3 Maine right on the U.S./Canada border. The  
 4 LPOE is an important facility that handles  
 5 inspections for privately-owned vehicles,  
 6 permitted commercial vehicles, nonmotorized  
 7 traffic, for example, bicycles and the  
 8 pedestrians. It was constructed in 1931, and  
 9 CBP, the U.S Customs Border and Protection, is  
 10 primary federal tenant. This LPOE operates 7  
 11 days a week, 24 hours a day.  
 12 The purpose of the project is to expand  
 13 and modernize the facility to improve  
 14 operation efficiently, safety, and the overall  
 15 security of CBP and travelers. Under the  
 16 proposed action, GSA will be supporting CBP's  
 17 mission of providing a facility that meets the  
 18 LPOE design standards.  
 19 The proposed project is needed to  
 20 increase processing efficiency and capacity  
 21 for all traffic lights, reduce traffic use and  
 22 travel, minimize conflict points where two or  
 23 more vehicles could potentially collide,  
 24 improve line-of-sight to the inbound traffic,  
 25 and provide a better line-of-sight between the

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1 U.S. and Canadian border ports of entry.  
 2 To address these needs, GSA is  
 3 considering two alternatives. The action  
 4 alternative, or Alternative 1, proposes to  
 5 modernize the existing LPOE by expanding south  
 6 along the Arnold Trail by occupying  
 7 approximately 17.7 acres of land. GSA will  
 8 purchase about 14 acres of private property  
 9 and relocate Big Island Road to the east. The  
 10 privately-owned commercial properties on the  
 11 northern side of the Arnold Trail will  
 12 continue to be accessed from the existing  
 13 roadway outside the modernized LPOE site.  
 14 Some key features of the modernized LPOE  
 15 would include maximization of CBP officer  
 16 views of traffic moving through the LPOE, plus  
 17 an additional bypass lane south of the main  
 18 building for oversized vehicles. Geothermal  
 19 energy may be used as a renewable energy  
 20 source.  
 21 This slide shows a privately-owned  
 22 property GSA is proposing to purchase for the  
 23 action alternative. The white and black  
 24 dashed lines are tax parcel boundaries, the  
 25 existing LPOE is in the shade of blue, and the

<p style="text-align: center;">10</p> <p>1 properties GSA is proposing to purchase are 2 shaded green.</p> <p>3 GSA would acquire property and provide 4 relocation benefits to displaced parties in 5 accordance with Uniform Relocation Assistance 6 Act of '97, otherwise known as the Uniform 7 Act. So please keep in mind that this 8 acquisition area is subject to change. It 9 will not be finalized until GSA determines the 10 preferred alternative.</p> <p>11 Alternative 2 is the no-action 12 alternative, which would entail continuing 13 operations as they are today with routine 14 maintenance implemented as needed. There will 15 be no extension or modernization of the LPOE. 16 NEPA requires that GSA consider the no-action 17 alternative as the baseline for comparison of 18 impacts with the action alternative, and the 19 no-action alternative, however, would not need 20 meet the project's purpose and need.</p> <p>21 Next, let's talk about draft EA analysis 22 of the effects of these alternatives on the 23 natural and human environment. I'll pass it 24 back to Tina.</p> <p>25 MS. SEKULA: Thanks, Li.</p>	<p style="text-align: center;">12</p> <p>1 slide.</p> <p>2 Overall, the action alternative would 3 have mostly negligible to minor effects to the 4 resources during construction. Most effects 5 would be short term and last the duration of 6 construction activities.</p> <p>7 Some of the impacts associated from 8 construction would include temporary road 9 detours, lane shifts and traffic delays, 10 earthwork and vegetation clearing, erosion and 11 sedimentation of soil, construction noise, 12 increased air emissions from construction 13 vehicles, the potential for contaminant 14 spills, and the increased usage of utilities. 15 In particular, construction may affect the 16 federally-protected Canada Lynx as the result 17 of vegetation clearing.</p> <p>18 Currently, the effect to cultural 19 resources is undetermined -- currently, the 20 effect to cultural resources is undetermined 21 as the coordination with the Maine State 22 Historic Preservation Office is not yet 23 complete.</p> <p>24 After construction, the action 25 alternative would have either no effect,</p>
<p style="text-align: center;">11</p> <p>1 The draft EA considered the following 2 resource areas, land use and zoning, 3 socioeconomic resources, traffic and 4 transportation, geography, topography soils, 5 biological resources, water resources, 6 cultural and tribal resources, air quality, 7 noise, visual and recreation resources, 8 hazardous materials, and utilities.</p> <p>9 For each resource, the draft EA analyzes 10 the potential effects of both the action and 11 no-action alternatives, considering the 12 intensity, how much impact, the duration, how 13 long the project impact would last, and the 14 geographic context, how far-reaching the 15 impact would be.</p> <p>16 Tonight, we will provide a high-level 17 summary of the effects to listed resources 18 during and after construction for the action 19 alternative. If you're interested in more 20 information about a particular resource and 21 the effects, the draft EA discusses each 22 resource and associated effect in greater 23 detail. A discussion of best-management 24 practices and mitigation measures to reduce 25 the effects of the impacts follows on the next</p>	<p style="text-align: center;">13</p> <p>1 beneficial effect, a negligible to minor 2 effect, or moderate effect to the listed 3 resources.</p> <p>4 For socioeconomic, the effects would be 5 moderate and adverse due to the need for the 6 acquisition of private, residential property.</p> <p>7 Some negligible or minor impacts after 8 construction would include the removal of 9 wildlife habitat, increase in impervious 10 surfaces, potential for spills or release of 11 hazardous materials during operations, change 12 of visual resources in the areas from forests 13 to buildings.</p> <p>14 Beneficial impacts or been beneficial 15 effects to traffic and transportation after 16 construction would include the increase in 17 processing efficiently and capacity for all 18 project -- for all traffic types; reduce 19 traffic cues, minimize conflict points, and 20 improve cite lines. Effects to air quality 21 and utilities would be beneficial as a result 22 of a sustainable and more efficient modernized 23 LPOE.</p> <p>24 The no-action alternative would have no 25 effect to the resources listed as the baseline</p>

<p style="text-align: center;">14</p> <p>1 conditions would not change.</p> <p>2 To minimize any negative impacts, GSA</p> <p>3 would implement a variety of mitigation</p> <p>4 measures and best-management practices, or</p> <p>5 BMP. A traffic-management plan would be</p> <p>6 implemented to guide detours a land closures</p> <p>7 during construction. This would mitigate</p> <p>8 effects to traffic and transportation as well</p> <p>9 as recreational resources. GSA would</p> <p>10 coordinate with property owners to help</p> <p>11 maintain access to their property and minimize</p> <p>12 disruptions.</p> <p>13 Stormwater BMPs and a stormwater</p> <p>14 pollution plan would be implemented to control</p> <p>15 erosion sedimentation to protect water</p> <p>16 quality. This would also mitigate effects to</p> <p>17 geology, topography, soils, biological</p> <p>18 resources, and wood resources. Additional</p> <p>19 BMPs to address the protection of biological</p> <p>20 resources include limiting vehicle speeds and</p> <p>21 managing the spread of invasive species.</p> <p>22 Special mitigation measures during</p> <p>23 construction would be in place for the Canada</p> <p>24 Lynx.</p> <p>25 Consultations with the Maine Historic</p>	<p style="text-align: center;">16</p> <p>1 development of the final EA and in the</p> <p>2 selection of the preferred alternative.</p> <p>3 A few reminders on how to submit verbal</p> <p>4 comments this evening. If you'd like to</p> <p>5 speak, please step up to the microphone when</p> <p>6 called, say and spell your first and last name</p> <p>7 for the record, remain quiet while others are</p> <p>8 speaking, keep your comments around three</p> <p>9 minutes so everyone has a chance to speak. If</p> <p>10 there's time, participants may be permitted to</p> <p>11 provide multiple comments. A record of this</p> <p>12 meeting will be made available, and your</p> <p>13 comments will be included in the</p> <p>14 administrative record.</p> <p>15 Please refrain from using personally</p> <p>16 identifiable information, for example, your</p> <p>17 address, phone number, e-mail address, et</p> <p>18 cetera.</p> <p>19 If you don't get the chance to speak, or</p> <p>20 prefer to comment in writing, there are three</p> <p>21 additional ways you can submit public</p> <p>22 comments. One, you can fill out the comment</p> <p>23 form tonight and drop it in the black comment</p> <p>24 box on the side of the table. Two, you can</p> <p>25 e-mail your comments by June 23rd to</p>
<p style="text-align: center;">15</p> <p>1 Preservation Commission would ensure that any</p> <p>2 impacts to cultural resources are properly</p> <p>3 addressed. Best available technology would be</p> <p>4 implemented to minimize air emissions and</p> <p>5 noise. Measures to minimize light pollution</p> <p>6 include direct light toward the ground and</p> <p>7 using warm colors. Management plans would be</p> <p>8 implemented for hazardous materials, and the</p> <p>9 modernized LPOE would be designed to optimize</p> <p>10 energy performance and reduce energy usage.</p> <p>11 Let's take a look at the overall project</p> <p>12 schedule. The draft EA has been completed and</p> <p>13 is currently under public review through</p> <p>14 June 23, 2025. A friendly reminder that all</p> <p>15 public comments on the draft EA are due to GSA</p> <p>16 by June 23, 2025. A final EA and decision</p> <p>17 document are expected by late summer 2025. If</p> <p>18 all goes according to plan, construction could</p> <p>19 begin in 2026 and be substantially complete by</p> <p>20 2029.</p> <p>21 Let's go ahead and now move into the</p> <p>22 public comment session. Your comments are</p> <p>23 important and an integral part of the NEPA</p> <p>24 process. GSA will consider all substantial</p> <p>25 public comments received during the</p>	<p style="text-align: center;">17</p> <p>1 coburgore.lpoe@gsa.gov, and please reference</p> <p>2 "Coburn Gore LPOE draft EA" in the subject</p> <p>3 line. Or three, you can mail your comments to</p> <p>4 the address listed on the slide:</p> <p>5 U.S. General Services Administration.</p> <p>6 Attention: Li Wang, Project Manager</p> <p>7 Thomas P. O'Neill, Jr. Federal Building</p> <p>8 10 Causeway Street, 11th Floor</p> <p>9 Boston, MA 02222-1077</p> <p>10 Mailed comments must be postmarked by</p> <p>11 June 23, 2025, to be considered.</p> <p>12 We'll now proceed to the in-person public</p> <p>13 comments session. As a reminder, you will</p> <p>14 have three minutes to complete your comment,</p> <p>15 and projects staff will give you a 30-second</p> <p>16 warning as you near the time limit.</p> <p>17 Lastly, an additional reminder that the</p> <p>18 public comments session is being recorded, and</p> <p>19 your comments will be included as part of the</p> <p>20 project record.</p> <p>21 With that, we'll now open to the public</p> <p>22 comment session. Would anybody like to</p> <p>23 provide the first comment?</p> <p>24 AUDIENCE MEMBER: Sure. Good evening.</p> <p>25 Hi. My name's Steve St. Jean. That's</p> <p>S-t-e-v-e, S-t, period, J-e-a-n, chairman of</p> <p>the select board here in the Town of Eustis.</p>

1 We have a -- I don't know if it really  
2 applies to the NEPA process here, but was it  
3 slide 11 -- can we go back to slide 11, where  
4 it listed all the effects that the one --  
5 right there. Nope, back one. Right there.

6 What I'm concerned about and we're  
7 concerned about here in town is traffic and  
8 transportation, not necessarily -- and we  
9 understand that it will help things there, but  
10 we are concerned with things there, but we're  
11 concerned with things downstream.

12 Right now, our fire department and our  
13 rescue is in Coburn Gore a lot, and if we're  
14 going to add 50 percent more traffic, what are  
15 the provisions that the Federal Government and  
16 the GSA has in place to help us take care of  
17 that and further downstream? Thank you.

18 MR. WANG: Thank you for making those  
19 comments. Again, can everybody hear me okay?

20 We are fully aware of the remoteness of  
21 your community. I can tell you currently we  
22 (indiscernible).

23 THE REPORTER: I can't hear you.

24 MR. WANG: So I can confidently tell you  
25 we are designing -- working with our designers

1 to recognize the remoteness of the LPOE. The  
2 LPOE will be fully furnished with  
3 self-contained fire-protection systems, and  
4 also, we will be definitely reaching out to  
5 the Town of Eustis in terms of just first  
6 responders.

7 Our intention is to design the port to be  
8 as fully self-protected as we can, given the  
9 time. I can respond to that. I cannot  
10 respond to the anticipated traffic and all of  
11 that, unfortunately, sir. But we do have that  
12 recorded, and we're working with our CBP folks  
13 who -- the program came from them. So the  
14 program is intended to, obviously, increase  
15 traffic flow and the efficiencies. So I can  
16 respond to that.

17 Thank you.

18 AUDIENCE MEMBER: Can I make one more  
19 comment just so it's on the record?

20 MS. SEKULA: Sure.

21 AUDIENCE MEMBER: Thank you. It's  
22 Steve St. Jean again.

23 Just so it's on the record, I think what  
24 you guys are going to do up there is great.  
25 I'm not sure if anybody in Coburn Gore does.

1 I know I get the modernization thing. But the  
2 transportation and traffic for the whole  
3 Route 27 corridor is a real, huge concern, and  
4 from -- right from Coburn Gore to Farmington.  
5 I'm going to tell you, the folks in Farmington  
6 are concerned about the increased traffic.

7 And I just think that we're putting the  
8 cart in front the horse here. We've got to  
9 address the traffic concern, because we know  
10 it's coming, before we send more traffic down  
11 through, because once you start sending  
12 traffic, it's twice as hard to fix the  
13 problem.

14 Thank you.

15 AUDIENCE MEMBER: J.D. LaPointe, Coburn  
16 Gore. I'd like to know what you mean by  
17 cultural and tribal resources. I have another  
18 question after that, I think.

19 MS. SEKULA: So can everybody hear me? I  
20 can respond to that.

21 So the LPOE was constructed in the 1930s,  
22 and so it is considered a historic resource on  
23 the National Historic Resource of Listed  
24 Places. So we are going to be working with  
25 the Maine State Historic Preservation Office

1 in terms of it's likely going to have to be  
2 demolished in order to make room for the  
3 modernized LPOE. So we are currently working  
4 with the Maine SHPO in terms of what service  
5 they want us to do and what type of mitigation  
6 they want us to do, if applicable.

7 AUDIENCE MEMBER: I have another  
8 question. Where will you be taking your  
9 hydroelectric power Phase III from, from  
10 Canada or from Stratton?

11 MR. WANG: Great question. Thank you for  
12 bringing that question up.

13 Yes, the port will require three-phase  
14 power, and we are currently -- the government  
15 is currently planning to reengage hydraulic in  
16 Canada to bring over the three-phase.  
17 Technically, it's in what we consider a  
18 pre-enabling process. So in other words, as  
19 we get the construction management for  
20 consulting, we get the contractors on board,  
21 their initial action will be to engage  
22 hydroelectric to pull the three-phase over.

23 I can tell you we already have a work  
24 number, I want to say. They have us on record  
25 for engaging that. So right now, we are --

1 our acquisitions team are just working on the  
2 logistics of that because we're doing  
3 cross-border action, and it's just -- I can't  
4 speak to that because I'm not on top of it,  
5 but I can tell that's being planned with  
6 Hydro-Quebec.

7 We know the logistics. We know what it  
8 takes. We're setting up our design to take  
9 that, bring it across the border and support  
10 it.

11 AUDIENCE MEMBER: My name is Bob Carlton,  
12 B-o-b, C-a-r-l-t-o-n. I'm the Franklin County  
13 Commissioner.

14 I was here last fall when you had your  
15 initial presentation. It's kind of exciting,  
16 a little scary; but I have to echo what Steve  
17 talked about. We gathered up all the  
18 communities that live on the Route 27 corridor  
19 from Eustis all the way to Farmington to talk  
20 about the impacts.

21 Now, it doesn't seem like a big deal, but  
22 when Poland Springs opened their plant in  
23 Kingfield, it was a big deal, a lot of truck  
24 traffic. If you travel Route 27 on a regular  
25 basis, you see them on the side, not, like,

1 flopped over. So we had more trucks. We had  
2 more problems.

3 I was on a call today with Maine Motor  
4 Transport Association. They're willing to  
5 work with us. We're working with Susan  
6 Collins' office, Jared Golden, and Angus  
7 King's office to try to help us here, because  
8 I can't stress enough how -- what the  
9 potential problem could be. When you get to  
10 Kingfield, and you have to make -- some of the  
11 traffic will go left onto Route 16. It's a  
12 single-lane bridge. It's a hard corner for  
13 traffic now. So we're trying to get out ahead  
14 of it.

15 We tried to get some numbers from Customs  
16 and Border Patrol just to give us an idea of  
17 what the traffic is now and what we can  
18 anticipate, and it was a big no. I think we  
19 went through your office, and they said, no,  
20 that's kind of top secret.

21 So understand, we are working with --  
22 we're going to meet from Meghan Russo from  
23 MaineDOT. Mike Soboleski, he's our local  
24 representative, he and I are going to meet  
25 with Meghan very soon to try to get some

1 traffic data.

2 So we want to work with you, but I can't  
3 stress it enough, like -- and Lexi's here from  
4 New Vineyard. People from Kingfield, and even  
5 from Farmington -- because when you get to the  
6 end of Route 27, you hit Route 4, and  
7 sometimes the trucks stop there, sometimes  
8 they don't, they just keep going into the  
9 river.

10 So I can't stress it enough that -- work  
11 with us, we'll work with you, but we're going  
12 to need some -- and the plan is in stages.  
13 You know, we need passing lanes, we need  
14 turnouts, we need shoulders, things like that.

15 The State of Maine doesn't have any  
16 money. I'm going to say it again, the State  
17 of Maine doesn't have any money. And if we  
18 could get some federal dollars or your help  
19 with some federal dollars to do some work on  
20 this stuff, it would be great.

21 Thank you.

22 MR. WANG: Thank you.

23 AUDIENCE MEMBER: Steve Arner, A-r-n-e-r,  
24 Carrabassett Valley. I have a couple of  
25 questions, which hopefully we can address, one

1 with the two residences that are on the  
2 national registry and the facility itself.

3 I don't know how we can say with a  
4 straight face there's no impact if they're  
5 going to be demolished. I understand there  
6 was mitigation measures. I wasn't sure what  
7 those would be considered. Like, would it be,  
8 like, a cultural marker or something that  
9 people could see a display about it. I just  
10 wasn't sure what that kind of thing would  
11 entail.

12 And the second question would be, I know  
13 there's a landfill that was located apparently  
14 that was discovered there, and I'm wondering  
15 if that's going to have to be disturbed for  
16 the construction or not, or -- just because  
17 I -- it seems like we really don't know what  
18 that's going to look like.

19 Third, my concern -- I know this is an  
20 EA, not a full-blown environmental-impact  
21 statement, but I'm not -- there was some  
22 discussion of other alternatives that was  
23 considered. I just think in general, if  
24 you're discussing the alternative being do it  
25 or not do it, it's not really a meaningful

26

1 consideration of alternatives. So I would  
2 just emphasize that you did consider other  
3 alternatives.

4 And finally, echoing other concerns about  
5 traffic, even in the environmental assessment,  
6 it says we don't have data for some of the  
7 traffic, and yet, the conclusion is just  
8 baldly that there will be no impact to  
9 traffic, and I don't see how you make that  
10 claim with a straight face with no discussion  
11 of impact from traffic anywhere, other than  
12 just an assertion that there won't be any.

13 When you're -- one of the goals is to increase  
14 the capacity of the crossing, it seems like  
15 common sense that this is going to have  
16 traffic impacts that we're all concerned  
17 about.

18 Thank you.

19 MS. SEKULA: So I can start with cultural  
20 resources. You first raised a  
21 cultural-resources question, and we don't know  
22 that answer yet because we are coordinating  
23 with SHPO, and so through that process, we'll  
24 work them in terms of what's going to be  
25 required in terms of surveys and mitigation.

27

1 So unfortunately, my answer is that we don't  
2 have an answer yet.

3 Your second question was regarding the  
4 landfill. Again, we don't know exactly yet  
5 because we don't know the -- we're still  
6 working on the design, essentially, a  
7 preliminary design. Once we get closer to the  
8 final design, we'll have a better idea of what  
9 land will be impacted in terms of what will  
10 need to be -- in terms of, like, earthwork and  
11 disturbance. So again, that will be closer to  
12 final design.

13 What was your third question?

14 AUDIENCE MEMBER: I said alternatives.

15 MS. SEKULA: Oh, okay. So, yeah. So to  
16 speak the alternatives, the main reason why --  
17 we did look at several alternatives, and the  
18 reason why did not take them into further  
19 analysis is because they were not -- they were  
20 deemed not constructible, either due to cost  
21 or too much earthwork or whatnot, and because  
22 it's not constructible, it's no -- we can't  
23 really take it through the further analysis  
24 because there's almost no point.

25 MS. DELOZIER: And there is some

28

1 discussion of alternatives (indiscernible).

2 MR. WANG: Again, our obligation for GSA  
3 here is to improve the port. I share your  
4 concern with the traffic volumes, and I can  
5 tell you, is, you know, it's not thing --  
6 there's not a tally that CBP is sharing with  
7 us in terms of all of that. It's projected,  
8 their program. And please correct me if I'm  
9 wrong, Jason. Their program is given to us  
10 based on the future expansion anticipated  
11 additional volume of traffic, number one.

12 Number two, the current LPOE,  
13 (indiscernible) has been working with --  
14 (indiscernible) is our facility with agent  
15 infrastructure. So he's not able to perform  
16 the full set of his duties efficiently. So  
17 that's the two main drivers. I can share that  
18 with you.

19 Again, the gentleman that's -- with  
20 traffic concerns, we've heard that, and we're  
21 going to -- GSA is taking that very seriously.  
22 We're concerned internally. We understand  
23 there was an earlier town meeting that -- we  
24 understand there was earlier town meeting  
25 that -- we understand there was a town

29

1 meeting. Obviously, it was held, but  
2 unfortunately, none of us could manage to go  
3 up there just to hear your concerns, but  
4 please -- I can encourage you to keep giving  
5 us those concerns so we continue to work on  
6 channels to try to facilitate.

7 Lastly, I'll tell you, our funding is  
8 also solely dedicated for the improvement in  
9 the LPOE. It is part of the Bipartisan  
10 Infrastructure Law, and that -- our piece of  
11 the program, that portion of the funding  
12 dedicated is solely for the LPOE.

13 I just want to -- I just want to make  
14 that explicitly clear, not to dismiss any of  
15 your comments, but -- so I just want to make  
16 that clear.

17 So thank you.

18 MS. MASSARELLO: Hi, everyone. Is this  
19 one? Because you can't hear whether it sounds  
20 like it's on.

21 But just I wanted to help whomever had  
22 asked the question about the alternative --  
23 I'm sorry, was that you, sir?

24 AUDIENCE MEMBER: Yes.

25 MS. MASSARELLO: Just a follow-up

1 question to that, so in that section, the  
2 alternatives considered but dismissed, is part  
3 of your comment and request if we could expand  
4 upon the reasons and, like, why they were  
5 dismissed? Is that -- had you read that  
6 section, I guess, is what I was --

7 AUDIENCE MEMBER: I did. I just -- if  
8 someone doesn't actually read the whole  
9 document, they're just going to look and say,  
10 do you consider doing it or not doing it, and  
11 that's not meaningful. So I'm just  
12 suggesting --

13 MS. MASSARELLO: To be more clear --  
14 (Indiscernible simultaneous speaking.)

15 AUDIENCE MEMBER: Yeah.  
16 (Indiscernible simultaneous speaking.)

17 AUDIENCE MEMBER: We did consider  
18 alternatives. We rejected them at an early  
19 stage.

20 MS. MASSARELLO: That make sense. I just  
21 wanted to clarify to make sure I understood.

22 AUDIENCE MEMBER: I get it. Like, you  
23 don't have a choice of where that crossing is.  
24 You can't say, well, we're relocate ours  
25 somewhere else and --

1 MS. MASSARELLO: Right.

2 AUDIENCE MEMBER: -- it's got to match  
3 Canada's. I get it.

4 MS. MASSARELLO: Right. And then the  
5 other follow-up, I just wanted to say is that  
6 while there is being shown the only action  
7 alternative, which is to the south, something  
8 that we would really like you all to comment  
9 on, too, is, you know, how the traffic is  
10 flowing through the port, how the intersection  
11 with Big Island Road and 27 and the -- how the  
12 traffic is moving, how the roads are moving,  
13 maybe how the buildings are situated.

14 This is a concept. So it's very -- we're  
15 still early. So if you have some ideas about  
16 how maybe something could be shifted or what  
17 you want us to consider as we're running the  
18 analysis, I want to make clear that the design  
19 is flexible-ish, and so things of that nature  
20 that you think would help, especially with the  
21 regards to how traffic is flowing around,  
22 because you all drive these roads way more, I  
23 will say, than CBP, because obviously CBP  
24 drives them a lot, but more than we do.

25 So comments like that to help us improve

1 the design or do additional analysis within  
2 the flexibility that there is with this  
3 alternative, those are things would be very  
4 helpful to us from a comments perspective, for  
5 some clarity.

6 MS. DELOZIER: And I can also bring that  
7 alternative back up on the screen, if you'd  
8 like to see it again.

9 AUDIENCE MEMBER: Hi, everybody. I'm the  
10 owner for the gas station, and I would like to  
11 ask a question. Where is the Route 27, pink  
12 or blue?

13 AUDIENCE MEMBER: It is -- it's the  
14 pink -- can you show --

15 MS. SEKULA: Yeah, so the colors show the  
16 direction of the traffic flow, but the road  
17 itself is shown in pink.

18 AUDIENCE MEMBER: What's the blue line?

19 MS. SEKULA: The blue line is the  
20 outbound traffic. So the blue line is showing  
21 the traffic coming through the Arnold Trail,  
22 how it's going to be processed through the  
23 LPOE facility and then on its way to Canada.

24 AUDIENCE MEMBER: So there will be two  
25 roads?

1 MS. SEKULA: No. It's -- so there's  
2 still one road. It's just how it's flowing  
3 through the LPOE.

4 AUDIENCE MEMBER: Well, there is kind of  
5 two roads there.

6 AUDIENCE MEMBER: When somebody --  
7 because, you know, we have much customer goes  
8 back and forth to get some gas. So when they  
9 cross the custom, that's correct. So where  
10 they go to come back from my store?

11 MS. DELOZIER: So they would go -- do you  
12 see the lowest dark colored route, and it  
13 would intersect with Arnold Trail, up where  
14 Big Island Road is also meeting the Arnold  
15 Trail, and at that point, the cars can make a  
16 left to go to your gas station.

17 AUDIENCE MEMBER: Can you show me on the  
18 picture?

19 MS. SEKULA: So we'll start with the  
20 blue. So the blue is the traffic coming from  
21 the United States going through the LPOE and  
22 then traveling to Canada. The green is  
23 traffic coming from Canada going through the  
24 LPOE and coming back out to the Arnold Trail.

25 Your gas station is right -- oh, sorry, right

1 here. So what they would do is, there will be  
2 an intersection right here where they can make  
3 a left, and then they can access either this  
4 building or this building and then your gas  
5 station right there.

6 AUDIENCE MEMBER: And can you confirm  
7 that that can accommodate traffic?

8 MR. WANG: The question is, can we --  
9 (Indiscernible simultaneous speaking.)

10 AUDIENCE MEMBER: Can you confirm that?

11 MR. WANG: This diagram was actually  
12 resulting from traffic studies, designed and  
13 redesigning (indiscernible) for us. And -- we  
14 have validated the -- our traffic engineers  
15 that that turn works. So if we -- obviously,  
16 if you can enter some more comments into  
17 the -- formally today, we can continue to look  
18 at where (indiscernible).

19 THE REPORTER: I can't hear him because  
20 people are speaking out here. I can only take  
21 one person speaking at a time, and when  
22 multiple people are speaking, I can't take him  
23 down. It's not you. I'm sorry, audience, you  
24 just have to be quiet while somebody else is  
25 speaking, please. I'm sorry.

1 MR. WANG: Let me just restate it for  
2 you.

3 THE REPORTER: Thank you.

4 MR. WANG: So the question was, have you  
5 tested that turn works for large trucks,  
6 correct?

7 So -- and my answer was yes, we -- the  
8 plan you see in front of you has been  
9 validated by our traffic engineers in their  
10 studies of traffic flow based on logging  
11 trucks primarily as the predominant vehicles  
12 size. But again, my follow-along was, if you  
13 have more concerns or worries about that,  
14 please enter that into the comments. We take  
15 that to heart. We continually improve  
16 (indiscernible). Like I said, we take your  
17 concerns -- we want to hear them, and we'll  
18 continue to develop the project that way.

19 AUDIENCE MEMBER: Because when they have  
20 to come back from -- to -- for Canada is there  
21 a stop, check right and left side, to come  
22 back at your left? Because it's going -- or  
23 it's like this, and I don't understand.  
24 That's my question.

25 MR. WANG: Exactly. I mean, that's the

1 next level of evaluation and development. So  
2 again, this is a concept-level plan. This  
3 shows you the generic, at a very high level,  
4 how the traffic will be flowing. So we'll  
5 continue to massage. I'll use that word.  
6 It's a bad word, but we'll continue to  
7 manipulate and to improve the layout.

8 AUDIENCE MEMBER: Hi. Mylene Pepin from  
9 Coburn Gore, Maine, M-y-l-e-n-e, P-e-p-i-n.

10 So I work at the Pepin Lumber office,  
11 which is the purple dot. So right now, what I  
12 understand is that there's two roads, blue  
13 road and pink road. Our truck drivers coming  
14 from the U.S. needing to come to the office  
15 will go straight on the pink road, pick up  
16 their paperwork. Can they go straight, or do  
17 they have to turn around?

18 MS. SEKULA: No. They would have to come  
19 out and go through here. This is going to be  
20 the only entrance to the LPOE.

21 AUDIENCE MEMBER: And that entrance -- I  
22 know you guys engineered it, but that entrance  
23 where is (indiscernible) house, I believe, is  
24 you can't see anything unless you drop that  
25 hill, because there is a little hill.

1 MS. SEKULA: Yeah, and they're going to  
2 be -- there's going to be grading, and whatnot,  
3 to make sure that there is safer  
4 line-of-sights. So, yeah, they're going to do  
5 earthwork and grading to accommodate that.

6 AUDIENCE MEMBER: And have they thought  
7 about instead of going two roads, just a lane  
8 so that we can go to the office from the blue  
9 road instead of cutting through roads that you  
10 have to maintain?

11 MS. SEKULA: So that may be a security  
12 issue.

13 AUDIENCE MEMBER: Okay.

14 AUDIENCE MEMBER: Hi. My name is Joe  
15 Dumais, J-o-e, D-u-m-a-i-s.

16 So me and a couple of my buddies here  
17 happen to own three of the five little houses  
18 in that little village, and you've moved that  
19 intersection where you've moved the Big Island  
20 Road much closer to us. Where you purport to  
21 have Big Island Road merge with the incoming  
22 and the outgoing traffic, you might as well  
23 put a traffic circle there and move our houses  
24 somewhere else. That's --

25 I mean, you have some fixed properties

1 here. You've got plenty of room that you  
2 could work with if you were to go into the  
3 woods and not displace us, because I mean,  
4 we have a -- Jean Dupuis has lived here his  
5 entire life, and several of us have been here  
6 for, you know, going on 20 years. It's a  
7 quaint little, quiet little community, and  
8 what you've done is pushed your border  
9 crossing all the way into the little  
10 village -- we'll call it that -- and we think  
11 that this is ridiculous.

12 Another point I want to make is that my  
13 other house is in Auburn, Maine. We just  
14 spent \$112 million of taxpayer dollars to  
15 build a -- basically to blow up a high school  
16 and build a giant high school. We've got a  
17 brand new athletic field, a football field,  
18 AstroTurf, we've got three baseball diamonds,  
19 eight tennis courts. It's a huge campus, and  
20 it cost \$112 million, and we understand that  
21 this -- now, the paper, the other day, they  
22 were saying that this budget is up to  
23 \$140 million. Is that right? Did I say that  
24 right, 140?

25 So, yeah, I guess -- so I don't know -- I

1 know you can't answer the question about  
2 where's the money going, but my God,  
3 \$140 million in 17 acres in this little piece  
4 of Maine, and these gentlemen here are talking  
5 to me about the traffic. If you did drive up  
6 Route 27, you could see where all the trucks  
7 are going off the road every winter all the  
8 time. And those aren't little accidents.

9 So, you know, we think this is kind of  
10 crazy. And we would love you -- is the  
11 alternative to not do anything still an  
12 alternative? So there's -- you're going to  
13 have some votes there.

14 And then if you've got to do it, then how  
15 about -- I guess you're going to have to buy  
16 us out or -- because you're basically going to  
17 put a traffic circle in our front door, and  
18 this is crazy.

19 Thank you.

20 AUDIENCE MEMBER: Bob Carlton again. I'm  
21 asking this question for this young lady down  
22 here. Housing, so this -- where is the  
23 housing going to be for all these workers? We  
24 anticipated -- there's already a housing  
25 shortage in Franklin County. There's a

1 housing shortage throughout Maine. So  
2 bringing in all these workers, where are they  
3 going to stay?

4 MR. WANG: So where we are right now, we  
5 fully recognize that concern, and we are  
6 studying the availability of flexible areas  
7 that we could potentially use during the  
8 construction phase. We are still in concept  
9 design. We have not gotten to the point where  
10 we can start to understand the construction  
11 logistics.

12 We went through this just recently with  
13 Madawaska where we learned the critical need  
14 to bring in skilled laborers to such a remote  
15 location and house them there. So I can tell  
16 you that the CBP housing that you see with the  
17 X's, that's a potential site. Now, I  
18 emphasize the word "potential" for temporary  
19 housing for workers while they're up here  
20 doing their work. And we continue to look at  
21 other available locations.

22 And please understand, it's a phase of  
23 construction. So I cannot tell you what's  
24 going to go first, what's going to go last. I  
25 can confidently say we're looking at that very

1 carefully with this plan to understand how  
2 we're going to bring those folks in.

3 Our contracting folks are going through  
4 the process and solicitation on construction,  
5 construction support that we'll need for this  
6 major project. And please continue to look --  
7 check on our external website. And also, keep  
8 checking SAM.gov. That's the national federal  
9 contract action website for announcements.

10 So great question. We're taking that  
11 into serious consideration. We're fully  
12 cognizant of that.

13 Thank you.

14 AUDIENCE MEMBER: My name is Sue Davis,  
15 S-u-e, D-a-v-i-s. I live on the house on that  
16 bridge that you mentioned in Kingfield that  
17 comes off of Route 16. I can tell you that at  
18 any time in the day, I can look out my window  
19 and I can see two, three, four trucks, logging  
20 trucks lined up to come across from Route 27  
21 while three or four log trucks are waiting on  
22 Route 16 in front of my house waiting for them  
23 to make the 90-degree corner.

24 And I can tell you also that when the  
25 towers were built up here in Coburn Gore, the

<p style="text-align: center;">42</p> <p>1 wind turbines, when they shipped their blades 2 up, they couldn't come up 16 because that 3 corner is impossible. That bridge is -- first 4 of all, it's a historic bridge and turns into 5 the historic neighborhood of historic houses. 6 Thank you. 7 AUDIENCE MEMBER: While you're doing 8 that, I can speak loud enough. Steve St. Jean 9 again, chairman of the board of selectmen here 10 in Eustis. 11 Not to beat a dead horse, but I think 12 there's such shortsightedness with the -- you 13 can go back to the other slide -- no effect on 14 traffic, and a -- or a beneficial effect on 15 traffic, I think is what it says there in 16 green, beneficial. 17 I understand it's beneficial at the LPOE, 18 but very shortsighted not to think about 19 traffic and the impact downstream from that. 20 Like I said, our fire and rescue here in town 21 is up there all the time now in the 22 wintertime. There's always trucks that have 23 flopped on their side. And with the increased 24 traffic, we can't afford to keep running up 25 there. We don't have any money. And I just</p>	<p style="text-align: center;">44</p> <p>1 especially small businesses. The overall 2 construction of -- sorry, my alarm is going 3 off. The overall construction project, I 4 don't know that it can go to a small business, 5 but that's, you know, where we come in, the 6 small business office of the GSA. We can help 7 any small business if they want to maybe 8 subcontract to the contractor or the vendor 9 or -- you know, there are specific projects 10 according -- like, with the construction, with 11 the overall construction project, like a road 12 paving, things like that, smaller projects 13 that can go to the local small businesses. 14 Is that -- does that answer your 15 question? 16 AUDIENCE MEMBER: Yes and no. I 17 understand you'll have to have a large general 18 contractor and things. I understand how that 19 works, but, you know, quite often, you get 20 large firms that come from Texas or God knows 21 where, and they don't care about the locals. 22 You see it all over the place. I feel like 23 our local contractors, craftsmen, materials, 24 you know, support our county, support our 25 communities.</p>
<p style="text-align: center;">43</p> <p>1 think it's very shortsighted not to look at 2 the potential impact downstream. As Sue was 3 talking about, it's all the way to Farmington. 4 And I know you don't have the money for 5 that, that's not part of your budget; but as 6 far as a government project, very, very 7 shortsighted not to take the locals into 8 account and the state of Maine, period, on how 9 this project is going to effect us. 10 AUDIENCE MEMBER: I'm not going to talk 11 about traffic anymore. He hit it pretty good. 12 Local labor, I mean, we've got some local 13 contractors here. How is that going to work? 14 I mean, do we get preferential treatment? I 15 mean, I know the government ha all kinds of 16 labor unions, all kinds of crazy laws. 17 (Indiscernible.) It's a little crazy as far 18 as, you know, it has to be America-made, I 19 think it was the term is, the construction 20 material. 21 I'm just curious if our local craftsmen 22 and contractors get a shot at this. 23 MS. SIMOES: So right now -- again, we're 24 just in the process. And local labor is 25 always better. Right? It's always good,</p>	<p style="text-align: center;">45</p> <p>1 MS. SIMOES: And that's where I come in. 2 AUDIENCE MEMBER: Okay. 3 MS. SIMOES: So I'm the advocate for 4 small businesses. 5 AUDIENCE MEMBER: I need your business 6 card. 7 MS. SIMOES: Absolutely. Absolutely. 8 MS. DELOZIER: Any other takers? 9 AUDIENCE MEMBER: My name's Jean Dubois. 10 So the power thing, I think we need to bring 11 power from the USA to Coburn Gore. Is there a 12 problem with that? Have we got cost 13 differences? 14 MR. WANG: Huge. 15 AUDIENCE MEMBER: So what? What if they 16 want to pull the plug on us? They can pull 17 the plug. Then what? It won't be so huge. 18 MR. WANG: Yeah, I cannot -- I'll just 19 project and -- 20 AUDIENCE MEMBER: I have a lot of cousins 21 over there, more cousins on the Quebec side 22 than on the U.S. side. 23 MR. WANG: I cannot comment on all the 24 political happenings currently. I can only 25 speak to -- for the project side of things,</p>

1 and our project is highly depending on the  
 2 budget that we've been given. And we just did  
 3 an early study to understand -- we did an  
 4 early study to understand the cost of bringing  
 5 three-phase from down here, right, up to there  
 6 versus Hydro-Quebec. It was a large  
 7 difference. So -- and we have to -- we  
 8 understand that's an absolute requirement, is  
 9 (indiscernible). We need three-phase power  
 10 because we cannot have a port without  
 11 three-phase power.

12 So we did a study of that very carefully,  
 13 and it just wasn't -- financially, we could  
 14 not make that work. And with that said, we do  
 15 have other ports that are using Hydro-Quebec  
 16 as a power source.

17 So again, I cannot comment on what's on  
 18 the media, what we're all hearing in the news.  
 19 I can just tell you the facts of the projects  
 20 that -- so far up to this point.

21 MS. DELOZIER: Anybody else?

22 AUDIENCE MEMBER: Do I have to write my  
 23 recommendation for the road, or did everybody  
 24 listen?

25 MS. DELOZIER: You could -- you can make

1 your comment verbally, or -- if you want to  
 2 think about it a little bit, or you can bring  
 3 it down into the back here, or you can e-mail  
 4 it into the e-mail address.

5 AUDIENCE MEMBER: Thank you.

6 MS. SEKULA: If that's all the comments  
 7 for this evening, we'll adjourn the meeting.  
 8 Again, I just want to remind everybody to  
 9 please sign in so we have a record of your  
 10 attendance. And also, please feel free to  
 11 take the comment forms. That way, if you have  
 12 a comment that you think about later, there  
 13 are several different ways that I can reach us  
 14 in terms of commenting. So please take  
 15 advantage of that.

16 Otherwise, we thank you for your time,  
 17 and that's it.

18 (The proceeding ended at 7:05 p.m.)  
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 25

1 STATE OF MAINE

2  
 3 I, Tammy M. Smith, a Notary Public in and  
 4 for the State of Maine, hereby certify that this  
 5 aforementioned hearing was stenographically  
 6 reported by me to the best of my ability and later  
 7 reduced to typewritten form with the aid of  
 8 Computer-Aided Transcription, and the foregoing is  
 9 a full and true record of the hearing to the best  
 10 of my ability.

11  
 12 I further certify that I am a  
 13 disinterested person in the event or outcome of the  
 14 above-named cause of action.

15  
 16 IN WITNESS WHEREOF, I subscribe my hand  
 17 and affix my seal this 25th day of June, 2025.

18  
 19  
 20 /s/Tammy M. Smith  
 21 Tammy M. Smith  
 22 Notary Public/Court Reporter

23  
 24 My commission expires: January 12, 2016  
 25

<p><b>\$112</b> [2] - 38:14, 38:20  <b>\$140</b> [2] - 38:23, 39:3  <b>'97</b> [1] - 10:6  <b>/s/Tammy</b> [1] - 48:20  <b>02222-1077</b> [1] - 17:7  <b>04982</b> [1] - 1:12  <b>1</b> [1] - 9:4  <b>10</b> [1] - 17:6  <b>11</b> [2] - 18:3  <b>11th</b> [1] - 17:6  <b>12</b> [2] - 1:18, 48:24  <b>14</b> [1] - 9:8  <b>140</b> [1] - 38:24  <b>16</b> [4] - 23:11, 41:17, 41:22, 42:2  <b>17</b> [1] - 39:3  <b>17.7</b> [1] - 9:7  <b>1930s</b> [1] - 20:21  <b>1931</b> [1] - 8:8  <b>2</b> [1] - 10:11  <b>20</b> [1] - 38:6  <b>2016</b> [1] - 48:24  <b>2025</b> [7] - 1:18, 7:15, 15:14, 15:16, 15:17, 17:9, 48:17  <b>2026</b> [1] - 15:19  <b>2029</b> [1] - 15:20  <b>207.394.3900</b> [1] - 1:24  <b>22nd</b> [1] - 7:15  <b>23</b> [4] - 7:15, 15:14, 15:16, 17:9  <b>23rd</b> [1] - 16:25  <b>24</b> [1] - 8:11  <b>25th</b> [1] - 48:17  <b>27</b> [9] - 8:2, 20:3, 22:18, 22:24, 24:6, 31:11, 32:11, 39:6, 41:20  <b>30-second</b> [1] - 17:13  <b>4</b> [1] - 24:6  <b>50</b> [1] - 18:14  <b>6:06</b> [2] - 1:13, 1:20  <b>7</b> [1] - 8:10  <b>7:05</b> [1] - 47:18  <b>84</b> [1] - 1:11  <b>90-degree</b> [1] - 41:23  <b>ability</b> [2] - 48:6, 48:10  <b>able</b> [1] - 28:15  <b>above-named</b> [1] - 48:14  <b>absolute</b> [1] - 46:8  <b>absolutely</b> [2] - 45:7  <b>Accelerator</b> [2] - 4:7, 4:9  <b>access</b> [2] - 14:11,</p>	<p>34:3  <b>accessed</b> [1] - 9:12  <b>accidents</b> [1] - 39:8  <b>accommodate</b> [2] - 34:7, 37:5  <b>accordance</b> [1] - 10:5  <b>according</b> [2] - 15:18, 44:10  <b>account</b> [1] - 43:8  <b>acquire</b> [1] - 10:3  <b>acquisition</b> [3] - 3:11, 10:8, 13:6  <b>acquisitions</b> [1] - 22:1  <b>acres</b> [3] - 9:7, 9:8, 39:3  <b>Act</b> [4] - 5:15, 7:1, 10:6, 10:7  <b>action</b> [19] - 7:3, 8:16, 9:3, 9:23, 10:11, 10:16, 10:18, 10:19, 11:10, 11:11, 11:18, 12:2, 12:24, 13:24, 21:21, 22:3, 31:6, 41:9, 48:14  <b>actions</b> [1] - 7:2  <b>activities</b> [1] - 12:6  <b>add</b> [1] - 18:14  <b>additional</b> [6] - 9:17, 14:18, 16:21, 17:15, 28:11, 32:1  <b>address</b> [8] - 9:2, 14:19, 16:17, 17:4, 20:9, 24:25, 47:4  <b>addressed</b> [1] - 15:3  <b>adjourn</b> [1] - 47:7  <b>Administration</b> [3] - 4:18, 5:8, 17:5  <b>administrative</b> [1] - 16:14  <b>ADRIENE</b> [1] - 2:7  <b>advantage</b> [1] - 47:15  <b>adverse</b> [1] - 13:5  <b>advocate</b> [1] - 45:3  <b>affect</b> [1] - 12:15  <b>affix</b> [1] - 48:17  <b>afford</b> [1] - 42:24  <b>mentioned</b> [1] - 48:5  <b>agencies</b> [1] - 7:1  <b>agenda</b> [1] - 6:8  <b>agent</b> [1] - 28:14  <b>ahead</b> [2] - 15:21, 23:13  <b>aid</b> [1] - 48:7  <b>Aided</b> [1] - 48:8  <b>air</b> [4] - 11:6, 12:12,</p>	<p>13:20, 15:4  <b>alarm</b> [1] - 44:2  <b>almost</b> [1] - 27:24  <b>alternative</b> [19] - 9:4, 9:23, 10:10, 10:12, 10:17, 10:18, 10:19, 11:19, 12:2, 12:25, 13:24, 16:2, 25:24, 29:22, 31:7, 32:3, 32:7, 39:11, 39:12  <b>Alternative</b> [2] - 9:4, 10:11  <b>alternatives</b> [15] - 6:2, 6:12, 7:23, 9:3, 10:22, 11:11, 25:22, 26:1, 26:3, 27:14, 27:16, 27:17, 28:1, 30:2, 30:18  <b>America</b> [1] - 43:18  <b>America-made</b> [1] - 43:18  <b>analysis</b> [5] - 10:21, 27:19, 27:23, 31:18, 32:1  <b>analyzes</b> [1] - 11:9  <b>Angus</b> [1] - 23:6  <b>announcements</b> [1] - 41:9  <b>answer</b> [6] - 26:22, 27:1, 27:2, 35:7, 39:1, 44:14  <b>anticipate</b> [1] - 23:18  <b>anticipated</b> [3] - 19:10, 28:10, 39:24  <b>APEX</b> [2] - 4:7, 4:9  <b>Appearances</b> [1] - 2:1  <b>applicable</b> [1] - 21:6  <b>applies</b> [2] - 6:9, 18:2  <b>area</b> [1] - 10:8  <b>areas</b> [3] - 11:2, 13:12, 40:6  <b>Arner</b> [1] - 24:23  <b>ARNER</b> [1] - 24:23  <b>Arnold</b> [7] - 8:2, 9:6, 9:11, 32:21, 33:13, 33:14, 33:24  <b>assertion</b> [1] - 26:12  <b>assessment</b> [4] - 5:17, 6:15, 7:8, 26:5  <b>Assessment</b> [1] - 1:6  <b>Assistance</b> [1] - 10:5  <b>associated</b> [2] - 11:22, 12:7  <b>ASSOCIATES</b> [1] - 1:23  <b>Association</b> [1] - 23:4</p>	<p><b>AstroTurf</b> [1] - 38:18  <b>athletic</b> [1] - 38:17  <b>attendance</b> [1] - 47:10  <b>Attention</b> [1] - 17:5  <b>Auburn</b> [1] - 38:13  <b>AUDIENCE</b> [41] - 17:22, 19:18, 19:21, 20:15, 21:7, 22:11, 24:23, 27:14, 29:24, 30:7, 30:15, 30:17, 30:22, 31:2, 32:9, 32:13, 32:18, 32:24, 33:4, 33:6, 33:17, 34:6, 34:10, 35:19, 36:8, 36:21, 37:6, 37:13, 37:14, 39:20, 41:14, 42:7, 43:10, 44:16, 45:2, 45:5, 45:9, 45:15, 45:20, 46:22, 47:5  <b>audience</b> [1] - 34:23  <b>availability</b> [1] - 40:6  <b>available</b> [7] - 4:2, 4:12, 7:17, 7:19, 15:3, 16:12, 40:21  <b>aware</b> [1] - 18:20  <b>background</b> [4] - 3:10, 6:1, 6:10, 7:23  <b>bad</b> [1] - 36:6  <b>baldly</b> [1] - 26:8  <b>baseball</b> [1] - 38:18  <b>based</b> [2] - 28:10, 35:10  <b>baseline</b> [2] - 10:17, 13:25  <b>basis</b> [1] - 22:25  <b>beat</b> [1] - 42:11  <b>begin</b> [2] - 3:2, 15:19  <b>behalf</b> [2] - 4:22, 5:11  <b>beneficial</b> [7] - 13:1, 13:14, 13:21, 42:14, 42:16, 42:17  <b>benefits</b> [1] - 10:4  <b>best</b> [6] - 6:15, 11:23, 14:4, 15:3, 48:6, 48:9  <b>best-management</b> [3] - 6:15, 11:23, 14:4  <b>better</b> [3] - 8:25, 27:8, 43:25  <b>between</b> [1] - 8:25  <b>bicycles</b> [1] - 8:7  <b>big</b> [3] - 22:21, 22:23, 23:18  <b>Big</b> [5] - 9:9, 31:11, 33:14, 37:19, 37:21</p>	<p><b>biological</b> [3] - 11:5, 14:17, 14:19  <b>Bipartisan</b> [1] - 29:9  <b>bit</b> [1] - 47:2  <b>black</b> [2] - 9:23, 16:23  <b>blades</b> [1] - 42:1  <b>blow</b> [1] - 38:15  <b>blown</b> [1] - 25:20  <b>blue</b> [9] - 9:25, 32:12, 32:18, 32:19, 32:20, 33:20, 36:12, 37:8  <b>BMP</b> [1] - 14:5  <b>BMPs</b> [2] - 14:13, 14:19  <b>board</b> [3] - 17:25, 21:20, 42:9  <b>bob</b> [1] - 39:20  <b>Bob</b> [1] - 22:11  <b>BOB</b> [1] - 22:12  <b>border</b> [5] - 8:3, 9:1, 22:3, 22:9, 38:8  <b>Border</b> [4] - 4:23, 5:12, 8:9, 23:16  <b>Boston</b> [1] - 17:7  <b>boundaries</b> [1] - 9:24  <b>box</b> [1] - 16:24  <b>brand</b> [1] - 38:17  <b>bridge</b> [4] - 23:12, 41:16, 42:3, 42:4  <b>brief</b> [1] - 6:8  <b>bring</b> [7] - 21:16, 22:9, 32:6, 40:14, 41:2, 45:10, 47:2  <b>bringing</b> [3] - 21:12, 40:2, 46:4  <b>buddies</b> [1] - 37:16  <b>budget</b> [3] - 38:22, 43:5, 46:2  <b>build</b> [2] - 38:15, 38:16  <b>BUILDING</b> [1] - 1:10  <b>building</b> [3] - 9:18, 34:4  <b>Building</b> [2] - 1:19, 17:6  <b>buildings</b> [2] - 13:13, 31:13  <b>built</b> [1] - 41:25  <b>business</b> [6] - 3:13, 3:23, 44:4, 44:6, 44:7, 45:5  <b>Business</b> [1] - 3:22  <b>businesses</b> [7] - 3:24, 3:25, 4:1, 4:3, 44:1, 44:13, 45:4  <b>buy</b> [1] - 39:15</p>
---	---	--	---	--

<p><b>bypass</b> [1] - 9:17</p> <p><b>C-a-r-l-t-o-n</b> [1] - 22:12</p> <p><b>campus</b> [1] - 38:19</p> <p><b>Canada</b> [8] - 12:16, 14:23, 21:10, 21:16, 32:23, 33:22, 33:23, 35:20</p> <p><b>Canada 's</b> [1] - 31:3</p> <p><b>Canadian</b> [1] - 9:1</p> <p><b>cannot</b> [6] - 19:9, 40:23, 45:18, 45:23, 46:10, 46:17</p> <p><b>capacity</b> [3] - 8:20, 13:17, 26:14</p> <p><b>card</b> [1] - 45:6</p> <p><b>care</b> [2] - 18:16, 44:21</p> <p><b>carefully</b> [2] - 41:1, 46:12</p> <p><b>Carlton</b> [2] - 22:11, 39:20</p> <p><b>Carrabassett</b> [1] - 24:24</p> <p><b>cars</b> [1] - 33:15</p> <p><b>cart</b> [1] - 20:8</p> <p><b>Causeway</b> [1] - 17:6</p> <p><b>CBP</b> [9] - 3:9, 8:9, 8:15, 9:15, 19:12, 28:6, 31:23, 40:16</p> <p><b>CBP's</b> [1] - 8:16</p> <p><b>certify</b> [2] - 48:4, 48:12</p> <p><b>cetera</b> [1] - 16:18</p> <p><b>chairman</b> [2] - 17:24, 42:9</p> <p><b>chance</b> [2] - 16:9, 16:19</p> <p><b>change</b> [3] - 10:8, 13:11, 14:1</p> <p><b>channels</b> [1] - 29:6</p> <p><b>check</b> [2] - 35:21, 41:7</p> <p><b>checking</b> [1] - 41:8</p> <p><b>choice</b> [1] - 30:23</p> <p><b>Christopher</b> [1] - 4:6</p> <p><b>circle</b> [2] - 37:23, 39:17</p> <p><b>cite</b> [1] - 13:20</p> <p><b>claim</b> [1] - 26:10</p> <p><b>clarify</b> [1] - 30:21</p> <p><b>clarity</b> [1] - 32:5</p> <p><b>clear</b> [4] - 29:14, 29:16, 30:13, 31:18</p> <p><b>clearing</b> [2] - 12:10, 12:17</p> <p><b>closer</b> [3] - 27:7, 27:11, 37:20</p>	<p><b>closures</b> [1] - 14:6</p> <p><b>Coburn</b> [15] - 1:6, 3:7, 4:19, 5:9, 7:6, 8:1, 8:2, 17:2, 18:13, 19:25, 20:4, 20:15, 36:9, 41:25, 45:11</p> <p><b>coburngore .lpoe @ gsa.gov</b> [1] - 17:1</p> <p><b>cognizant</b> [1] - 41:12</p> <p><b>collide</b> [1] - 8:23</p> <p><b>Collins '</b> [1] - 23:6</p> <p><b>colored</b> [1] - 33:12</p> <p><b>colors</b> [2] - 15:7, 32:15</p> <p><b>coming</b> [7] - 3:2, 20:10, 32:21, 33:20, 33:23, 33:24, 36:13</p> <p><b>commencing</b> [1] - 1:20</p> <p><b>comment</b> [18] - 6:20, 7:11, 7:14, 15:22, 16:20, 16:22, 16:23, 17:12, 17:20, 17:21, 19:19, 30:3, 31:8, 45:23, 46:17, 47:1, 47:11, 47:12</p> <p><b>commenting</b> [1] - 47:14</p> <p><b>comments</b> [26] - 5:22, 5:24, 6:19, 7:13, 7:16, 15:15, 15:22, 15:25, 16:4, 16:8, 16:11, 16:13, 16:22, 16:25, 17:3, 17:8, 17:11, 17:16, 17:17, 18:19, 29:15, 31:25, 32:4, 34:16, 35:14, 47:6</p> <p><b>commercial</b> [2] - 8:6, 9:10</p> <p><b>commission</b> [1] - 48:24</p> <p><b>Commission</b> [1] - 15:1</p> <p><b>Commissioner</b> [1] - 22:13</p> <p><b>common</b> [1] - 26:15</p> <p><b>communities</b> [2] - 22:18, 44:25</p> <p><b>community</b> [2] - 18:21, 38:7</p> <p><b>COMMUNITY</b> [1] - 1:10</p> <p><b>Community</b> [1] - 1:19</p> <p><b>comparison</b> [1] - 10:17</p> <p><b>complete</b> [3] - 12:23,</p>	<p>15:19, 17:12</p> <p><b>completed</b> [1] - 15:12</p> <p><b>Computer</b> [1] - 48:8</p> <p><b>Computer -Aided</b> [1] - 48:8</p> <p><b>concept</b> [3] - 31:14, 36:2, 40:8</p> <p><b>concept -level</b> [1] - 36:2</p> <p><b>concern</b> [5] - 20:3, 20:9, 25:19, 28:4, 40:5</p> <p><b>concerned</b> [7] - 18:6, 18:7, 18:10, 18:11, 20:6, 26:16, 28:22</p> <p><b>concerns</b> [6] - 26:4, 28:20, 29:3, 29:5, 35:13, 35:17</p> <p><b>conclusion</b> [1] - 26:7</p> <p><b>conditions</b> [1] - 14:1</p> <p><b>confidently</b> [2] - 18:24, 40:25</p> <p><b>confirm</b> [2] - 34:6, 34:10</p> <p><b>conflict</b> [2] - 8:22, 13:19</p> <p><b>consider</b> [8] - 7:12, 10:16, 15:24, 21:17, 26:2, 30:10, 30:17, 31:17</p> <p><b>consideration</b> [2] - 26:1, 41:11</p> <p><b>considered</b> [6] - 11:1, 17:9, 20:22, 25:7, 25:23, 30:2</p> <p><b>considering</b> [2] - 9:3, 11:11</p> <p><b>constructed</b> [2] - 8:8, 20:21</p> <p><b>constructible</b> [2] - 27:20, 27:22</p> <p><b>construction</b> [25] - 11:18, 12:4, 12:6, 12:8, 12:11, 12:12, 12:15, 12:24, 13:8, 13:16, 14:7, 14:23, 15:18, 21:19, 25:16, 40:8, 40:10, 40:23, 41:4, 41:5, 43:19, 44:2, 44:3, 44:10, 44:11</p> <p><b>consultations</b> [1] - 14:25</p> <p><b>consulting</b> [1] - 21:20</p> <p><b>contained</b> [1] - 19:3</p> <p><b>contaminant</b> [1] - 12:13</p>	<p><b>context</b> [1] - 11:14</p> <p><b>continually</b> [1] - 35:15</p> <p><b>continue</b> [8] - 9:12, 29:5, 34:17, 35:18, 36:5, 36:6, 40:20, 41:6</p> <p><b>continuing</b> [1] - 10:12</p> <p><b>contract</b> [1] - 41:9</p> <p><b>contracting</b> [1] - 41:3</p> <p><b>contractor</b> [3] - 6:4, 44:8, 44:18</p> <p><b>contractors</b> [4] - 21:20, 43:13, 43:22, 44:23</p> <p><b>contracts</b> [1] - 4:11</p> <p><b>control</b> [1] - 14:14</p> <p><b>coordinate</b> [1] - 14:10</p> <p><b>coordinating</b> [1] - 26:22</p> <p><b>coordination</b> [1] - 12:21</p> <p><b>copy</b> [1] - 7:19</p> <p><b>corner</b> [3] - 23:12, 41:23, 42:3</p> <p><b>correct</b> [3] - 28:8, 33:9, 35:6</p> <p><b>corridor</b> [2] - 20:3, 22:18</p> <p><b>cost</b> [4] - 27:20, 38:20, 45:12, 46:4</p> <p><b>County</b> [2] - 22:12, 39:25</p> <p><b>county</b> [1] - 44:24</p> <p><b>couple</b> [2] - 24:24, 37:16</p> <p><b>Court</b> [1] - 1:23</p> <p><b>courts</b> [1] - 38:19</p> <p><b>cousins</b> [2] - 45:20, 45:21</p> <p><b>craftsmen</b> [2] - 43:21, 44:23</p> <p><b>crazy</b> [4] - 39:10, 39:18, 43:16, 43:17</p> <p><b>critical</b> [1] - 40:13</p> <p><b>cross</b> [2] - 22:3, 33:9</p> <p><b>cross-border</b> [1] - 22:3</p> <p><b>crossing</b> [3] - 26:14, 30:23, 38:9</p> <p><b>crowd</b> [1] - 3:6</p> <p><b>cues</b> [1] - 13:19</p> <p><b>cultural</b> [8] - 11:6, 12:18, 12:20, 15:2, 20:17, 25:8, 26:19, 26:21</p> <p><b>cultural -resources</b> [1]</p>	<p>- 26:21</p> <p><b>curious</b> [1] - 43:21</p> <p><b>current</b> [1] - 28:12</p> <p><b>custom</b> [1] - 33:9</p> <p><b>customer</b> [1] - 33:7</p> <p><b>Customs</b> [4] - 4:23, 5:11, 8:9, 23:15</p> <p><b>cutting</b> [1] - 37:9</p> <p><b>D-a-v-i-s</b> [1] - 41:15</p> <p><b>D-u-m-a-i-s</b> [1] - 37:15</p> <p><b>dark</b> [1] - 33:12</p> <p><b>dashed</b> [1] - 9:24</p> <p><b>data</b> [2] - 24:1, 26:6</p> <p><b>Davis</b> [1] - 41:14</p> <p><b>days</b> [1] - 8:11</p> <p><b>dead</b> [1] - 42:11</p> <p><b>deal</b> [2] - 22:21, 22:23</p> <p><b>decision</b> [3] - 7:6, 7:13, 15:16</p> <p><b>decision -making</b> [2] - 7:6, 7:13</p> <p><b>dedicated</b> [2] - 29:8, 29:12</p> <p><b>deemed</b> [1] - 27:20</p> <p><b>definitely</b> [1] - 19:4</p> <p><b>delays</b> [1] - 12:9</p> <p><b>DELOZIER</b> [7] - 2:7, 27:25, 32:6, 33:11, 45:8, 46:21, 46:25</p> <p><b>demolished</b> [2] - 21:2, 25:5</p> <p><b>department</b> [1] - 18:12</p> <p><b>design</b> [10] - 8:18, 19:7, 22:8, 27:6, 27:7, 27:8, 27:12, 31:18, 32:1, 40:9</p> <p><b>designed</b> [2] - 15:9, 34:12</p> <p><b>designers</b> [1] - 18:25</p> <p><b>designing</b> [1] - 18:25</p> <p><b>desk</b> [1] - 7:20</p> <p><b>detail</b> [1] - 11:23</p> <p><b>determines</b> [1] - 10:9</p> <p><b>detours</b> [2] - 12:9, 14:6</p> <p><b>develop</b> [1] - 35:18</p> <p><b>development</b> [2] - 16:1, 36:1</p> <p><b>diagram</b> [1] - 34:11</p> <p><b>diamonds</b> [1] - 38:18</p> <p><b>difference</b> [1] - 46:7</p> <p><b>differences</b> [1] - 45:13</p> <p><b>different</b> [1] - 47:13</p> <p><b>direct</b> [1] - 15:6</p> <p><b>direction</b> [1] - 32:16</p> <p><b>Disadvantaged</b> [1] -</p>
---	--	---	--	--

<p>3:22</p> <p><b>discovered</b> [1] - 25:14</p> <p><b>discuss</b> [1] - 6:12</p> <p><b>discusses</b> [1] - 11:21</p> <p><b>discussing</b> [1] - 25:24</p> <p><b>discussion</b> [5] - 7:22, 11:23, 25:22, 26:10, 28:1</p> <p><b>disinterested</b> [1] - 48:13</p> <p><b>dismiss</b> [1] - 29:14</p> <p><b>dismissed</b> [2] - 30:2, 30:5</p> <p><b>displace</b> [1] - 38:3</p> <p><b>displaced</b> [1] - 10:4</p> <p><b>display</b> [1] - 25:9</p> <p><b>Disposition</b> [1] - 2:4</p> <p><b>disruptions</b> [1] - 14:12</p> <p><b>disturbance</b> [1] - 27:11</p> <p><b>disturbed</b> [1] - 25:15</p> <p><b>document</b> [2] - 15:17, 30:9</p> <p><b>dollars</b> [3] - 24:18, 24:19, 38:14</p> <p><b>DON</b> [1] - 1:23</p> <p><b>done</b> [1] - 38:8</p> <p><b>door</b> [1] - 39:17</p> <p><b>dot</b> [1] - 36:11</p> <p><b>down</b> [5] - 20:10, 34:23, 39:21, 46:5, 47:3</p> <p><b>downstream</b> [4] - 18:11, 18:17, 42:19, 43:2</p> <p><b>draft</b> [13] - 5:17, 6:6, 6:14, 7:7, 7:14, 7:17, 10:21, 11:1, 11:9, 11:21, 15:12, 15:15, 17:2</p> <p><b>Draft</b> [1] - 1:5</p> <p><b>drive</b> [2] - 31:22, 39:5</p> <p><b>drivers</b> [2] - 28:17, 36:13</p> <p><b>drives</b> [1] - 31:24</p> <p><b>drop</b> [2] - 16:23, 36:24</p> <p><b>dtreport @myottmail . com</b> [1] - 1:24</p> <p><b>Dubois</b> [1] - 45:9</p> <p><b>due</b> [3] - 13:5, 15:15, 27:20</p> <p><b>Dumais</b> [1] - 37:15</p> <p><b>Dupuis</b> [1] - 38:4</p> <p><b>duration</b> [2] - 11:12, 12:5</p>	<p><b>during</b> [9] - 7:13, 7:16, 11:18, 12:4, 13:11, 14:7, 14:22, 15:25, 40:7</p> <p><b>duties</b> [1] - 28:16</p> <p><b>e-mail</b> [4] - 16:17, 16:25, 47:3, 47:4</p> <p><b>EA</b> [14] - 6:6, 7:8, 7:14, 7:17, 10:21, 11:1, 11:9, 11:21, 15:12, 15:15, 15:16, 16:1, 17:2, 25:20</p> <p><b>early</b> [4] - 30:18, 31:15, 46:3, 46:4</p> <p><b>earthwork</b> [4] - 12:10, 27:10, 27:21, 37:5</p> <p><b>east</b> [1] - 9:9</p> <p><b>echo</b> [1] - 22:16</p> <p><b>echoing</b> [1] - 26:4</p> <p><b>effect</b> [11] - 11:22, 12:18, 12:20, 12:25, 13:1, 13:2, 13:25, 42:13, 42:14, 43:9</p> <p><b>effects</b> [14] - 7:2, 10:22, 11:10, 11:17, 11:21, 11:25, 12:3, 12:4, 13:4, 13:15, 13:20, 14:8, 14:16, 18:4</p> <p><b>efficiencies</b> [1] - 19:15</p> <p><b>efficiency</b> [1] - 8:20</p> <p><b>efficient</b> [1] - 13:22</p> <p><b>efficiently</b> [3] - 8:14, 13:17, 28:16</p> <p><b>eight</b> [1] - 38:19</p> <p><b>either</b> [4] - 5:23, 12:25, 27:20, 34:3</p> <p><b>electronically</b> [1] - 7:18</p> <p><b>emissions</b> [2] - 12:12, 15:4</p> <p><b>emphasize</b> [2] - 26:2, 40:18</p> <p><b>emphasizes</b> [1] - 7:4</p> <p><b>enabling</b> [1] - 21:18</p> <p><b>encourage</b> [2] - 7:16, 29:4</p> <p><b>end</b> [3] - 4:13, 5:25, 24:6</p> <p><b>ended</b> [1] - 47:18</p> <p><b>energy</b> [4] - 9:19, 15:10</p> <p><b>engage</b> [1] - 21:21</p> <p><b>engagement</b> [1] - 7:5</p> <p><b>engaging</b> [1] - 21:25</p>	<p><b>engineered</b> [1] - 36:22</p> <p><b>engineers</b> [2] - 34:14, 35:9</p> <p><b>ensure</b> [1] - 15:1</p> <p><b>entail</b> [2] - 10:12, 25:11</p> <p><b>enter</b> [2] - 34:16, 35:14</p> <p><b>entire</b> [1] - 38:5</p> <p><b>entrance</b> [3] - 36:20, 36:21, 36:22</p> <p><b>Entry</b> [4] - 1:7, 3:8, 4:20, 5:9</p> <p><b>entry</b> [2] - 7:10, 9:1</p> <p><b>environment</b> [2] - 7:3, 10:23</p> <p><b>environmental</b> [5] - 5:17, 6:14, 7:8, 25:20, 26:5</p> <p><b>Environmental</b> [3] - 1:5, 5:15, 6:25</p> <p><b>environmental - impact</b> [1] - 25:20</p> <p><b>erosion</b> [2] - 12:10, 14:15</p> <p><b>especially</b> [2] - 31:20, 44:1</p> <p><b>essentially</b> [1] - 27:6</p> <p><b>et</b> [1] - 16:17</p> <p><b>EUSTIS</b> [1] - 1:10</p> <p><b>Eustis</b> [5] - 1:18, 17:25, 19:5, 22:19, 42:10</p> <p><b>evaluate</b> [1] - 7:1</p> <p><b>evaluation</b> [1] - 36:1</p> <p><b>evening</b> [6] - 3:1, 4:17, 5:6, 16:4, 17:22, 47:7</p> <p><b>event</b> [1] - 48:13</p> <p><b>exactly</b> [2] - 27:4, 35:25</p> <p><b>examine</b> [1] - 7:8</p> <p><b>example</b> [2] - 8:7, 16:16</p> <p><b>exciting</b> [1] - 22:15</p> <p><b>existing</b> [3] - 9:5, 9:12, 9:25</p> <p><b>expand</b> [2] - 8:12, 30:3</p> <p><b>expanding</b> [2] - 7:9, 9:5</p> <p><b>expansion</b> [2] - 3:8, 28:10</p> <p><b>Expansion</b> [3] - 1:7, 4:20, 5:10</p> <p><b>expected</b> [1] - 15:17</p>	<p><b>expires</b> [1] - 48:24</p> <p><b>explicitly</b> [1] - 29:14</p> <p><b>extension</b> [1] - 10:15</p> <p><b>external</b> [1] - 41:7</p> <p><b>face</b> [2] - 25:4, 26:10</p> <p><b>faces</b> [1] - 3:6</p> <p><b>facilitate</b> [1] - 29:6</p> <p><b>facility</b> [6] - 8:4, 8:13, 8:17, 25:2, 28:14, 32:23</p> <p><b>facts</b> [1] - 46:19</p> <p><b>fall</b> [1] - 22:14</p> <p><b>familiar</b> [1] - 3:6</p> <p><b>far</b> [4] - 11:14, 43:6, 43:17, 46:20</p> <p><b>far-reaching</b> [1] - 11:14</p> <p><b>Farmington</b> [5] - 20:4, 20:5, 22:19, 24:5, 43:3</p> <p><b>features</b> [1] - 9:14</p> <p><b>Federal</b> [2] - 17:6, 18:15</p> <p><b>federal</b> [5] - 7:1, 8:10, 24:18, 24:19, 41:8</p> <p><b>federally</b> [1] - 12:16</p> <p><b>federally-protected</b> [1] - 12:16</p> <p><b>few</b> [2] - 5:19, 16:3</p> <p><b>field</b> [2] - 38:17</p> <p><b>fill</b> [1] - 16:22</p> <p><b>final</b> [4] - 15:16, 16:1, 27:8, 27:12</p> <p><b>finalized</b> [1] - 10:9</p> <p><b>finally</b> [2] - 6:18, 26:4</p> <p><b>financially</b> [1] - 46:13</p> <p><b>fire</b> [3] - 18:12, 19:3, 42:20</p> <p><b>fire-protection</b> [1] - 19:3</p> <p><b>firms</b> [1] - 44:20</p> <p><b>first</b> [7] - 6:8, 16:6, 17:21, 19:5, 26:20, 40:24, 42:3</p> <p><b>five</b> [1] - 37:17</p> <p><b>fix</b> [1] - 20:12</p> <p><b>fixed</b> [1] - 37:25</p> <p><b>flexibility</b> [1] - 32:2</p> <p><b>flexible</b> [2] - 31:19, 40:6</p> <p><b>flexible-ish</b> [1] - 31:19</p> <p><b>floor</b> [1] - 6:20</p> <p><b>Floor</b> [1] - 17:6</p> <p><b>flopped</b> [2] - 23:1, 42:23</p> <p><b>flow</b> [3] - 19:15, 32:16,</p>	<p>35:10</p> <p><b>flowing</b> [4] - 31:10, 31:21, 33:2, 36:4</p> <p><b>folks</b> [7] - 3:1, 3:4, 3:9, 19:12, 20:5, 41:2, 41:3</p> <p><b>follow</b> [3] - 29:25, 31:5, 35:12</p> <p><b>follow-along</b> [1] - 35:12</p> <p><b>follow-up</b> [2] - 29:25, 31:5</p> <p><b>following</b> [1] - 11:1</p> <p><b>follows</b> [1] - 11:25</p> <p><b>football</b> [1] - 38:17</p> <p><b>foregoing</b> [1] - 48:8</p> <p><b>forests</b> [1] - 13:12</p> <p><b>form</b> [2] - 16:23, 48:7</p> <p><b>formally</b> [1] - 34:17</p> <p><b>forms</b> [1] - 47:11</p> <p><b>forth</b> [1] - 33:8</p> <p><b>four</b> [2] - 41:19, 41:21</p> <p><b>Franklin</b> [2] - 22:12, 39:25</p> <p><b>free</b> [2] - 4:14, 47:10</p> <p><b>friendly</b> [1] - 15:14</p> <p><b>front</b> [5] - 7:20, 20:8, 35:8, 39:17, 41:22</p> <p><b>full</b> [3] - 25:20, 28:16, 48:9</p> <p><b>full-blown</b> [1] - 25:20</p> <p><b>fully</b> [5] - 18:20, 19:2, 19:8, 40:5, 41:11</p> <p><b>funding</b> [2] - 29:7, 29:11</p> <p><b>furnished</b> [1] - 19:2</p> <p><b>future</b> [1] - 28:10</p> <p><b>GANGUZZA</b> [1] - 2:3</p> <p><b>gas</b> [5] - 32:10, 33:8, 33:16, 33:25, 34:4</p> <p><b>gathered</b> [1] - 22:17</p> <p><b>general</b> [2] - 25:23, 44:17</p> <p><b>General</b> [3] - 4:18, 5:7, 17:5</p> <p><b>generic</b> [1] - 36:3</p> <p><b>gentleman</b> [1] - 28:19</p> <p><b>gentlemen</b> [1] - 39:4</p> <p><b>geographic</b> [1] - 11:14</p> <p><b>geography</b> [1] - 11:4</p> <p><b>geology</b> [1] - 14:17</p> <p><b>geothermal</b> [1] - 9:18</p> <p><b>giant</b> [1] - 38:16</p> <p><b>given</b> [3] - 19:8, 28:9, 46:2</p> <p><b>goals</b> [1] - 26:13</p>
---	--	---	--	--

<p><b>God</b> [2] - 39:2, 44:20  <b>Golden</b> [1] - 23:6  <b>gong</b> [1] - 23:22  <b>Gore</b> [15] - 1:6, 3:7, 4:20, 5:9, 7:7, 8:1, 8:2, 17:2, 18:13, 19:25, 20:4, 20:16, 36:9, 41:25, 45:11  <b>Government</b> [1] - 18:15  <b>government</b> [4] - 4:11, 21:14, 43:6, 43:15  <b>grading</b> [2] - 37:2, 37:5  <b>great</b> [4] - 19:24, 21:11, 24:20, 41:10  <b>greater</b> [1] - 11:22  <b>green</b> [3] - 10:2, 33:22, 42:16  <b>ground</b> [1] - 15:6  <b>GSA</b> [29] - 2:2, 2:3, 2:4, 2:5, 3:7, 4:9, 4:19, 4:22, 5:8, 5:11, 7:7, 7:12, 7:23, 8:16, 9:2, 9:7, 9:22, 10:1, 10:3, 10:9, 10:16, 14:2, 14:9, 15:15, 15:24, 18:16, 28:2, 28:21, 44:6  <b>GSA's</b> [2] - 3:20, 7:18  <b>GSA.gov/ CoburnGore</b> [1] - 7:19  <b>guess</b> [3] - 30:6, 38:25, 39:15  <b>guide</b> [1] - 14:6  <b>guys</b> [2] - 19:24, 36:22  <b>habitat</b> [1] - 13:9  <b>hand</b> [1] - 48:16  <b>handles</b> [1] - 8:4  <b>happenings</b> [1] - 45:24  <b>hard</b> [3] - 7:19, 20:12, 23:12  <b>hazardous</b> [3] - 11:8, 13:11, 15:8  <b>hear</b> [8] - 5:3, 5:16, 18:19, 18:23, 20:19, 29:3, 29:19, 35:17  <b>heard</b> [1] - 28:20  <b>hearing</b> [3] - 46:18, 48:5, 48:9  <b>heart</b> [1] - 35:15  <b>held</b> [1] - 29:1  <b>help</b> [11] - 4:1, 4:10, 14:10, 18:9, 18:16,</p>	<p>23:7, 24:18, 29:21, 31:20, 31:25, 44:6  <b>helpful</b> [1] - 32:4  <b>hereby</b> [1] - 48:4  <b>hi</b> [6] - 3:17, 17:23, 29:18, 32:9, 36:8, 37:14  <b>high</b> [4] - 11:16, 36:3, 38:15, 38:16  <b>high-level</b> [1] - 11:16  <b>highly</b> [1] - 46:1  <b>hill</b> [2] - 36:25  <b>Historic</b> [4] - 12:22, 14:25, 20:23, 20:25  <b>historic</b> [4] - 20:22, 42:4, 42:5  <b>hit</b> [2] - 24:6, 43:11  <b>hopefully</b> [1] - 24:25  <b>horse</b> [2] - 20:8, 42:11  <b>hours</b> [1] - 8:11  <b>house</b> [5] - 36:23, 38:13, 40:15, 41:15, 41:22  <b>housekeeping</b> [1] - 5:19  <b>houses</b> [3] - 37:17, 37:23, 42:5  <b>housing</b> [6] - 39:22, 39:23, 39:24, 40:1, 40:16, 40:19  <b>huge</b> [4] - 20:3, 38:19, 45:14, 45:17  <b>human</b> [2] - 7:3, 10:23  <b>hydraulic</b> [1] - 21:15  <b>Hydro</b> [3] - 22:6, 46:6, 46:15  <b>Hydro-Quebec</b> [3] - 22:6, 46:6, 46:15  <b>hydroelectric</b> [2] - 21:9, 21:22  <b>idea</b> [2] - 23:16, 27:8  <b>ideas</b> [1] - 31:15  <b>identifiable</b> [1] - 16:16  <b>identified</b> [2] - 6:5, 6:14  <b>Ill</b> [1] - 21:9  <b>impact</b> [10] - 7:9, 11:12, 11:13, 11:15, 25:4, 25:20, 26:8, 26:11, 42:19, 43:2  <b>impacted</b> [1] - 27:9  <b>impacts</b> [11] - 6:5, 6:14, 10:18, 11:25, 12:7, 13:7, 13:14, 14:2, 15:2, 22:20, 26:16</p>	<p><b>impervious</b> [1] - 13:9  <b>implement</b> [1] - 14:3  <b>implemented</b> [5] - 10:14, 14:6, 14:14, 15:4, 15:8  <b>important</b> [3] - 5:14, 8:4, 15:23  <b>impossible</b> [1] - 42:3  <b>improve</b> [7] - 8:13, 8:24, 13:20, 28:3, 31:25, 35:15, 36:7  <b>improvement</b> [1] - 29:8  <b>IN</b> [1] - 48:16  <b>in-person</b> [1] - 17:10  <b>inbound</b> [1] - 8:24  <b>include</b> [6] - 9:15, 12:8, 13:8, 13:16, 14:20, 15:6  <b>included</b> [2] - 16:13, 17:17  <b>incoming</b> [1] - 37:21  <b>increase</b> [5] - 8:20, 13:9, 13:16, 19:14, 26:13  <b>increased</b> [4] - 12:12, 12:14, 20:6, 42:23  <b>indiscernible</b> [10] - 3:10, 5:1, 28:13, 28:14, 30:14, 30:16, 34:9, 34:13, 36:23, 43:17  <b>indiscernible )</b> [6] - 4:11, 18:22, 28:1, 34:18, 35:16, 46:9  <b>information</b> [3] - 6:19, 11:20, 16:16  <b>Infrastructure</b> [1] - 29:10  <b>infrastructure</b> [1] - 28:15  <b>initial</b> [2] - 21:21, 22:15  <b>input</b> [1] - 5:16  <b>inspections</b> [1] - 8:5  <b>instead</b> [2] - 37:7, 37:9  <b>instructions</b> [1] - 5:24  <b>integral</b> [1] - 15:23  <b>intended</b> [1] - 19:14  <b>intensity</b> [1] - 11:12  <b>intention</b> [1] - 19:7  <b>interested</b> [1] - 11:19  <b>internally</b> [1] - 28:22  <b>intersect</b> [1] - 33:13  <b>intersection</b> [3] -</p>	<p>31:10, 34:2, 37:19  <b>introduce</b> [3] - 3:4, 3:19, 4:14  <b>invasive</b> [1] - 14:21  <b>involvement</b> [1] - 7:4  <b>ish</b> [1] - 31:19  <b>Island</b> [5] - 9:9, 31:11, 33:14, 37:19, 37:21  <b>issue</b> [1] - 37:12  <b>items</b> [1] - 5:20  <b>itself</b> [3] - 6:10, 25:2, 32:17  <b>J.D</b> [1] - 20:15  <b>January</b> [1] - 48:24  <b>Jared</b> [1] - 23:6  <b>Jason</b> [2] - 3:9, 28:9  <b>Jean</b> [5] - 17:23, 19:22, 38:4, 42:8, 45:9  <b>JEAN</b> [1] - 17:24  <b>JMT</b> [3] - 2:6, 2:7, 6:3  <b>Joe</b> [1] - 37:14  <b>JOE</b> [1] - 37:15  <b>Jr</b> [1] - 17:6  <b>June</b> [7] - 1:18, 7:15, 15:14, 15:16, 16:25, 17:9, 48:17  <b>KAITLYN</b> [1] - 2:3  <b>keep</b> [6] - 10:7, 16:8, 24:8, 29:4, 41:7, 42:24  <b>key</b> [1] - 9:14  <b>kind</b> [5] - 22:15, 23:20, 25:10, 33:4, 39:9  <b>kinds</b> [2] - 43:15, 43:16  <b>King's</b> [1] - 23:7  <b>Kingfield</b> [4] - 22:23, 23:10, 24:4, 41:16  <b>known</b> [1] - 10:6  <b>knows</b> [1] - 44:20  <b>labor</b> [3] - 43:12, 43:16, 43:24  <b>laborers</b> [1] - 40:14  <b>lady</b> [1] - 39:21  <b>Land</b> [4] - 1:6, 3:8, 4:20, 5:9  <b>land</b> [5] - 7:10, 9:7, 11:2, 14:6, 27:9  <b>landfill</b> [2] - 25:13, 27:4  <b>lane</b> [4] - 9:17, 12:9, 23:12, 37:7  <b>lanes</b> [1] - 24:13  <b>LaPointe</b> [1] - 20:15  <b>large</b> [6] - 4:1, 4:3,</p>	<p>35:5, 44:17, 44:20, 46:6  <b>last</b> [5] - 11:13, 12:5, 16:6, 22:14, 40:24  <b>lastly</b> [2] - 17:15, 29:7  <b>late</b> [1] - 15:17  <b>Law</b> [1] - 29:10  <b>laws</b> [1] - 43:16  <b>layout</b> [1] - 36:7  <b>lead</b> [1] - 3:11  <b>learned</b> [1] - 40:13  <b>left</b> [5] - 23:11, 33:16, 34:3, 35:21, 35:22  <b>level</b> [4] - 11:16, 36:1, 36:2, 36:3  <b>Lexi's</b> [1] - 24:3  <b>Li</b> [8] - 3:5, 3:16, 4:17, 5:6, 6:24, 7:23, 10:25, 17:5  <b>LI</b> [1] - 2:2  <b>Library</b> [1] - 7:21  <b>life</b> [1] - 38:5  <b>light</b> [2] - 15:5, 15:6  <b>lights</b> [1] - 8:21  <b>likely</b> [1] - 21:1  <b>limit</b> [1] - 17:14  <b>limiting</b> [1] - 14:20  <b>line</b> [7] - 8:24, 8:25, 17:3, 32:18, 32:19, 32:20, 37:4  <b>line-of-sight</b> [2] - 8:24, 8:25  <b>line-of-sights</b> [1] - 37:4  <b>lined</b> [1] - 41:20  <b>lines</b> [2] - 9:24, 13:20  <b>Listed</b> [1] - 20:23  <b>listed</b> [5] - 11:17, 13:2, 13:25, 17:4, 18:4  <b>listen</b> [1] - 46:24  <b>live</b> [2] - 22:18, 41:15  <b>lived</b> [1] - 38:4  <b>local</b> [8] - 4:8, 23:23, 43:12, 43:21, 43:24, 44:13, 44:23  <b>locals</b> [2] - 43:7, 44:21  <b>located</b> [2] - 8:1, 25:13  <b>location</b> [1] - 40:15  <b>locations</b> [1] - 40:21  <b>log</b> [1] - 41:21  <b>logging</b> [2] - 35:10, 41:19  <b>logistics</b> [3] - 22:2, 22:7, 40:11  <b>look</b> [9] - 15:11, 25:18,</p>
---	---	--	---	--

27:17, 30:9, 34:17, 40:20, 41:6, 41:18, 43:1  
**looking** [1] - 40:25  
**loud** [1] - 42:8  
**love** [1] - 39:10  
**lowest** [1] - 33:12  
**LPOE** [27] - 7:10, 8:1, 8:4, 8:10, 8:18, 9:5, 9:13, 9:14, 9:16, 9:25, 10:15, 13:23, 15:9, 17:2, 19:1, 19:2, 20:21, 21:3, 28:12, 29:9, 29:12, 32:23, 33:3, 33:21, 33:24, 36:20, 42:17  
**Lumber** [1] - 36:10  
**Lynx** [2] - 12:16, 14:24  
**MA** [1] - 17:7  
**Madawaska** [1] - 40:13  
**mail** [5] - 16:17, 16:25, 17:3, 47:3, 47:4  
**mailed** [1] - 17:8  
**MAIN** [1] - 1:11  
**main** [4] - 3:14, 9:17, 27:16, 28:17  
**MAINE** [3] - 1:1, 1:12, 48:1  
**Maine** [16] - 1:17, 1:19, 8:3, 12:21, 14:25, 20:25, 21:4, 23:3, 24:15, 24:17, 36:9, 38:13, 39:4, 40:1, 43:8, 48:4  
**MaineDOT** [1] - 23:23  
**maintain** [2] - 14:11, 37:10  
**maintenance** [1] - 10:14  
**major** [1] - 41:6  
**manage** [2] - 7:5, 29:2  
**management** [6] - 6:15, 11:23, 14:4, 14:5, 15:7, 21:19  
**Manager** [3] - 2:2, 2:3, 17:5  
**manager** [3] - 3:7, 4:19, 5:9  
**managing** [1] - 14:21  
**manipulate** [1] - 36:7  
**marker** [1] - 25:8  
**massage** [1] - 36:5  
**Massarello** [1] - 3:11  
**MASSARELLO** [7] - 2:4, 29:18, 29:25,

30:13, 30:20, 31:1, 31:4  
**match** [1] - 31:2  
**material** [1] - 43:20  
**materials** [4] - 11:8, 13:11, 15:8, 44:23  
**maximization** [1] - 9:15  
**mean** [7] - 20:16, 35:25, 37:25, 38:3, 43:12, 43:14, 43:15  
**meaningful** [2] - 25:25, 30:11  
**measures** [6] - 6:16, 11:24, 14:4, 14:22, 15:5, 25:6  
**media** [1] - 46:18  
**meet** [3] - 10:20, 23:22, 23:24  
**Meeting** [1] - 1:5  
**meeting** [9] - 4:25, 5:13, 5:20, 16:12, 28:23, 28:24, 29:1, 33:14, 47:7  
**meets** [1] - 8:17  
**Meghan** [2] - 23:22, 23:25  
**MEMBER** [41] - 17:22, 19:18, 19:21, 20:15, 21:7, 22:11, 24:23, 27:14, 29:24, 30:7, 30:15, 30:17, 30:22, 31:2, 32:9, 32:13, 32:18, 32:24, 33:4, 33:6, 33:17, 34:6, 34:10, 35:19, 36:8, 36:21, 37:6, 37:13, 37:14, 39:20, 41:14, 42:7, 43:10, 44:16, 45:2, 45:5, 45:9, 45:15, 45:20, 46:22, 47:5  
**mentioned** [1] - 41:16  
**merge** [1] - 37:21  
**Michelle** [3] - 3:12, 3:15, 3:19  
**MICHELLE** [1] - 2:5  
**microphone** [1] - 16:5  
**might** [1] - 37:22  
**Mike** [1] - 23:23  
**million** [4] - 38:14, 38:20, 38:23, 39:3  
**mind** [1] - 10:7  
**minimize** [6] - 8:22, 13:19, 14:2, 14:11, 15:4, 15:5  
**minor** [3] - 12:3, 13:1,

13:7  
**minutes** [2] - 16:9, 17:12  
**mission** [1] - 8:17  
**mitigate** [2] - 14:7, 14:16  
**mitigation** [7] - 6:16, 11:24, 14:3, 14:22, 21:5, 25:6, 26:25  
**moderate** [2] - 13:2, 13:5  
**Modernization** [2] - 1:7, 5:10  
**modernization** [2] - 10:15, 20:1  
**modernize** [2] - 8:13, 9:5  
**modernized** [5] - 9:13, 9:14, 13:22, 15:9, 21:3  
**modernizing** [1] - 7:10  
**Modification** [1] - 4:21  
**money** [5] - 24:16, 24:17, 39:2, 42:25, 43:4  
**most** [1] - 12:4  
**mostly** [1] - 12:3  
**Motor** [1] - 23:3  
**move** [2] - 15:21, 37:23  
**moved** [2] - 37:18, 37:19  
**moving** [3] - 9:16, 31:12  
**MR** [18] - 3:1, 4:16, 5:4, 7:24, 18:18, 18:24, 21:11, 24:22, 28:2, 34:8, 34:11, 35:1, 35:4, 35:25, 40:4, 45:14, 45:18, 45:23  
**MS** [31] - 3:16, 6:24, 10:25, 19:20, 20:19, 26:19, 27:15, 27:25, 29:18, 29:25, 30:13, 30:20, 31:1, 31:4, 32:6, 32:15, 32:19, 33:1, 33:11, 33:19, 36:18, 37:1, 37:11, 43:23, 45:1, 45:3, 45:7, 45:8, 46:21, 46:25, 47:6  
**multiple** [2] - 16:11, 34:22  
**must** [1] - 17:8  
**Mylene** [1] - 36:8  
**MYLENE** [1] - 36:9

**name** [6] - 3:4, 5:6, 16:6, 22:11, 37:14, 41:14  
**name's** [3] - 4:17, 17:23, 45:9  
**named** [1] - 48:14  
**national** [2] - 25:2, 41:8  
**National** [3] - 5:14, 6:25, 20:23  
**natural** [2] - 7:2, 10:23  
**Natural** [2] - 2:6, 2:7  
**nature** [1] - 31:19  
**near** [1] - 17:14  
**necessarily** [1] - 18:8  
**need** [15] - 6:2, 6:11, 10:19, 10:20, 13:5, 24:12, 24:13, 24:14, 27:10, 40:13, 41:5, 45:5, 45:10, 46:9  
**needed** [2] - 8:19, 10:14  
**needing** [1] - 36:14  
**needs** [1] - 9:2  
**negative** [1] - 14:2  
**negligible** [3] - 12:3, 13:1, 13:7  
**neighborhood** [1] - 42:5  
**NEPA** [9] - 5:15, 6:3, 6:4, 6:9, 6:25, 7:4, 10:16, 15:23, 18:2  
**New** [1] - 24:4  
**new** [1] - 38:17  
**news** [1] - 46:18  
**next** [3] - 10:21, 11:25, 36:1  
**nice** [2] - 4:25, 5:13  
**no-action** [5] - 10:11, 10:16, 10:19, 11:11, 13:24  
**noise** [3] - 11:7, 12:11, 15:5  
**none** [1] - 29:2  
**nonmotorized** [1] - 8:6  
**northern** [1] - 9:11  
**Notary** [3] - 1:16, 48:3, 48:21  
**number** [4] - 16:17, 21:24, 28:11, 28:12  
**numbers** [1] - 23:15  
**O'Neill** [1] - 17:6  
**obligation** [1] - 28:2  
**obviously** [4] - 19:14, 29:1, 31:23, 34:15

**occupying** [1] - 9:6  
**OF** [2] - 1:1, 48:1  
**Office** [4] - 3:21, 4:7, 12:22, 20:25  
**office** [8] - 4:8, 23:6, 23:7, 23:19, 36:10, 36:14, 37:8, 44:6  
**officer** [1] - 9:15  
**often** [1] - 44:19  
**once** [2] - 20:11, 27:7  
**one** [12] - 4:10, 16:22, 18:4, 18:5, 19:18, 24:25, 26:13, 28:11, 29:19, 33:2, 34:21  
**one-on-one** [1] - 4:10  
**open** [2] - 6:20, 17:19  
**opened** [1] - 22:22  
**operates** [1] - 8:10  
**operation** [1] - 8:14  
**operations** [2] - 10:13, 13:11  
**opportunities** [1] - 4:4  
**opportunity** [2] - 5:16, 5:22  
**optimize** [1] - 15:9  
**order** [1] - 21:2  
**OSDBU** [2] - 2:5, 3:20  
**otherwise** [2] - 10:6, 47:16  
**outbound** [1] - 32:20  
**outcome** [1] - 48:13  
**outgoing** [1] - 37:22  
**outreach** [1] - 3:13  
**outside** [1] - 9:13  
**overall** [6] - 8:14, 12:2, 15:11, 44:1, 44:3, 44:11  
**oversized** [1] - 9:18  
**overview** [1] - 6:8  
**own** [1] - 37:17  
**owned** [3] - 8:5, 9:10, 9:21  
**owner** [1] - 32:10  
**owners** [1] - 14:10  
**P-e-p-i-n** [1] - 36:9  
**p.m** [3] - 1:13, 1:20, 47:18  
**paper** [1] - 38:21  
**paperwork** [1] - 36:16  
**Paradis** [1] - 4:6  
**parcel** [1] - 9:24  
**part** [6] - 5:14, 15:23, 17:17, 29:9, 30:2, 43:5  
**participants** [1] - 16:10

<p><b>particular</b> [2] - 11:20, 12:15</p> <p><b>parties</b> [1] - 10:4</p> <p><b>partner</b> [1] - 4:9</p> <p><b>partners</b> [2] - 4:22, 5:11</p> <p><b>pass</b> [1] - 10:23</p> <p><b>passing</b> [1] - 24:13</p> <p><b>Patrol</b> [1] - 23:16</p> <p><b>paving</b> [1] - 44:12</p> <p><b>pedestrians</b> [1] - 8:8</p> <p><b>people</b> [4] - 24:4, 25:9, 34:20, 34:22</p> <p><b>Pepin</b> [2] - 36:8, 36:10</p> <p><b>percent</b> [1] - 18:14</p> <p><b>perform</b> [1] - 28:15</p> <p><b>performance</b> [1] - 15:10</p> <p><b>period</b> [4] - 7:12, 7:14, 17:24, 43:8</p> <p><b>permitted</b> [2] - 8:6, 16:10</p> <p><b>person</b> [3] - 17:10, 34:21, 48:13</p> <p><b>personally</b> [1] - 16:15</p> <p><b>perspective</b> [1] - 32:4</p> <p><b>Phase</b> [1] - 21:9</p> <p><b>phase</b> [8] - 21:13, 21:16, 21:22, 40:8, 40:22, 46:5, 46:9, 46:11</p> <p><b>phone</b> [1] - 16:17</p> <p><b>pick</b> [1] - 36:15</p> <p><b>picture</b> [1] - 33:18</p> <p><b>piece</b> [2] - 29:10, 39:3</p> <p><b>pink</b> [5] - 32:11, 32:14, 32:17, 36:13, 36:15</p> <p><b>place</b> [3] - 14:23, 18:16, 44:22</p> <p><b>Places</b> [1] - 20:24</p> <p><b>plan</b> [7] - 14:5, 14:14, 15:18, 24:12, 35:8, 36:2, 41:1</p> <p><b>planned</b> [1] - 22:5</p> <p><b>Planning</b> [2] - 2:6, 2:7</p> <p><b>planning</b> [2] - 7:5, 21:15</p> <p><b>plans</b> [1] - 15:7</p> <p><b>plant</b> [1] - 22:22</p> <p><b>plenty</b> [1] - 38:1</p> <p><b>plug</b> [2] - 45:16, 45:17</p> <p><b>plus</b> [1] - 9:16</p> <p><b>point</b> [5] - 27:24, 33:15, 38:12, 40:9, 46:20</p> <p><b>points</b> [2] - 8:22,</p>	<p>13:19</p> <p><b>Poland</b> [1] - 22:22</p> <p><b>Policy</b> [2] - 5:15, 6:25</p> <p><b>political</b> [1] - 45:24</p> <p><b>pollution</b> [2] - 14:14, 15:5</p> <p><b>Port</b> [4] - 1:6, 3:8, 4:20, 5:9</p> <p><b>port</b> [6] - 7:10, 19:7, 21:13, 28:3, 31:10, 46:10</p> <p><b>portion</b> [1] - 29:11</p> <p><b>ports</b> [2] - 9:1, 46:15</p> <p><b>postmarked</b> [1] - 17:8</p> <p><b>potential</b> [10] - 6:5, 6:13, 7:9, 11:10, 12:13, 13:10, 23:9, 40:17, 40:18, 43:2</p> <p><b>potentially</b> [2] - 8:23, 40:7</p> <p><b>power</b> [7] - 21:9, 21:14, 45:10, 45:11, 46:9, 46:11, 46:16</p> <p><b>practices</b> [3] - 6:16, 11:24, 14:4</p> <p><b>pre</b> [1] - 21:18</p> <p><b>pre-enabling</b> [1] - 21:18</p> <p><b>predominant</b> [1] - 35:11</p> <p><b>prefer</b> [1] - 16:20</p> <p><b>preferential</b> [1] - 43:14</p> <p><b>preferred</b> [2] - 10:10, 16:2</p> <p><b>preliminary</b> [1] - 27:7</p> <p><b>prepared</b> [2] - 5:18, 7:7</p> <p><b>presentation</b> [3] - 5:21, 5:25, 22:15</p> <p><b>Preservation</b> [3] - 12:22, 15:1, 20:25</p> <p><b>pretty</b> [1] - 43:11</p> <p><b>primarily</b> [1] - 35:11</p> <p><b>primary</b> [1] - 8:10</p> <p><b>private</b> [2] - 9:8, 13:6</p> <p><b>privately</b> [3] - 8:5, 9:10, 9:21</p> <p><b>privately-owned</b> [3] - 8:5, 9:10, 9:21</p> <p><b>problem</b> [3] - 20:13, 23:9, 45:12</p> <p><b>problems</b> [1] - 23:2</p> <p><b>proceed</b> [1] - 17:10</p> <p><b>proceeding</b> [1] - 47:18</p> <p><b>process</b> [10] - 5:15, 6:5, 7:6, 7:14, 15:24,</p>	<p>18:2, 21:18, 26:23, 41:4, 43:24</p> <p><b>processed</b> [1] - 32:22</p> <p><b>processing</b> [2] - 8:20, 13:17</p> <p><b>program</b> [9] - 3:3, 3:13, 3:14, 4:10, 19:13, 19:14, 28:8, 28:9, 29:11</p> <p><b>Project</b> [6] - 1:7, 2:2, 2:3, 4:21, 5:10, 17:5</p> <p><b>project</b> [28] - 3:7, 3:8, 4:19, 5:8, 5:18, 6:1, 6:2, 6:10, 6:11, 6:12, 7:5, 7:7, 7:22, 8:12, 8:19, 11:13, 13:18, 15:11, 17:18, 35:18, 41:6, 43:6, 43:9, 44:3, 44:11, 45:19, 45:25, 46:1</p> <p><b>project's</b> [1] - 10:20</p> <p><b>projected</b> [1] - 28:7</p> <p><b>projects</b> [4] - 17:13, 44:9, 44:12, 46:19</p> <p><b>properly</b> [1] - 15:2</p> <p><b>properties</b> [3] - 9:10, 10:1, 37:25</p> <p><b>Property</b> [1] - 2:4</p> <p><b>property</b> [6] - 9:8, 9:22, 10:3, 13:6, 14:10, 14:11</p> <p><b>proposed</b> [4] - 6:17, 7:2, 8:16, 8:19</p> <p><b>proposes</b> [1] - 9:4</p> <p><b>proposing</b> [2] - 9:22, 10:1</p> <p><b>protect</b> [1] - 14:15</p> <p><b>protected</b> [2] - 12:16, 19:8</p> <p><b>protection</b> [2] - 14:19, 19:3</p> <p><b>Protection</b> [3] - 4:23, 5:12, 8:9</p> <p><b>provide</b> [8] - 5:22, 5:23, 6:10, 8:25, 10:3, 11:16, 16:11, 17:21</p> <p><b>providing</b> [1] - 8:17</p> <p><b>provisions</b> [1] - 18:15</p> <p><b>Public</b> [4] - 1:5, 1:17, 7:21, 48:3</p> <p><b>public</b> [12] - 6:20, 7:4, 7:11, 7:14, 15:13, 15:15, 15:22, 15:25, 16:21, 17:10, 17:16, 17:19</p> <p><b>Public /Court</b> [1] -</p>	<p>48:21</p> <p><b>pull</b> [3] - 21:22, 45:16</p> <p><b>purchase</b> [3] - 9:8, 9:22, 10:1</p> <p><b>purple</b> [1] - 36:11</p> <p><b>purport</b> [1] - 37:20</p> <p><b>purpose</b> [4] - 6:1, 6:11, 8:12, 10:20</p> <p><b>pushed</b> [1] - 38:8</p> <p><b>put</b> [2] - 37:23, 39:17</p> <p><b>putting</b> [1] - 20:7</p> <p><b>quaint</b> [1] - 38:7</p> <p><b>quality</b> [3] - 11:6, 13:20, 14:16</p> <p><b>Quebec</b> [4] - 22:6, 45:21, 46:6, 46:15</p> <p><b>questions</b> [3] - 4:4, 4:13, 24:25</p> <p><b>quiet</b> [3] - 16:7, 34:24, 38:7</p> <p><b>quite</b> [1] - 44:19</p> <p><b>raised</b> [1] - 26:20</p> <p><b>reach</b> [2] - 3:25, 47:13</p> <p><b>reaching</b> [2] - 11:14, 19:4</p> <p><b>read</b> [2] - 30:5, 30:8</p> <p><b>Real</b> [1] - 2:4</p> <p><b>real</b> [1] - 20:3</p> <p><b>really</b> [5] - 18:1, 25:17, 25:25, 27:23, 31:8</p> <p><b>reason</b> [2] - 27:16, 27:18</p> <p><b>reasons</b> [1] - 30:4</p> <p><b>received</b> [2] - 7:13, 15:25</p> <p><b>recently</b> [1] - 40:12</p> <p><b>recognize</b> [2] - 19:1, 40:5</p> <p><b>recommendation</b> [1] - 46:23</p> <p><b>record</b> [9] - 16:7, 16:11, 16:14, 17:18, 19:19, 19:23, 21:24, 47:9, 48:9</p> <p><b>recorded</b> [3] - 5:20, 17:16, 19:12</p> <p><b>recreation</b> [1] - 11:7</p> <p><b>recreational</b> [1] - 14:9</p> <p><b>redesigning</b> [1] - 34:13</p> <p><b>reduce</b> [4] - 8:21, 11:24, 13:18, 15:10</p> <p><b>reduced</b> [1] - 48:7</p> <p><b>reengage</b> [1] - 21:15</p> <p><b>reference</b> [1] - 17:1</p> <p><b>refrain</b> [1] - 16:15</p>	<p><b>regarding</b> [1] - 27:3</p> <p><b>regards</b> [1] - 31:21</p> <p><b>registry</b> [1] - 25:2</p> <p><b>regular</b> [1] - 22:24</p> <p><b>rejected</b> [1] - 30:18</p> <p><b>release</b> [1] - 13:10</p> <p><b>relocate</b> [2] - 9:9, 30:24</p> <p><b>relocation</b> [1] - 10:4</p> <p><b>Relocation</b> [1] - 10:5</p> <p><b>remain</b> [1] - 16:7</p> <p><b>remind</b> [1] - 47:8</p> <p><b>reminder</b> [3] - 15:14, 17:11, 17:15</p> <p><b>reminders</b> [1] - 16:3</p> <p><b>remote</b> [1] - 40:14</p> <p><b>remoteness</b> [2] - 18:20, 19:1</p> <p><b>removal</b> [1] - 13:8</p> <p><b>renewable</b> [1] - 9:19</p> <p><b>reported</b> [1] - 48:6</p> <p><b>REPORTER</b> [4] - 5:2, 18:23, 34:19, 35:3</p> <p><b>Reporter</b> [1] - 48:21</p> <p><b>Reporting</b> [1] - 1:23</p> <p><b>represent</b> [1] - 3:3</p> <p><b>representative</b> [1] - 23:24</p> <p><b>represents</b> [1] - 6:7</p> <p><b>request</b> [1] - 30:3</p> <p><b>require</b> [1] - 21:13</p> <p><b>required</b> [1] - 26:25</p> <p><b>requirement</b> [1] - 46:8</p> <p><b>requirements</b> [2] - 7:1, 10:16</p> <p><b>rescue</b> [2] - 18:13, 42:20</p> <p><b>residences</b> [1] - 25:1</p> <p><b>residential</b> [1] - 13:6</p> <p><b>Resource</b> [1] - 20:23</p> <p><b>resource</b> [6] - 4:9, 11:2, 11:9, 11:20, 11:22, 20:22</p> <p><b>resources</b> [20] - 11:3, 11:5, 11:6, 11:7, 11:17, 12:4, 12:19, 12:20, 13:3, 13:12, 13:25, 14:9, 14:18, 14:20, 15:2, 20:17, 26:20, 26:21</p> <p><b>Resources</b> [2] - 2:6, 2:7</p> <p><b>respond</b> [4] - 19:9, 19:10, 19:16, 20:20</p> <p><b>responders</b> [1] - 19:6</p> <p><b>restate</b> [1] - 35:1</p>
---	--	--	--	---

<p><b>result</b> [2] - 12:16, 13:21</p> <p><b>resulting</b> [1] - 34:12</p> <p><b>review</b> [2] - 7:20, 15:13</p> <p><b>ridiculous</b> [1] - 38:11</p> <p><b>river</b> [1] - 24:9</p> <p><b>road</b> [10] - 12:8, 32:16, 33:2, 36:13, 36:15, 37:9, 39:7, 44:11, 46:23</p> <p><b>Road</b> [5] - 9:9, 31:11, 33:14, 37:20, 37:21</p> <p><b>roads</b> [7] - 31:12, 31:22, 32:25, 33:5, 36:12, 37:7, 37:9</p> <p><b>roadway</b> [1] - 9:13</p> <p><b>room</b> [2] - 21:2, 38:1</p> <p><b>route</b> [1] - 33:12</p> <p><b>Route</b> [12] - 8:2, 20:3, 22:18, 22:24, 23:11, 24:6, 32:11, 39:6, 41:17, 41:20, 41:22</p> <p><b>routine</b> [1] - 10:13</p> <p><b>running</b> [2] - 31:17, 42:24</p> <p><b>runs</b> [1] - 7:15</p> <p><b>Russo</b> [1] - 23:22</p> <p><b>safer</b> [1] - 37:3</p> <p><b>safety</b> [1] - 8:14</p> <p><b>SAM.gov</b> [1] - 41:8</p> <p><b>Sara</b> [1] - 3:11</p> <p><b>SARA</b> [1] - 2:4</p> <p><b>scary</b> [1] - 22:16</p> <p><b>schedule</b> [1] - 15:12</p> <p><b>school</b> [2] - 38:15, 38:16</p> <p><b>screen</b> [1] - 32:7</p> <p><b>seal</b> [1] - 48:17</p> <p><b>second</b> [3] - 5:2, 25:12, 27:3</p> <p><b>secret</b> [1] - 23:20</p> <p><b>section</b> [2] - 30:1, 30:6</p> <p><b>security</b> [2] - 8:15, 37:11</p> <p><b>sedimentation</b> [2] - 12:11, 14:15</p> <p><b>see</b> [12] - 3:5, 22:25, 25:9, 26:9, 32:8, 33:12, 35:8, 36:24, 39:6, 40:16, 41:19, 44:22</p> <p><b>seem</b> [1] - 22:21</p> <p><b>Sekula</b> [1] - 6:3</p> <p><b>SEKULA</b> [15] - 2:6,</p>	<p>6:24, 10:25, 19:20, 20:19, 26:19, 27:15, 32:15, 32:19, 33:1, 33:19, 36:18, 37:1, 37:11, 47:6</p> <p><b>select</b> [1] - 17:25</p> <p><b>selection</b> [1] - 16:2</p> <p><b>selectmen</b> [1] - 42:9</p> <p><b>self</b> [2] - 19:3, 19:8</p> <p><b>self-contained</b> [1] - 19:3</p> <p><b>self-protected</b> [1] - 19:8</p> <p><b>send</b> [1] - 20:10</p> <p><b>sending</b> [1] - 20:11</p> <p><b>sense</b> [2] - 26:15, 30:20</p> <p><b>serious</b> [1] - 41:11</p> <p><b>seriously</b> [1] - 28:21</p> <p><b>service</b> [1] - 21:4</p> <p><b>Services</b> [3] - 4:18, 5:7, 17:5</p> <p><b>session</b> [5] - 6:21, 15:22, 17:11, 17:16, 17:20</p> <p><b>set</b> [1] - 28:16</p> <p><b>setting</b> [1] - 22:8</p> <p><b>several</b> [3] - 27:17, 38:5, 47:13</p> <p><b>shade</b> [1] - 9:25</p> <p><b>shaded</b> [1] - 10:2</p> <p><b>share</b> [2] - 28:3, 28:17</p> <p><b>sharing</b> [1] - 28:6</p> <p><b>shifted</b> [1] - 31:16</p> <p><b>shifts</b> [1] - 12:9</p> <p><b>shipped</b> [1] - 42:1</p> <p><b>short</b> [2] - 3:23, 12:5</p> <p><b>shortage</b> [2] - 39:25, 40:1</p> <p><b>shortly</b> [1] - 3:18</p> <p><b>shortsighted</b> [3] - 42:18, 43:1, 43:7</p> <p><b>shortsightedness</b> [1] - 42:12</p> <p><b>shot</b> [1] - 43:22</p> <p><b>shoulders</b> [1] - 24:14</p> <p><b>show</b> [3] - 32:14, 32:15, 33:17</p> <p><b>showing</b> [1] - 32:20</p> <p><b>shown</b> [2] - 31:6, 32:17</p> <p><b>shows</b> [2] - 9:21, 36:3</p> <p><b>SHPO</b> [2] - 21:4, 26:23</p> <p><b>side</b> [8] - 9:11, 16:24, 22:25, 35:21, 42:23, 45:21, 45:22, 45:25</p>	<p><b>sight</b> [2] - 8:24, 8:25</p> <p><b>sights</b> [1] - 37:4</p> <p><b>sign</b> [1] - 47:9</p> <p><b>Simoes</b> [1] - 3:20</p> <p><b>SIMOES</b> [6] - 2:5, 3:16, 43:23, 45:1, 45:3, 45:7</p> <p><b>simultaneous</b> [3] - 30:14, 30:16, 34:9</p> <p><b>single</b> [1] - 23:12</p> <p><b>single-lane</b> [1] - 23:12</p> <p><b>site</b> [2] - 9:13, 40:17</p> <p><b>situated</b> [1] - 31:13</p> <p><b>size</b> [1] - 35:12</p> <p><b>skilled</b> [1] - 40:14</p> <p><b>slide</b> [9] - 3:17, 3:18, 6:7, 9:21, 12:1, 17:4, 18:3, 42:13</p> <p><b>small</b> [11] - 3:13, 3:23, 3:24, 4:3, 44:1, 44:4, 44:6, 44:7, 44:13, 45:4</p> <p><b>Small</b> [1] - 3:21</p> <p><b>smaller</b> [1] - 44:12</p> <p><b>Smith</b> [3] - 1:16, 48:20, 48:20</p> <p><b>smith</b> [1] - 48:3</p> <p><b>Soboleski</b> [1] - 23:23</p> <p><b>socioeconomic</b> [1] - 11:3</p> <p><b>socioeconomics</b> [1] - 13:4</p> <p><b>soil</b> [1] - 12:11</p> <p><b>soils</b> [2] - 11:4, 14:17</p> <p><b>solely</b> [2] - 29:8, 29:12</p> <p><b>solicitation</b> [1] - 41:4</p> <p><b>someone</b> [1] - 30:8</p> <p><b>sometimes</b> [2] - 24:7</p> <p><b>somewhere</b> [2] - 30:25, 37:24</p> <p><b>soon</b> [1] - 23:25</p> <p><b>sorry</b> [5] - 29:23, 33:25, 34:23, 34:25, 44:2</p> <p><b>sort</b> [1] - 4:2</p> <p><b>sounds</b> [1] - 29:19</p> <p><b>source</b> [2] - 9:20, 46:16</p> <p><b>south</b> [3] - 9:5, 9:17, 31:7</p> <p><b>speaking</b> [9] - 6:4, 16:8, 30:14, 30:16, 34:9, 34:20, 34:21, 34:22, 34:25</p> <p><b>special</b> [1] - 14:22</p> <p><b>species</b> [1] - 14:21</p>	<p><b>specific</b> [1] - 44:9</p> <p><b>speeds</b> [1] - 14:20</p> <p><b>spell</b> [1] - 16:6</p> <p><b>spent</b> [1] - 38:14</p> <p><b>spills</b> [2] - 12:14, 13:10</p> <p><b>spread</b> [1] - 14:21</p> <p><b>Springs</b> [1] - 22:22</p> <p><b>St</b> [3] - 17:23, 19:22, 42:8</p> <p><b>ST</b> [1] - 17:24</p> <p><b>staff</b> [1] - 17:13</p> <p><b>stage</b> [1] - 30:19</p> <p><b>stages</b> [1] - 24:12</p> <p><b>stand</b> [2] - 5:5, 7:24</p> <p><b>standards</b> [1] - 8:18</p> <p><b>stands</b> [1] - 3:21</p> <p><b>start</b> [6] - 5:5, 5:19, 20:11, 26:19, 33:19, 40:10</p> <p><b>STATE</b> [2] - 1:1, 48:1</p> <p><b>state</b> [1] - 43:8</p> <p><b>State</b> [7] - 1:17, 8:2, 12:21, 20:25, 24:15, 24:16, 48:4</p> <p><b>statement</b> [1] - 25:21</p> <p><b>States</b> [1] - 33:21</p> <p><b>station</b> [4] - 32:10, 33:16, 33:25, 34:5</p> <p><b>stay</b> [1] - 40:3</p> <p><b>stenographer</b> [1] - 5:21</p> <p><b>stenographically</b> [1] - 48:5</p> <p><b>step</b> [1] - 16:5</p> <p><b>Steve</b> [5] - 17:23, 19:22, 22:16, 24:23, 42:8</p> <p><b>STEVE</b> [1] - 17:24</p> <p><b>still</b> [5] - 27:5, 31:15, 33:2, 39:11, 40:8</p> <p><b>stop</b> [3] - 5:2, 24:7, 35:21</p> <p><b>store</b> [1] - 33:10</p> <p><b>stormwater</b> [2] - 14:13</p> <p><b>straight</b> [4] - 25:4, 26:10, 36:15, 36:16</p> <p><b>STRATTON</b> [1] - 1:12</p> <p><b>Stratton</b> [3] - 1:19, 7:20, 21:10</p> <p><b>Street</b> [1] - 17:6</p> <p><b>STREET</b> [1] - 1:11</p> <p><b>stress</b> [3] - 23:8, 24:3, 24:10</p> <p><b>studies</b> [2] - 34:12, 35:10</p>	<p><b>study</b> [3] - 46:3, 46:4, 46:12</p> <p><b>studying</b> [1] - 40:6</p> <p><b>stuff</b> [1] - 24:20</p> <p><b>subcontract</b> [1] - 44:8</p> <p><b>subcontracting</b> [1] - 4:4</p> <p><b>subject</b> [2] - 10:8, 17:2</p> <p><b>submit</b> [5] - 5:24, 6:19, 7:16, 16:3, 16:21</p> <p><b>subscribe</b> [1] - 48:16</p> <p><b>substantial</b> [1] - 15:24</p> <p><b>substantially</b> [1] - 15:19</p> <p><b>substantive</b> [1] - 7:12</p> <p><b>Sue</b> [2] - 41:14, 43:2</p> <p><b>SUE</b> [1] - 41:15</p> <p><b>suggesting</b> [1] - 30:12</p> <p><b>summarize</b> [1] - 6:13</p> <p><b>summary</b> [1] - 11:17</p> <p><b>summer</b> [1] - 15:17</p> <p><b>support</b> [4] - 22:9, 41:5, 44:24</p> <p><b>supporting</b> [1] - 8:16</p> <p><b>surfaces</b> [1] - 13:10</p> <p><b>surveys</b> [1] - 26:25</p> <p><b>Susan</b> [1] - 23:5</p> <p><b>stay</b> [1] - 40:3</p> <p><b>sustainable</b> [1] - 13:22</p> <p><b>systems</b> [1] - 19:3</p> <p><b>table</b> [1] - 16:24</p> <p><b>takers</b> [1] - 45:8</p> <p><b>tally</b> [1] - 28:6</p> <p><b>Tammy</b> [3] - 1:16, 48:3, 48:20</p> <p><b>tax</b> [1] - 9:24</p> <p><b>taxpayer</b> [1] - 38:14</p> <p><b>team</b> [1] - 22:1</p> <p><b>technically</b> [1] - 21:17</p> <p><b>technology</b> [1] - 15:3</p> <p><b>temporary</b> [2] - 12:8, 40:18</p> <p><b>tenant</b> [1] - 8:10</p> <p><b>tennis</b> [1] - 38:19</p> <p><b>term</b> [2] - 12:5, 43:19</p> <p><b>terms</b> [9] - 19:5, 21:1, 21:4, 26:24, 26:25, 27:9, 27:10, 28:7, 47:14</p> <p><b>tested</b> [1] - 35:5</p> <p><b>Texas</b> [1] - 44:20</p> <p><b>THE</b> [4] - 5:2, 18:23, 34:19, 35:3</p> <p><b>third</b> [2] - 25:19, 27:13</p>
---	--	--	--	---

**Thomas** [1] - 17:6  
**THOMPSON** [1] - 1:23  
**three** [14] - 16:8,  
 16:20, 17:3, 17:12,  
 21:13, 21:16, 21:22,  
 37:17, 38:18, 41:19,  
 41:21, 46:5, 46:9,  
 46:11  
**three-phase** [6] -  
 21:13, 21:16, 21:22,  
 46:5, 46:9, 46:11  
**throughout** [1] - 40:1  
**Thursday** [1] - 1:18  
**Tina** [4] - 6:3, 6:22,  
 7:25, 10:24  
**TINA** [1] - 2:6  
**today** [3] - 10:13, 23:3,  
 34:17  
**tonight** [4] - 3:2, 4:25,  
 11:16, 16:23  
**tonight's** [2] - 5:20,  
 6:7  
**top** [2] - 22:4, 23:20  
**topography** [2] - 11:4,  
 14:17  
**toward** [1] - 15:6  
**towers** [1] - 41:25  
**Town** [2] - 17:25, 19:5  
**town** [5] - 18:7, 28:23,  
 28:24, 28:25, 42:20  
**traffic** [57] - 8:7, 8:21,  
 8:24, 9:16, 11:3,  
 12:9, 13:15, 13:18,  
 13:19, 14:5, 14:8,  
 18:7, 18:14, 19:10,  
 19:15, 20:2, 20:6,  
 20:9, 20:10, 20:12,  
 22:24, 23:11, 23:13,  
 23:17, 24:1, 26:5,  
 26:7, 26:9, 26:11,  
 26:16, 28:4, 28:11,  
 28:20, 31:9, 31:12,  
 31:21, 32:16, 32:20,  
 32:21, 33:20, 33:23,  
 34:7, 34:12, 34:14,  
 35:9, 35:10, 36:4,  
 37:22, 37:23, 39:5,  
 39:17, 42:14, 42:15,  
 42:19, 42:24, 43:11  
**traffic-management**  
 [1] - 14:5  
**Trail** [7] - 8:2, 9:6,  
 9:11, 32:21, 33:13,  
 33:15, 33:24  
**Transcription** [1] -  
 48:8  
**Transport** [1] - 23:4

**transportation** [5] -  
 11:4, 13:15, 14:8,  
 18:8, 20:2  
**travel** [2] - 8:22, 22:24  
**travelers** [1] - 8:15  
**traveling** [1] - 33:22  
**treatment** [1] - 43:14  
**tribal** [2] - 11:6, 20:17  
**tried** [1] - 23:15  
**truck** [2] - 22:23,  
 36:13  
**trucks** [9] - 23:1, 24:7,  
 35:5, 35:11, 39:6,  
 41:19, 41:20, 41:21,  
 42:22  
**true** [1] - 48:9  
**try** [4] - 5:4, 23:7,  
 23:25, 29:6  
**trying** [1] - 23:13  
**turbines** [1] - 42:1  
**turn** [6] - 3:14, 6:22,  
 7:22, 34:15, 35:5,  
 36:17  
**turnouts** [1] - 24:14  
**turns** [1] - 42:4  
**twice** [1] - 20:12  
**two** [11] - 8:22, 9:3,  
 16:24, 25:1, 28:12,  
 28:17, 32:24, 33:5,  
 36:12, 37:7, 41:19  
**type** [1] - 21:5  
**types** [1] - 13:18  
**typewritten** [1] - 48:7  
**U.S** [8] - 4:23, 5:7,  
 5:11, 8:9, 9:1, 17:5,  
 36:14, 45:22  
**U.S./Canada** [1] - 8:3  
**under** [2] - 8:15, 15:13  
**understood** [1] -  
 30:21  
**undetermined** [2] -  
 12:19, 12:20  
**unfortunately** [3] -  
 19:11, 27:1, 29:2  
**Uniform** [2] - 10:5,  
 10:6  
**unions** [1] - 43:16  
**United** [1] - 33:21  
**unless** [1] - 36:24  
**up** [28] - 3:18, 4:14,  
 5:5, 6:18, 7:24, 16:5,  
 19:24, 21:12, 22:8,  
 22:17, 29:3, 29:25,  
 31:5, 32:7, 33:13,  
 36:15, 38:15, 38:22,  
 39:5, 40:19, 41:20,

41:25, 42:2, 42:21,  
 42:24, 46:5, 46:20  
**USA** [1] - 45:11  
**usage** [2] - 12:14,  
 15:10  
**utilities** [3] - 11:8,  
 12:14, 13:21  
**Utilization** [1] - 3:22  
**validated** [2] - 34:14,  
 35:9  
**Valley** [1] - 24:24  
**valuable** [1] - 4:24  
**variety** [1] - 14:3  
**vegetation** [2] - 12:10,  
 12:17  
**vehicle** [1] - 14:20  
**vehicles** [6] - 8:5, 8:6,  
 8:23, 9:18, 12:13,  
 35:11  
**vendor** [1] - 44:8  
**verbal** [2] - 5:23, 16:3  
**verbally** [1] - 47:1  
**versus** [1] - 46:6  
**views** [1] - 9:16  
**village** [2] - 37:18,  
 38:10  
**Vineyard** [1] - 24:4  
**visual** [2] - 11:7, 13:12  
**volume** [1] - 28:11  
**volumes** [1] - 28:4  
**votes** [1] - 39:13  
**wait** [1] - 3:17  
**waiting** [2] - 41:21,  
 41:22  
**Wang** [4] - 3:5, 4:17,  
 5:7, 17:5  
**WANG** [19] - 2:2, 3:1,  
 4:16, 5:4, 7:24,  
 18:18, 18:24, 21:11,  
 24:22, 28:2, 34:8,  
 34:11, 35:1, 35:4,  
 35:25, 40:4, 45:14,  
 45:18, 45:23  
**warm** [1] - 15:7  
**warning** [1] - 17:14  
**water** [2] - 11:5, 14:15  
**ways** [2] - 16:21,  
 47:13  
**website** [3] - 7:18,  
 41:7, 41:9  
**week** [1] - 8:11  
**welcome** [2] - 4:17,  
 5:6  
**whatnot** [2] - 27:21,  
 37:2  
**WHEREOF** [1] - 48:16

**white** [1] - 9:23  
**whole** [2] - 20:2, 30:8  
**wildlife** [1] - 13:9  
**willing** [1] - 23:4  
**wind** [1] - 42:1  
**window** [1] - 41:18  
**winter** [1] - 39:7  
**wintertime** [1] - 42:22  
**WITNESS** [1] - 48:16  
**wondering** [1] - 25:14  
**wood** [1] - 14:18  
**woods** [1] - 38:3  
**word** [4] - 3:23, 36:5,  
 36:6, 40:18  
**words** [1] - 21:18  
**workers** [3] - 39:23,  
 40:2, 40:19  
**works** [3] - 34:15,  
 35:5, 44:19  
**worries** [1] - 35:13  
**wrap** [1] - 6:18  
**write** [1] - 46:22  
**writing** [1] - 16:20  
**written** [1] - 5:23  
**X's** [1] - 40:17  
**years** [1] - 38:6  
**young** [1] - 39:21  
**yourselves** [1] - 4:14  
**zoning** [1] - 11:2

**APPENDIX D: CBP HOUSING PUBLIC  
COMMENT AND GSA RESPONSES**



# Coburn Gore Land Port of Entry Draft Environmental Assessment - CBP Housing

## **Overview**

In compliance with the National Environmental Policy Act (NEPA), the U.S. General Services Administration prepared a Draft Environmental Assessment (EA), which examined the potential environmental impacts from the modernization and expansion of the Coburn Gore Land Port of Entry (LPOE). The Draft EA public comment period began on May 22, 2025, and concluded on June 23, 2025, and GSA hosted a public meeting to discuss the Draft Environmental Assessment was held on Thursday, June 12, 2025, at the Eustis Community Building in Eustis, ME. GSA invited the public to provide public comments via mail, email, or in writing or verbally at the public meeting.

Since the publication of the Draft EA, GSA, in collaboration with U.S. Customs and Border Protection (CBP), has advanced concept design of Alternative 1 to include the concept design for the CBP Housing building. The CBP Housing building is described below, along with details regarding the opportunity for the public to comment on this update to Alternative 1.

## **CBP Housing Building**

Under Alternative 1, CBP Housing would be situated on the eastern side of Big Island Road. Within the Draft EA, Figure 2-1 (*Action Alternative*) presented the Action Alternative to expand and modernize the Coburn Gore LPOE. Due to advances to the concept design, Figure 2-1 has been updated (see below) to include the CBP Housing building, modifications to the realignment of Big Island Road, and revised parcel boundaries. Existing access to Big Island Road will not change. Note that the figure that appears in the Final EA will include additional modifications that have been made since the publication of the Draft EA.

The CBP Housing building would provide single-occupancy living quarters for up to 18 CBP officers at the LPOE (up from 8 individuals in the current CBP standalone housing). The two-story building would include 18 one-bedroom living units, a covered structured parking garage on the lower level, and amenities such as a communal terrace, laundry, kitchen, gym, and lounge on the upper level. It would also include a small visitor parking lot and mechanical and utility storage spaces for site maintenance and snow removal. The total area of the building is projected to be approximately 24,000 gross square feet.

GSA will analyze potential effects related to the proposed CBP Housing in the Final EA. Traffic and transportation impacts, and approaches to minimize those impacts, will be a point of focus in the development of the Final EA. GSA will continue to coordinate with stakeholders on potential traffic and transportation impacts, including traffic pattern changes, through final design.



## Coburn Gore Land Port of Entry Draft Environmental Assessment - CBP Housing

### **Opportunity for Public Comment**

GSA invites your feedback on the CBP Housing aspect of Alternative 1 by September 2, 2025, using one of the following methods:

- Email: Send an email to [CoburnGore.LPOE@gsa.gov](mailto:CoburnGore.LPOE@gsa.gov) and reference “Coburn Gore LPOE Housing Comment” in the subject line.
- Mail: Send written comments to:  
U.S. General Services Administration  
Attention: Li-hang Wang, GSA Project Manager  
Thomas P. O’Neill, Jr., Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222-1077

All comments received will be maintained as part of the project record. GSA will respond to all public comments following the conclusion of this additional comment period.





## Port d'Entrée Terrestre de Coburn Gore

### Version Préliminaire de l'Évaluation Environnementale - Logement du CBP

#### **Aperçu**

Conformément à la National Environmental Policy Act (NEPA) (Loi sur la politique nationale de l'environnement), la General Services Administration (GSA) (Administration des Services Généraux) des États-Unis a préparé une version préliminaire du projet d'évaluation environnementale (ÉE), qui a examiné les impacts environnementaux potentiels résultant du projet de modernisation proposée du port d'entrée terrestre Coburn Gore (LPOE). La période de consultation publique sur la version préliminaire du projet d'évaluation environnementale a débuté le 22 mai 2025 et s'est terminée le 23 juin 2025. La GSA a organisé une réunion publique pour discuter de la version préliminaire du projet d'évaluation environnementale le jeudi 12 juin 2025 au Eustis Community Building à Eustis, dans le Maine. La GSA a invité le public à formuler des commentaires par courrier, par courriel, par écrit ou oralement lors de la réunion publique.

Depuis la publication de la version préliminaire du projet d'évaluation environnementale, la GSA, en collaboration avec le Service des douanes et de la protection des frontières des États-Unis (CBP), a mis à jour la conception de l'alternative 1 afin d'y inclure la conception du bâtiment de logements du CBP. Ce bâtiment est décrit ci-dessous, ainsi que les modalités de consultation publique sur cette mise à jour de l'alternative 1.

#### **Bâtiment de logements CBP**

Selon l'alternative 1, le complexe résidentiel CBP serait situé à l'est de Big Island Road. Dans la version préliminaire de l'évaluation environnementale, la figure 2-1 (*Alternative d'action*) présentait l'alternative d'action visant à agrandir et moderniser le LPOE de Coburn Gore. Suite à la mise à jour de la conception de l'alternative 1, la figure 2-1 a aussi été mise à jour (voir ci-dessous) pour inclure le complexe résidentiel CBP, les modifications apportées au réalignement de Big Island Road et les limites des parcelles révisées. L'accès existant à Big Island Road ne sera pas modifié. Veuillez noter que la figure apparaissant dans l'évaluation environnementale finale inclura les modifications supplémentaires qui ont été faites depuis la publication de la version préliminaire de l'évaluation environnementale.

Le bâtiment de logements de la CBP offrirait des logements individuels pouvant accueillir jusqu'à 18 agents de la CBP au LPOE (contre les 8 possible dans les logements individuels actuels de la CBP). Ce bâtiment de deux étages comprendrait 18 logements d'une chambre, un parking couvert structuré au rez-de-chaussée et des commodités telles qu'une terrasse commune, une buanderie, une cuisine, une salle de sport et un salon à l'étage. Il comprendrait également un petit parking visiteurs et des espaces de rangement pour les équipements mécaniques et utilitaires destinés à l'entretien du site et au déneigement. La superficie totale brute du bâtiment est estimée à environ 24 000 pieds carrés.



## Port d'Entrée Terrestre de Coburn Gore

### Version Préliminaire de l'Évaluation Environnementale - Logement du CBP

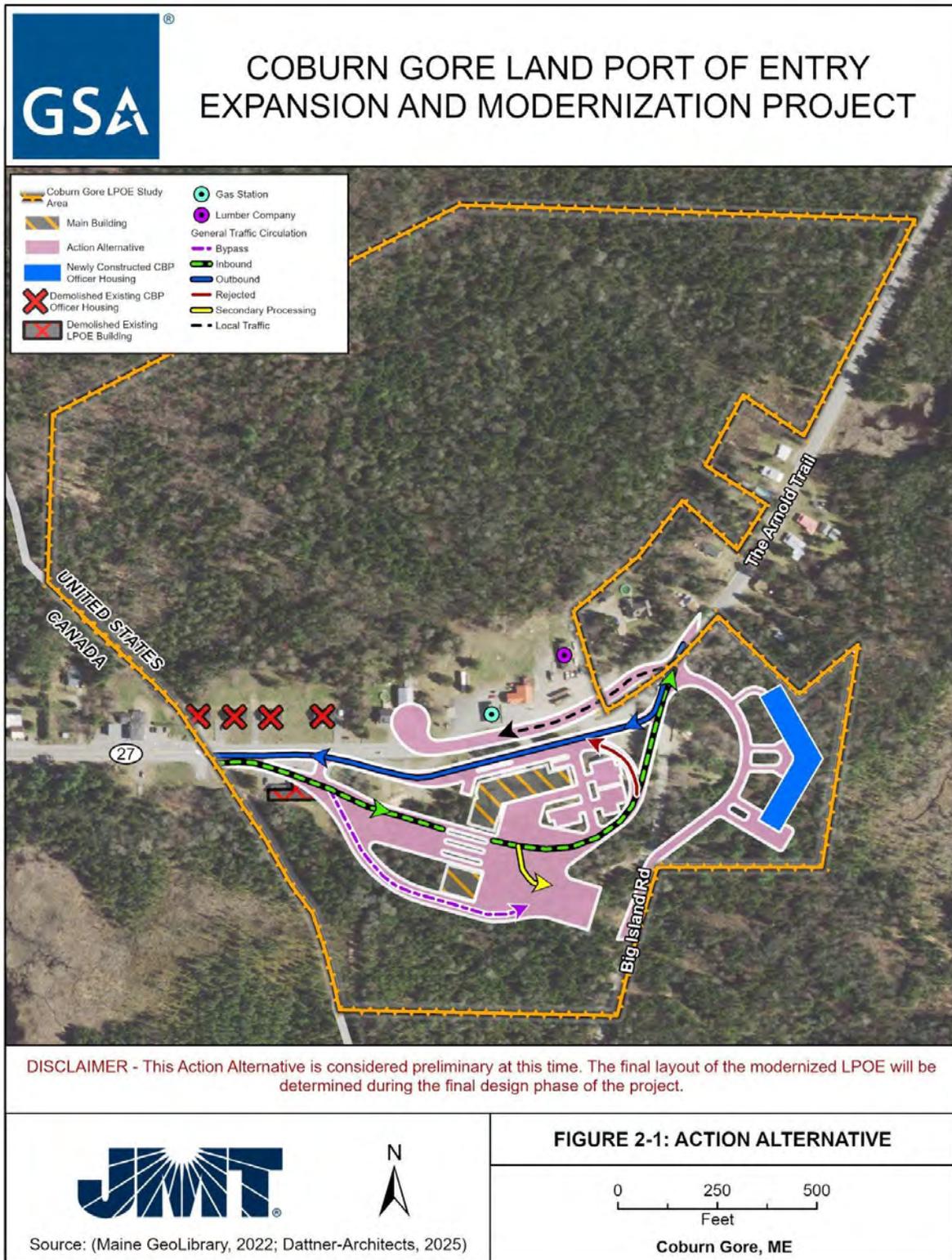
La GSA analysera les effets potentiels du projet de logement CBP dans l'évaluation environnementale finale. Les impacts sur la circulation et les transports, ainsi que les approches pour les minimiser, seront un point central de l'élaboration de l'évaluation environnementale finale. La GSA continuera de coordonner avec les parties prenantes les impacts potentiels sur la circulation et les transports, y compris les modifications des schémas de circulation, jusqu'à la conception finale.

#### **Possibilité de commentaires publics**

La GSA vous invite à faire part de vos commentaires sur les modifications apportées à l'option 1 concernant le logement CBP d'ici le 2 septembre 2025, en utilisant l'une des méthodes suivantes :

- Courriel : Envoyez un courriel à CoburnGore.LPOE@gsa.gov en indiquant « Coburn Gore LPOE Housing Comment » dans l'objet.
- Courrier : Envoyez vos commentaires écrits à:  
U.S. General Services Administration  
Attention: Li-hang Wang, GSA Project Manager  
Thomas P. O'Neill, Jr., Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222-1077

Tous les commentaires reçus seront conservés dans le dossier du projet. La GSA répondra à tous les commentaires du public après la fin de cette période de consultation supplémentaire.



## **COMMENTS RECEIVED ON THE CBP HOUSING BUILDING CONCEPT DESIGN UPDATE AND GSA'S RESPONSES**

This section is organized by date of when a comment was submitted. Each subsection below begins with the original comment submission as received by GSA. Following each comment is GSA's response. Official agency correspondence (letter or email) is retained in the administrative record.

### **Public Comment – Email 8/29/2025 Joseph Dumais**

**Comment:** Better. Really happy about keeping Big Island road connection to rte 27 in its present location, Thank you.

**GSA Response:** GSA responded to this comment via email with letter attachment on January 21, 2026.

### **Public Comment – Letter 8/29/2025 Pepin Lumber Inc., Mylene Pepin & Pepin family**

**Comment:** After receiving the updated plan including the officer housing, we've looked at it and came with an idea that is yet 'different' from this one, but we believe would be a better option for the residents/businesses/clubs.

As mentioned in our previous comments, our biggest issue with the new port was having to cross the roads to go to the office from Big Island. As mentioned before, our tractor trailers are loaded, heavy and slow when crossing. With an increase in traffic, we believe that this issue needs to be addressed. For example, this week, we had 2 trucks hauling from the office to big island mile 4. This means that every half hour, a truck was crossing, backing up in the available parking spot and then returning to the job. They are surrounded by 'blind spots' and always need to be on the lookout.

Another issue was parking for our trailers. Right now, we are renting Mario Pepin's office for storage and parking space. When we have an active job on Big Island road, we are looking at +- 10 trailers that need parking space. With the current plan, not only we would lose Mario's Parking but we would also lose Big Island Roadside Parking. Our operation needs available turn around and parking space for an average of '10 trailer' spot.

After discussing with Maurice Pepin (Owner of Pepin Lumber Inc.), Cedric Pepin (Manager of Pepin Lumber and Homeowner), Eric from Megantic Fish and game and Roy from Van Vleck Timberland I came up with this idea/proposal:

Pepin Lumber's (6063 Arnold Trail) office get 'moved' roadside of Big Island road and Cedric Pepin's House (6061 arnold trail) is purchased/exchange by a comparable home (Similar to Alex Pepin's situation). These two 'lots' could then be used for the construction of the officer housing. Moving our office roadside of Big Island Road would resolve the private road issue for the fish and game club as they want to keep Big Island road private and for the logging activity only. Having our office next to the Big Island road would also mean that our trucks would no longer have to drive across the roads for trailer parking. All

of the logging activities would remain on the same side as the office. This idea would also help the situation with the gate being move elsewhere as a partnership could possibly be done for the gate keeping task.

Thank you for taking our comments on this proposed LPEO Housing

**GSA Response:** GSA responded to this comment via email with letter attachment on September 25, 2025.

**Public Comment – Email 8/29/2025**  
**American Forest Management, Inc., Bill Haslam**

**Comment:** We are writing in regard to the Draft Environmental Assessment – CBP Housing for the Coburn Gore Land Port of Entry Expansion and Modernization Project. The project is proposed at the outlet of the Big Island Road in Coburn Gore. This road provides access to approximately 45,000 acres of managed timberland for our client. The timberland is operational throughout the year, with forty or more tractor-trailers per week leaving that road loaded with 100,000 pounds of forest products for delivery to local mills. The road is an important conduit for raw materials for the local economy.

The current proposed design would pave the end of the Big Island Road, and staff housing would be built across the road from the port of entry. This would create a safety issue for those living in the housing, as they would have to interact regularly with loaded trucks. The proposal would also disrupt the flow of trucks by funneling traffic out of the station right at the end of the road where trucks come out onto Route 27. In our experience, heavy trucking and residential areas don't mix well, creating safety concerns for all involved and disrupting the productivity of the trucking side of the interaction.

Pepin Lumber Inc. and its operators are landowners in the vicinity of the project and shared their idea for a change to the proposal, which we feel is an improvement to the current proposal. The attached picture was shared with us by the Pepins. It shows their alternative, addressing most of the concerns about the interaction of trucking and residential areas. Perhaps these ideas could be used to improve the project design.

Thanks for your consideration of changes to this proposal that would address this safety risk to the public and disruption to a key transportation access for the local timber economy.

**GSA Response:** GSA responded to this comment via email with letter attachment on September 25, 2025.

**Public Comment – Email 9/2/2025**  
**Jean Dupuis**

**Comment:** Please give the officers housing setback from abutting land at least 100 feet thank you.

**GSA Response:** GSA responded to this comment via email with letter attachment on January 21, 2026.

**Public Comment – Letter 9/2/2025**  
**Forest Society of Maine, Jake Metzler**

**Comment:** I am sending this letter on behalf of the Forest Society of Maine (FSM) to raise serious concerns about the updated plan for the housing location plan for Alternative 1 as noted in the letter shared with me via e-mail August 14, 2025.

As you know, the Forest Society of Maine holds several conservation easements in the immediate vicinity of the current and future Coburn Gore LPOE, and as part of proactive planning when designing those conservation projects we specifically excluded lands from the projects, so that GSA would have space to adequately plan and develop a re-configured LPOE in the future, recognizing the aging nature of the existing facilities. Despite that, based on the designs we have seen so far and conclusions that have been shared, use of those areas, especially to the north of Route 27, has been discarded as not feasible.

We appreciate that your current planning effort and design is constrained outside of the existing conservation easements. However, it should be noted (and reinforced) that one other reason we configured the conservation easements the way we did south of Route 27 was to exclude the former Franklin County waste disposal site, which you have now included as an area where future housing will be located.

As a result of this most recent draft proposal FSM raises and objects to components of the project as it relates to our interests in the surrounding forest and communities as well as the well-being of the staff of the Coburn Gore LPOE:

- 1) Housing for staff should be reconsidered and located north of current Route 27 for safety reasons:
  - a. No matter what the mitigation steps are, disturbing the former waste disposal site owned by Franklin County, should be avoided, there is no telling what has been buried there and putting housing on top of it does not make environmental or human safety sense;
  - b. Putting housing on the opposite side of the proposed redesigned Big Island Road, which is primarily used to stage and truck industrial loads of forest products is an inherent conflict;
  - c. Workers and visitors parking, walking, and driving to, from, and on the residential campus would be crossing this road numerous times a day and would be in harms way by being directly in the path of this road, this is especially of concern during the winter months (which in this area can last from October to May) when snowbanks will additionally impact visibility;
  - d. By focusing the footprint of the LPOE on the south side of Route 27, rebuilding housing on the north side makes more sense, where access can be better controlled, visibility would be better, and access to all the LPOE facilities can be had without intersecting with private property access and rights; and

e. Not having the housing on the east side of Big Island Road, might allow replacement of the “taken” of the Megantic Fish and Game Club gate and gatehouse on that side of the road so it can operate similarly to how it does now. More work by the parties needs to be completed to figure out if that can occur, however it is a potential outcome.

2) Given the environmental concerns about operating so close to wetlands and the pre-existing waste disposal site, it is our hope that reconsideration of designing the entire site north of Route 27 could occur. The mitigation costs may far exceed the previously predicted groundwork expenses calculated for the earlier analysis:

a. Given all the site work needed in all the scenarios, there are likely to be impacts beyond the naked eye to the conservation easement areas and the associated conservation values;

b. Building facilities right up to the border of the conserved lands can still have negative impacts on the resources we conserved;

c. We hope that all steps and consideration of those impacts will be implemented before and during construction efforts, but even the best plans fail on occasion, which is why consolidating them in a different location would be beneficial; and

d. There are few alignments of the Big Island Road that would not have environmental impacts, and if steps can be taken to drop the need to do that, they need to be strongly considered.

Ultimately, there should be no shared use between LPOE/private interests of the Big Island Road. There are too many potential conflicts for the parties. Now and in the future, conflicts such as these are not easily managed, and as such revising the designs now will be best for current and future users and the public at large.

Thank you for considering our comments on this topic. We continue to look forward to being a partner in the redevelopment of this critical infrastructure.

**GSA Response:** GSA responded to this comment via email with letter attachment on September 25, 2025.

**Public Comment – Letter 9/4/2025  
Megantic Fish & Game Club, Gregory J. Burkus**

**Comment:** Thank you for making time for our video call on Tuesday this week to discuss the concerns of The Megantic Fish & Game Corporation (“MF&GC” or “Club”) relating to the updated draft environmental assessment report, including CBP Housing (“EA”) for the proposed redevelopment and expansion of the U.S. Border Control facility at Coburn Gore (the “Project”). Harry Hanson, Club Secretary and Executive Committee member, joined me on the call. As you suggested at the meeting, I am writing to follow up on behalf of the Members and the Board of Directors of the Club to express our specific concerns and requirements pertaining to the relocation of our Club Gatehouse and Gate as outlined in the EA and as we discussed during our video call.

As mentioned on the call, we were surprised and very disappointed to receive the updated EA that includes a significant housing development proposed to be located on Big Island Road that would accommodate up to 18 CBP officers and related parking, amenities and maintenance facilities. This significant housing development "campus" that you characterized to us was not previously disclosed to or discussed with us.

To the contrary, we had been previously assured that, although our entrance to Big Island Road was planned to be moved slightly to the east of its current location, our entrance to Big Island Road and the road itself, would be essentially unchanged from its current status in terms of esthetics and limited usage by existing parties (MFGC, Pepins/AFM, FSM and occasional Border Patrol). Under the updated plan, the entrance to Big Island Road would be paved and the parking and access to the housing development would also be paved along with related lighting and other fixtures and facilities. Our gatehouse would also be moved a fair distance south of its current entrance and Big Island Road would only become unpaved from that point, as compared to the current condition of turning left to our gatehouse off Route 27 onto a rough dirt road immediately after leaving Route 27, essential to preserving the wilderness experience that is so important to our members. We would also be sharing use of Big Island Road with CBP officers and their related guests and service vendors. This would require a complicated and expensive road sharing agreement to govern and control agreed shared usage and GSA plowing and maintenance obligations and related GSA indemnification and hold harmless arrangements.

As discussed on our call, our Executive Committee is unanimously opposed to the updated EA and related CPB housing as currently proposed. The shared use of Big Island Road with CBP officers, guests and service vendors is not acceptable. The paving, lighting and other proposed changes related to the significant housing development are not acceptable. The proposed changes are antithetical to the assurances we had previously received that our access and use of Big Island Road would be essentially unchanged from its current wilderness status, which has been in place for over 130 years.

We understand that our other significant abutters, the Pepins and Coburn Gore LLC, as well as FSM, the holder of the conservation easement governing our Preserve, all share our opposition to the proposed updated EA and related CBP housing as currently proposed. In addition to the esthetic concerns that we have expressed, we and the other parties are also very concerned about traffic flow issues resulting from the CBP housing traffic intersecting with logging traffic as well as MFGC traffic to and from Big Island Road.

We support the suggestion of the Pepins that the CBP housing would work much better if it was located on the north side Route 27, with the Pepin offices moved "roadside" of Big Island Road on the south side of Route 27 adjacent to a dirt road entrance to Big Island Road. This would alleviate traffic flow issues and facilitate logging activity as well as uninterrupted MFGC access to Big Island Road, essential to MFGC for all of the reasons previously explained. Relocating the CBP housing to the north side of Route 27 would also avoid esthetic issues related to paving, lighting and shared use of Big Island Road with CBP personnel.

We respectfully request that GSA take another look at the project and adjust the plan to move CBP housing north of Route 27 and move the Pepin offices south of Route 27 and adjacent to the entrance to Big Island Road. With this change, we could accept and

support a change in the location of our entrance to Big Island Road so long as our entrance, gatehouse, well, and septic are functionally identical to their current status and esthetics, all as outlined in our June 22, 2025 comment letter.

As noted in our comment letter of July 17, 2024, MFGC provides employment for 13 staff members and a like number of independently contracted Maine Guides. The Club maintains fifteen buildings used to host members, guests, staff and Maine Guides. Club operations, and the livelihood of the Club's staff and Guides, depend on continued access to the Club through the Club gatehouse entrance on Route 27 in Coburn Gore. From May 1 to October 31, hundreds of members, guests, staff and Guides arrive and depart our facilities via Big Island Rd. from Route 27. The Club sources all of its food and other supplies through local and national vendors via Route 27 and Big Island Rd. Access to the Club via Big Island Rd. is also required from October until May to monitor and maintain the facilities. As a consequence of the foregoing, access to the Club through the Club's existing gatehouse entrance on Route 27 in Coburn Gore is critical to the continued operations of the Club. The Club has been using this entrance for the past 136 years and hopes to continue using this entrance long into the future.

Thank you for providing us the opportunity to express our concerns. The Club is willing to remain supportive of enhancements to Coburn Gore border security so long as the Club's Preserve and operations are not adversely affected and so long as the Club continues to have unrestricted access to its facilities from Route 27 in Coburn Gore, with esthetics and wilderness experience functionally identical to the current status.

**GSA Response:** GSA responded to this comment via email with letter attachment on September 25, 2025.

**Public Comment – Letter 9/4/2025**  
**Roy Van Vleck**

**Comment:** I read the August 29, 2025 letter from the Pepin family to the GSA with interest as it focuses attention on the needs of businesses that use the Big Island Road and the health risks of using a former landfill for housing. As I expect you know, the Big Island Road is used primarily by logging trucks and equipment for logging operations in Coburn Gore and on land to the south owned by American Forest Management, and by employees and members of Megantic Fish and Game.

**Location of Officer Housing**

Placing residential housing for CBP officers south of Route 27 and east side of Big Island Road, on the 3+ acre lot that includes an old landfill site, has multiple problems, already well defined by other interested parties. My concerns are primarily as follows. 1) Locating housing, a well, and a septic system, on a prior landfill creates concerns about potential health impacts as well as concerns about impacts of the septic system on nearby wetlands. 2) The proposal to build officer housing directly on a busy logging road would increase the potential for accidents between logging trucks and vehicles or pedestrians accessing the CBP housing from Big Island Road. 3) This proposal brings the area impacted by the light, traffic, and noise of the LPOE even closer to the small number of residential homes in Coburn Gore.

The Pepin's proposal suggests keeping the officer housing component of the LPOE expansion north of Route 27 and the non-residential component south of Route 27. The Pepin office could move onto land on the east side of Big Island Road (and south of Route 27) as proposed, but north of the landfill parcel, reducing health and environmental concerns related to development of that site. The Pepin family has been logging in the Coburn Gore area for 50+ years and well understands the traffic patterns. This plan would reduce logging truck flow across Route 27 which would be safer for everyone living in and passing through Coburn Gore.

If locating officer housing as proposed by the Pepins is not possible, I suggest that between the location of the four existing officer housing units, and multiple other lots on the north side of Rt. 27, there is ample space to locate officer housing. In any final proposal GSA should consider how to consolidate the area impacted by light, traffic, and noise of the modernized LPOE and how to address concerns of area businesses and residents.

#### **Relocation of Big Island Road**

I further suggest that the LPOE should constrain its footprint to the west of the current location of Big Island Road. Moving Big Island Road to the east as proposed, looping it through the former landfill parcel, even if it is sited to arc around the once active dump area, will necessitate the federal government owning a section of the land under the road and thereby being a party to maintenance and right of way agreements on the road. The simpler solution would be to leave the road in its current location if the traffic flow can be made to work for area businesses and residents.

I hope you will seriously consider siting CBP housing on the north side of Route 27 and moving the Pepin office to the south side.

Thank you for your work on this project,

**GSA Response:** GSA responded to this comment via email with letter attachment on September 25, 2025.

The Megantic Fish & Game Corporation  
American Forest Management, Inc.  
BBC Land, LLC  
Pepin Lumber Inc.  
Forest Society of Maine  
Coburn Gore LLC

September 15, 2025

General Services Administration  
Thomas P. O'Neill, Jr. Federal Building  
10 Causeway Street, 11th Floor  
Boston, MA 02222  
Email: [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov)

Attention : Li Wang, Project Manager  
Email: [li-hang.wang@gsa.gov](mailto:li-hang.wang@gsa.gov)

Attention : Sara Massarello, Real Property Disposition  
Email: [sara.massarello@gsa.gov](mailto:sara.massarello@gsa.gov)

Dear Li and Sara,

We are writing to follow up on the 09.04.2025 comment letter submitted by MFGC and related comment letters submitted by American Forest Management, Inc., Pepin Lumber Inc., Forest Society of Maine and Coburn Gore LLC. As outlined in the comment letters, all of the foregoing parties have substantial concerns related to the location of the CBP housing development as proposed in the updated EA provided by GSA email to interested parties on 08.14.2025. In order to ensure that our collective concerns are fully expressed and properly taken into account by the GSA, we respectfully request that an in-person meeting be held at Coburn Gore with each of you and representatives of MFGC, AFM (and its landowner representative, BBC Land, LLC), Pepin Lumber, FSM and Coburn Gore LLC on October 22, 2025. If that date is not convenient, please suggest other meeting dates.

We are collectively opposed to the current proposed location of the CBP housing development and feel that it is essential for the housing development to be relocated on the north side of Route 27, away from the entrance to Big Island Road. With proper dialog, we are hopeful that GSA will be able to re-design the housing development and related LPOE project in a manner that avoids traffic flow and public safety issues and preserves the current use and aesthetics of Big Island Road.

General Services Administration  
Attention: Li Wang, Project Manager  
Attention: Sara Massarello, Real Property Disposition  
September 15, 2025  
Page 2

Respectfully,

Megantic Fish & Game Corporation

DocuSigned by:

*Gregory Burkus*

3D8D159BBFC0433...

By: Gregory J. Burkus  
Title: President

American Forest Management, Inc.

Signed by:

*Matthew Jacobs*

71537B0BC2D94D0...

By: Matt Jacobs  
Northeast Region Manager

BBC Land, LLC

Signed by:

*John Cashwell*

71537B0BC2D94D0...

By: John Cashwell, duly authorized

Pepin Lumber Inc.

Signed by:

*Maurice Pepin*

294F6F64328E447...

By: Maurice Pepin  
Title: President

Forest Society of Maine

Signed by:

*Christopher J. Beichner*

A309386217B3467...

By: Christopher J. Beichner  
Title: President & CEO

General Services Administration  
Attention: Li Wang, Project Manager  
Attention: Sara Massarello, Real Property Disposition  
September 15, 2025  
Page 3

Coburn Gore LLC

Signed by:

*Roy Van Vleck*

80EBD41C09E5452...  
By: Roy T. Van Vleck

Title: Managing Member

Cc:

Email: carol\_woodcock@collins.senate.com

Email: Sharon\_Campbell@king.senate.com



U.S. General Services Administration

September 24, 2025

The Megantic Fish & Game Corporation  
American Forest Management, Inc.  
BBC Land, LLC  
Pepin Lumber Inc.  
Forest Society of Maine  
Coburn Gore LLC

To Whom It Concerns,

Thank you for your jointly signed letter and individual comments regarding the proposed CBP Housing location. We acknowledge your concerns regarding the proposed location on the east side of Big Island Road (the Initial Proposal).

In response, GSA is analyzing several locations for the CBP Housing, including the Initial Proposal. GSA will identify a Preferred Alternative in the Final Environmental Assessment (EA) and related decision documents, which will be released in the coming months.

The ongoing analysis would be better informed if GSA had access to conduct due diligence studies for both the CBP Housing and the new LPOE. We would greatly appreciate your assistance in obtaining rights of entry to the following properties, owned by the parties to your letter, to perform Phase I/II Environmental Site Assessments, Phase 1B archaeological surveys, Geotechnical surveys, and related activities:

- Parcel 1-1.1, owned by The Megantic Fish & Game Corporation
- Parcel 1-1, owned by Coburn Gore, LLC
- Parcel 1.2.1, owned by Van Vleck Timberlands, LLC
- Parcel 2-6, and 2-33, owned by Maurice and Julie Pepin
- Parcel 2-38, owned by Cedric Pepin

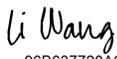
GSA will promptly send these access agreements to the relevant parties to facilitate fieldwork this fall.

GSA remains dedicated to fostering constructive dialogue regarding the potential impacts of the CBP Housing and the new LPOE on traffic and transportation, public safety, the use of Big Island Road, and other relevant topics. We will propose alternative meeting dates once our analysis of the potential CBP Housing locations is more informed.

Thank you in advance for any assistance you can provide in obtaining the above-mentioned access agreements. Your feedback and continued involvement in this project are appreciated.

Sincerely,

DocuSigned by:

  
96B637728A614E0...

Li Wang, Senior Project Manager  
Public Buildings Service  
U.S. General Services Administration

*Sent by email:*

The Megantic Fish & Game Corporation  
Attn: Gregory J Burkus, President, and Harry Hanson  
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American Forest Management, Inc  
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BBC Land, LLC  
Attn: John Cashwell, duly authorized

Pepin Lumber, Inc  
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Forest Society of Maine  
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Coburn Gore, LLC  
Attn: Roy T. Van Vleck, Managing Member, and Harriet Van Vleck  
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[harriet.vanvleck@gmail.com](mailto:harriet.vanvleck@gmail.com)

cc:

Sara Massarello, Realty Specialist, U.S. General Services Administration  
[sara.massarello@gsa.gov](mailto:sara.massarello@gsa.gov)

The Honorable Susan Collins  
[carol\\_woodcock@collins.senate.com](mailto:carol_woodcock@collins.senate.com)

The Honorable Angus S. King, Jr.  
[sharon\\_campbell@king.senate.com](mailto:sharon_campbell@king.senate.com)



## Coburn Gore Land Port of Entry Environmental Assessment - CBP Housing

### **Overview**

In compliance with the National Environmental Policy Act (NEPA), the U.S. General Services Administration (GSA) distributed an updated concept design that advanced Alternative 1 to include the CBP Housing building on August 12, 2025. The issuance followed the public meeting held on June 12, 2025, in Eustis, ME, and was provided to inform the public of GSA's intentions of constructing the housing that were not known at the time of the meeting and to allow for additional public comments.

Following the distribution, GSA received public comments in response to the Alternative 1 housing concept design. After evaluating the comments, GSA reconsidered the decision and analyzed additional suitable sites for the U.S. Customs and Border Protection (CBP) Housing Building. Alternate 2 was developed to represent the updated location for the housing.

### **CBP Housing Building**

Under Alternative 2, CBP Housing would be situated due northeast of the government owned residential parcels. Figure 2-1\_ALT (Action Alternative) supersedes the prior Figure 2-1 issued in August 2025 to include the revised location for the CBP Housing building and revised parcel boundaries. Existing access to Big Island Road will not change.

As noted in our previous correspondence, the CBP Housing building would provide single-occupancy living quarters for up to 18 CBP officers at the LPOE (up from 8 individuals in the current CBP standalone housing). The two-story building would include 18 one-bedroom living units, a covered structured parking garage on the lower level, and amenities such as a communal terrace, laundry, kitchen, gym, and lounge on the upper level. It would also include a small visitor parking lot and mechanical and utility storage spaces for site maintenance and snow removal. The total area of the building is projected to be approximately 22,000 gross square feet.

Analysis of potential effects related to the proposed CBP Housing will be documented in the Final EA.

Traffic and transportation impacts, and approaches to minimize those impacts, will be a point of focus in the development of the Final EA. GSA will continue to coordinate with stakeholders on potential traffic and transportation impacts, including traffic pattern changes, through final design.

Any questions can be directed to [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov). Note that any questions and or comments received may be maintained as part of the project record.

# Coburn Gore Land Port of Entry Environmental Assessment - CBP Housing

FIGURE 2-1\_ALT





## Port d'Entrée Terrestre de Coburn Gore

### Version Préliminaire de l'Évaluation Environnementale - Logement du CBP

#### **Aperçu**

Conformément à la National Environmental Policy Act (NEPA) (Loi sur la politique nationale de l'environnement), la General Services Administration (GSA) (Administration des Services Généraux) des États- a diffusé une version actualisée du concept de projet qui intègre le bâtiment de logements du CBP dans l'alternative 1, en août 2025. Cette publication fait suite à la réunion publique qui s'est tenue le 12 juin 2025 à Eustis, dans le Maine, et visait à informer le public des intentions de la GSA concernant la construction de ces logements, intentions qui n'étaient pas connues au moment de la réunion, et à recueillir des commentaires supplémentaires de la part du public.

Suite à cette diffusion, la GSA a reçu des commentaires du public concernant la première proposition de conception du bâtiment de logements (l'alternative 1). Après avoir examiné ces commentaires, la GSA a réévalué sa décision et analysé d'autres sites potentiels pour le bâtiment de logements des services des douanes et de la protection des frontières des États-Unis (CBP). L'alternative 2 a été élaborée pour présenter le nouvel emplacement proposé pour les logements.

#### **Bâtiment de logements CBP**

Dans le cadre de l'alternative 2, les logements de la CBP seraient situés au nord-est des parcelles résidentielles appartenant au gouvernement. La figure 2-1\_ALT (Option d'aménagement) remplace la figure 2-1 précédente, publiée en août 2025, et présente l'emplacement révisé du bâtiment des logements de la CBP ainsi que les limites des parcelles modifiées. L'accès actuel à Big Island Road restera inchangé.

Comme indiqué dans notre correspondance précédente, le bâtiment de logements de la CBP offrirait des logements individuels pouvant accueillir jusqu'à 18 agents de la CBP au LPOE (contre les 8 possible dans les logements individuels actuels de la CBP). Ce bâtiment de deux étages comprendrait 18 logements d'une chambre, un parking couvert structuré au rez-de-chaussée et des commodités telles qu'une terrasse commune, une buanderie, une cuisine, une salle de sport et un salon à l'étage. Il comprendrait également un petit parking visiteurs et des espaces de rangement pour les équipements mécaniques et utilitaires destinés à l'entretien du site et au déneigement. La superficie totale brute du bâtiment est estimée à environ 22 000 pieds carrés. L'analyse par la GSA des effets potentiels liés au projet de logements du CBP sera documentée dans l'évaluation environnementale finale.

Les impacts sur la circulation et les transports, ainsi que les approches pour les minimiser, seront un point central de l'élaboration de l'évaluation environnementale finale. La GSA continuera de coordonner avec les parties prenantes les impacts potentiels sur la circulation et les transports, y compris les modifications des schémas de circulation, jusqu'à la conception finale.



## **Port d'Entrée Terrestre de Coburn Gore**

### **Version Préliminaire de l'Évaluation Environnementale - Logement du CBP**

Pour toute question, veuillez contacter nous à l'adresse suivante: [coburngore.lpoe@gsa.gov](mailto:coburngore.lpoe@gsa.gov) .  
Veuillez noter que toutes les questions et/ou commentaires reçus pourront être conservés dans le dossier du projet.

FIGURE 2-1\_ALT

