

FINDING OF NO SIGNIFICANT IMPACT

Coburn Gore Land Port of Entry Expansion and Modernization Project

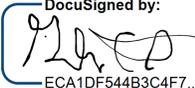
Final Environmental Assessment

Coburn Gore, Maine

Identification Number: EAXX-023-00-002-1771312913

March 2026

In accordance with the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321 *et seq.*), the U.S. General Services Administration’s Public Buildings Service NEPA Desk Guide, and other relevant laws, regulations, and executive orders, I find that the Coburn Gore Land Port of Entry Expansion and Modernization Project, as described in the Final Environmental Assessment, is not a major federal action significantly affecting the quality of the human environment. Therefore, an Environmental Impact Statement (EIS) will not be prepared. Mitigation measures will be implemented to ensure that the action avoids or minimizes potentially adverse environmental impacts.

APPROVED: 
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DATE: 3/4/2026

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1.0 INTRODUCTION

The U.S. General Services Administration (GSA) prepared a Final Environmental Assessment (EA) to assess and document potential impacts resulting from the Coburn Gore Land Port of Entry (LPOE) Expansion and Modernization Project (the Project).

The Coburn Gore LPOE is owned by GSA and is located on 3.6 acres. The Existing LPOE is bisected by The Arnold Trail and located in Coburn Gore, Maine. The Final EA explains the Project's Purpose and Need, alternatives that were considered, anticipated impacts, and how impacts will be avoided or minimized. The anticipated impacts, mitigation of impacts, and other information discussed below are from the published Final EA.

As part of a nationwide effort, GSA, with support and input from U.S. Customs and Border Protection (CBP), conducted programmatic feasibility studies for LPOEs and their operational deficiencies based on the most recent LPOE Design Standard. These programmatic feasibility studies proposed alternatives to modernize each LPOE, correct deficiencies, and bring the facilities up to current standards. The Infrastructure Investment and Jobs Act (2021) allocated \$3.4 billion to GSA to undertake 26 major construction and modernization projects at LPOEs 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.

2.0 PURPOSE OF AND NEED FOR THE PROJECT

The purpose of the Project is to expand and modernize the Coburn Gore LPOE to improve the operational efficiency, safety, and security of 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.

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.

3.0 SELECTED ALTERNATIVE AND RATIONALE FOR DECISION

GSA has selected the Proposed Action (referred to here as the "Selected Alternative"; referred to in the Final EA as "Alternative 1") as the alternative for implementation because it best meets the purpose of, and need for, the Project without causing significant impacts on the resources analyzed in the Final EA.

The design of this LPOE will comply with the 2023 CBP LPOE Design Standard and GSA's Core Building Standards (GSA, 2025). The Selected 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 Program of

Requirements (POR). The new Main Building and all of its proposed facilities associated with the modernized LPOE campus, including the CBP housing building, are referred to as the “Modernized LPOE.” The majority of the Modernized LPOE will be dedicated to CBP operations. Dedicated GSA space will be provided with the Selected Alternative.

The Selected Alternative will develop a Modernized LPOE on the south side of The Arnold Trail with a CBP Officer Housing Building to the north of The Arnold Trail. This will occupy 21.09 +/- acres with approximately 7.32 impervious acres. Under this alternative, the Existing LPOE Building will remain in operation until the Main Building is fully operational. Operations will then move to the Main Building while the Existing LPOE Building is demolished.

Though GSA considered other alternatives, they were dismissed from detailed consideration as they did not meet the operational and security needs of CBP, obstructed critical views of vehicles approaching the LPOE, and had a large footprint and cost of implementation.

3.1 Land Acquisition

GSA estimates that approximately 15.27 acres will need to be acquired under the Selected Alternative. Acquisition may be in the form of fee simple, permanent easements, and/or temporary construction easements. The Selected Alternative will require the acquisition of two residences, a gatehouse with seasonal residence, commercial properties, forested land, and portions of The Arnold Trail, and will cause the realignment of a portion of Big Island Road. GSA will work to minimize the Project’s overall site acquisition area and minimize impacts to private property adjacent to the Modernized LPOE.

3.2 Site Preparation

The Project area consists of approximately 65 acres of which roughly 14.59 acres will be permanently disturbed from the new LPOE. These 14.59 acres of proposed permanent disturbance comprise 6.92 acres of maintained/disturbed land (built structures and landscaping) and 7.67 acres of forested land. In addition, site preparation will include the following measures:

- **Demolition:** Full demolition of private residences and the existing structures, including the main LPOE building, garage, LPOE parking areas, CBP residences, the primary inspection booth and canopy, the secondary inspection bay and canopy, the building foundations, and utility connections.
- **Earthwork:** Excavation, grading, and cut and fill operations will occur in the Project area. General excavation will primarily involve the removal of miscellaneous fill, which will utilize conventional earthmoving equipment (track-hoes, excavator, etc.). Where bedrock is shallow, rock excavation will be required.

- **Disposal:** Dedicated disposal contractors will haul demolished materials and other construction debris offsite for disposal of standard materials. 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. ACM waste identified in the 2012 Asbestos Survey Report will be produced from the demolition of the Existing LPOE Building and CBP Officer housing. The possibility of ACM and lead will be considered during demolition of buildings within the Selected Alternative action area. Asbestos and lead encountered during demolition activities will be disposed of in accordance with state and federal regulations.

3.3 Facility Construction

The Modernized LPOE will include a newly constructed Main Building, supporting facilities, and a CBP officer housing building. Big Island Road will be realigned to accommodate the location of the Modernized LPOE. A new CBP housing building will be constructed north of The Arnold Trail and will provide single-occupancy living quarters for up to 18 CBP officers at the LPOE.

3.4 Increased Building Capacity and Improved Traffic Flow

The Selected Alternative will expand the facility to a capacity that will allow the LPOE to meet its current operational needs. Inspection lanes and facilities will be expanded and upgraded to handle traffic flows. Additionally, the Selected Alternative will ensure that adequate facility and infrastructure resources are available for CBP to fulfill their functions and operations, which will improve and enhance the performance, safety, security, and efficiency of operations for cross-border travelers and federal agencies at the LPOE.

The proposed site layout and design will focus on efficient traffic flow and strong visual control of the site by ensuring appropriate alignment and configuration of vehicle inspection lanes, such that views of the drivers and LPOE officials will not be obstructed.

3.5 Construction Duration

Construction of an early site package (e.g., tree clearing, demolition, site work) is anticipated to begin as early as 2027 and the entire project is projected to be substantially completed by 2030. The LPOE will remain open and operational throughout construction. The Existing LPOE Building will remain in operation until the Main Building is fully operational. Operations will then move to the Main Building while the Existing LPOE Building is demolished.

4.0 EFFECTS AND MITIGATION MEASURES

GSA places a strong emphasis on avoiding and minimizing potentially adverse environmental effects. **Table 1** summarizes the potential effects and applicable mitigation measures that will be implemented to ensure the Selected Alternative will have no significant impact on the environment.

TABLE 1: SUMMARY OF EFFECTS FROM THE SELECTED ALTERNATIVE AND MITIGATION MEASURES

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
<p>Land Use and Zoning</p>	<p>The Selected Alternative will acquire 15.27 +/- acres, consisting of residential and commercial properties, and forest. During construction, there will be direct, short-term, minor, localized, and adverse 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 will 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 Selected Alternative will have no effect on zoning.</p>	<p>GSA will 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 will 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>
<p>Socioeconomic Resources</p>	<p>The Selected Alternative will have direct, long-term, moderate, site-specific, and adverse effects to private citizens whose property is acquired for the Project. There will 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.</p> <p>During construction, the Modernized LPOE will 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. There will also be direct, short-term, minor, site-specific, and adverse effects to access to local businesses due to lane closures, possible detours, and construction vehicles using local roads.</p> <p>After construction, there will be new traffic patterns that may affect the business community since there will no longer be direct drive-by exposure on The Arnold Trail, and the traffic patterns will be more complex. The new traffic patterns will 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 Selected Alternative will have direct, long-term, minor, localized, and adverse economic effects to local businesses after construction of the Modernized LPOE.</p>	<p>GSA will notify the property owner of its intent to acquire and its appraisal obligations. GSA will determine the amount of just compensation to be offered for the private property; this amount will not be less than the fair market value established by an approved appraisal. GSA will offer relocation assistance services, payments, and other eligible benefits to any displaced persons in accordance with the policies and provisions in the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs Act (the Uniform Act), as needed.</p> <p>A traffic management plan will be prepared prior to the start of construction that will outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and mitigation measures.</p> <p>The Modernized LPOE will incorporate signage to assist travelers as to how to navigate the new roadways including access to The Arnold Trail.</p>

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
<p>Traffic and Transportation</p>	<p>Under the Selected Alternative, three inbound lanes will be constructed for the Modernized LPOE to accommodate inbound traffic and improve the processing efficiency. The lanes will consist of straight approaches to the inspection area to enhance visibility, reduce delays, and improve the flow of traffic.</p> <p>During construction, there will be direct, short-term, minor, localized, and adverse effects on traffic and transportation because of detours and traffic delays.</p> <p>After construction, direct, long-term, minor, localized and regional, and beneficial effects to traffic will occur under the Selected Alternative since the Modernized LPOE improvements will 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>	<p>GSA, in coordination with 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 through final design.</p>
<p>Geology, Topography, and Soils</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 will be needed in some areas during construction grading activities. Construction of the Modernized LPOE will 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. After construction, there will be no effect to the geology of the area as no blasting or drilling will be required during operation of the Modernized LPOE. There will be no effect 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 will be approximately 14.59 acres. The total cut volume will be 18,307 cubic yards (CY) and the total fill volume will be 126,457 CY. During construction the effect to topography from the Selected Alternative grading will be direct, permanent, moderate, site-specific, and adverse. After construction, there will be no effect to the topography of the area as no elevation changes will be required during operation of the Modernized LPOE.</p>	<p>Practices to reduce potential effects to surrounding rock mass will be adhered to, when possible, to minimize effects to geology within the study area.</p> <p>Stormwater management BMPs will be implemented to prevent or reduce soil erosion and soil pollution/contamination during and after construction. BMPs that GSA will 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 will also minimize impacts over a longer term. To the extent practicable, existing disturbed and developed land within</p>

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
<p>Geology, Topography, and Soils (Cont.)</p>	<p><u>Soils</u> Impacts on soils (previously disturbed and undisturbed) will be 14.59 acres for the Selected Alternative. During construction there will be direct, indirect, long-term, moderate, site-specific, and adverse effects due to excavation, grading, and cut and fill operations. After construction, there will be no effect to soils as no additional grading or excavation will be required during operation of the Modernized LPOE.</p>	<p>the study area will be used for staging construction equipment and stockpiling.</p>
<p>Biological Resources</p>	<p><u>Vegetation</u> Under the Selected Alternative, approximately 6.92 acres of maintained/disturbed vegetation and 7.67 acres of forested areas will be cleared for the Modernized LPOE. The total area of disturbance will be approximately 14.59 acres, of which approximately 7.32 acres will be converted to impervious surfaces and approximately 7.27 acres will be landscaped as part of the Modernized LPOE. During construction there will be direct, indirect, long-term, minor, localized, and adverse effects due to forest clearing and removal of native plant species and from the potential spread of invasive species. After construction, there will be no effect to vegetation as no additional clearing will be required during operation of the Modernized LPOE.</p> <p><u>Wildlife</u> During construction there will be direct, indirect, short-term, minor, localized, and adverse effects due to the loss and disturbance of available habitat and from construction and LPOE operation related disturbances. After construction there will be adverse effects from the removal of habitat, As a result, the Selected Alternative will have direct, indirect, long-term, minor, localized, and adverse effects on wildlife.</p> <p><u>Federally Protected Threatened and Endangered Species and Special Status Species</u> During and after construction there will be direct, short- and long-term, minor, localized, and adverse effects to the Canada lynx and its suitable habitat due to noise and activity during construction and forest clearing. There will also be a direct, indirect, short-term, minor, localized, and adverse effect on migratory birds due to the removal of potential breeding habitat and disturbance due to noise and activity during construction. After construction, there will be removal of potential</p>	<p>During construction, overall effects on vegetation will be minimized by concentrating the area of disturbance to the smallest area necessary to complete the Project. Tree clearing will be minimized to the extent practicable. Disturbed areas will 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 will be established in previously disturbed and unvegetated areas to the extent possible. Staging areas will 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, will be implemented to limit the introduction and establishment of invasive species.</p> <p>BMPs will be implemented during the construction and operation of the Modernized LPOE to minimize potential adverse effects to wildlife. Construction vehicles will observe speed limits to minimize the possibility for any wildlife-vehicle collisions. Staging and stockpile areas will be located within or immediately adjacent to the construction</p>

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
<p>Biological Resources (Cont.)</p>	<p>breeding habitat which will result in direct, indirect, long-term, minor, localized, and adverse effects on migratory birds.</p>	<p>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 will 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>
<p>Water Resources</p>	<p><u>WOTUS</u> Under the Selected Alternative, there will be approximately 0.53 acres of permanent wetland impacts. Construction of the Selected Alternative will 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 will be no effect 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 undetermined if the Selected Alternative will have an effect on floodplains during or after construction. As the final design for the Modernized LPOE progresses, flood studies will be performed.</p> <p><u>Stormwater Management</u> Through the implementation of the SWPPP, the effects of construction on stormwater runoff will be minor because the risk of escape of sediments or other pollutants from the site will be minimal. The Selected Alternative will have direct, short-term, negligible, localized, and adverse effects to stormwater management during construction-related activities.</p>	<p>Under the Selected Alternative, mitigation for permanent impacts to wetlands will be required under the Clean Water Act (CWA) and Natural Resources Protection Act (NRPA) and will be administered by Maine Department of Environmental Protection (DEP). Compensation for those impacts that cannot be further avoided or minimized will be accomplished through payment to the In Lieu Fee Compensation Program.</p> <p>GSA will develop and implement a Stormwater Pollution Prevention Plan (SWPPP) for Maine DEP. The SWPPP will 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 will be implemented to reduce the risk of contaminated sediments escaping the site via erosion or the risk of</p>

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
<p>Water Resources (Cont.)</p>	<p>Under the Selected Alternative, the Modernized LPOE will include 7.32 acres of impervious surfaces. Increased impervious surfaces resulting from the Project will increase the potential for degradation of water quality from stormwater runoff. The design and implementation of stormwater management infrastructure will mitigate the effects of increased runoff. The resulting effects to stormwater management after construction will be direct, long-term, negligible, localized, and adverse.</p> <p><u>Groundwater</u> During construction there will be direct, indirect, short-term, negligible, localized, and adverse 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 Selected Alternative will result in small reductions of ground recharge from the addition of impervious surfaces to the study area. The Selected Alternative will result in direct, indirect, long-term, negligible, localized, and adverse effects to groundwater.</p>	<p>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 will consider.</p> <p>Well drillers for water and geothermal will 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 will be disposed of properly. All drilling equipment which may have become contaminated during a drilling operation will be thoroughly cleaned and decontaminated before reuse. Wells will be sited such that there is no migration of contaminants into uncontaminated zones.</p> <p>Stormwater design will 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 will incorporate appropriate BMPs in conformance with Section 4.C.(3) and corresponding Appendices of Chapter 500.</p> <p>GSA will implement appropriate BMPs to minimize adverse effects to groundwater similar to the measures described above in the stormwater section.</p>

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
<p>Cultural and Tribal Resources</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 Selected Alternative will 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, will have an unavoidable adverse effect on historic properties. Coordination is ongoing with respect to potential impacts to unidentified historic resources.</p> <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 will be impacted by the Project. Therefore, there will be no effect to Tribes or Nations after construction of the Modernized LPOE.</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 will satisfy any agreed to mitigation measures.</p>
<p>Air Quality</p>	<p>During construction there will be direct, short-term, minor, site-specific, and adverse effects due to increased emissions and fugitive dust. After construction, there will be direct, long-term, minor, regional, and beneficial effects because vehicle processing time will be decreased, resulting in reduced emissions at that LPOE, and the Modernized LPOE will incorporate a sustainable design, resulting in increased energy efficiency and reduced emissions.</p>	<p>GSA will require contractors to use the best available technology regarding construction equipment, to the extent possible, to minimize and/or mitigate vehicle emissions. Dust suppression will be used onsite to control particulates.</p>

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
<p>Noise</p>	<p>During construction there will be direct, short-term, minor, site-specific, and adverse 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 will be no effect.</p>	<p>The Modernized LPOE will comply with U.S. Occupational Safety and Health Administration (OSHA) noise exposure levels during operation. Each alternative will be compliant with the Noise Control Act of 1972, and the Quiet Communities Act of 1978.</p> <p>GSA will 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>
<p>Visual and Recreational Resources</p>	<p><u>Visual</u> The Selected Alternative will impact visual resources along and south of The Arnold Trail. The Existing LPOE occupies approximately 3.6 acres. Under the Selected Alternative, the total Modernized LPOE will be approximately 21.09 acres. During construction, there will be direct, short-term, minor, site-specific, and adverse effects because construction will detract from views of the surrounding landscape and make the area potentially unsafe for users. After construction there will be direct, long-term, minor, site-specific, and adverse 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 will require redesign. After construction there will be direct, long-term, minor, site-specific and regional, and beneficial effects because the LPOE will 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>	<p>Mitigation measures to limit artificial light pollution will 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	Effects	Mitigation Measures and Best Management Practices (BMPs)
<p>Hazardous Materials</p>	<p>During construction, there will be direct, short-term, minor, site-specific, and adverse 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 will be direct, long-term, minor, site-specific and localized, and beneficial 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 will be minimal. Overall, LPOE operations will result in direct, long-term, negligible, site-specific, and adverse effects.</p>	<p>GSA will 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 will be removed frequently to minimize contaminant runoff from standing waste. Removal and disposal of fuel and other storage tanks will be conducted using licensed contractors and all proper closure procedures. Accidental spills of hazardous materials (e.g., diesel fuel from vehicles, paint, solvents) will 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 will be disposed of in accordance with state and federal regulations. BMPs for managing ACMs 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 will be employed during demolition.</p> <p>BMPs will be in place to minimize the chance of a spill occurring, and any potential spill or leak will be addressed in accordance with applicable laws and regulations as soon as it is noticed.</p>

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
<p>Utilities</p>	<p><u>Potable Water, and Sanitary Sewer</u> During construction there will 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 will be constructed specifically for the Modernized LPOE, these facilities will have no effect 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 will be direct, short-term, minor, site-specific and regional, and adverse effects on electric supply.</p> <p>After construction, the electric capacity of the Modernized LPOE will be outsized to accommodate expansion following CBP standards and geothermal energy will decrease energy needs for heating the Modernized LPOE, therefore there will be a direct, long-term, minor, site-specific and regional, and beneficial effect.</p> <p><u>Telecommunications</u> The communication tower onsite will be maintained, CBP will maintain responsibility to provide telephone and internet service, and cellular service will not be impacted. Therefore, there will be no effect to telecommunications during or after construction.</p>	<p>Construction crews will 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 will implement energy conservation measures into their design and operations and will generally require less utility service per square foot than the Existing LPOE.</p>

5.0 Alternatives Considered and Dismissed from Detailed Analysis

GSA considered, but dismissed, two other build alternatives during the alternative development process.

5.1 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.

5.2 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.

6.0 REFERENCES

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