Draft Environmental Assessment

for the

Fort Fairfield Land Port of Entry

Expansion and Modernization Project

Fort Fairfield, Aroostook County, Maine

Prepared by:
U.S. General Services Administration
New England Region

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ACRONYMS AND ABBREVIATIONS

ACM	Asbestos-containing Materials
AST	Aboveground storage tank
ASTM	American Society of Testing Materials
BMP	Best Management Practice
Boundary Line Road	State Route 161
BTS	Bureau of Transportation Statistics
BwH	Beginning with Habitat
CBP	U.S. Customs and Border Protection
C.F.R.	Code of Federal Regulations
CGP	Construction General Permit
CO	Carbon Monoxide
CWA	Clean Water Act
DACF	Maine Department of Agriculture, Conservation, and Forestry
dBA	A-weighted Decibels
E.O.	Executive Order
EA	Environmental Assessment
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FFUD	Fort Fairfield Utilities District
FIRM	Flood Insurance Rate Map
FPPA	Farmland Policy Protection Act
GSA	U.S. General Services Administration
HBMI	Houlton Band of Maliseet Indians
IPaC	Information for Planning and Consultation
JMT	Johnson, Mirmiran, and Thompson, Inc.
LBP	Lead-based paint
LPOE	Land Port of Entry
MBTA	Migratory Bird Treaty Act
Maine DEP	Maine Department of Environmental Protection
MDIFW	Maine Department of Inland Fisheries and Wildlife
MESA	Maine Endangered Species Act
MGS	Maine Geological Survey
MHPC	Maine Historic Preservation Commission

NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NETR	Nationwide Environmental Title Research
NHPA	National Historic Preservation Act
NHD	National Hydrology Dataset
NO_2	Nitrogen Dioxide
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
OCP	Organo-chlorine pesticide
OSHA	U.S. Occupational Safety and Health Administration
PBS	Public Buildings Service
PFAS	Per-and Polyfluoroalkyl Substances
PFOS	Perfluorooctane Sulfonic Acid
Phase I ESA	Phase I Environmental Site Assessment
PM10	Particulates with aerodynamic diameters of less than 10 micrometers
PM2.5	Particulates with aerodynamic diameters of less than 2.5 micrometers
POR	Program of Requirements
POV	Privately-owned Vehicle
Project	Fort Fairfield LPOE Expansion and Modernization Project
QR	Quick Response
REC	Recognized Environmental Condition
ROI	Region of Influence
SO_2	Sulfur Dioxide
SSA	Sole Source Aquifer
SWPPP	Stormwater Pollution Prevention Plan
U.S.	United States
U.S.C.	United States Code
USACE	U.S. Army Corps of Engineers
USCB	U.S. Census Bureau
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VES	Vapor encroachment screening
WOTUS	Waters of the U.S.

EXECUTIVE SUMMARY

Introduction

The United States (U.S.) General Services Administration (GSA) has prepared this Draft Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts resulting from the proposed expansion and modernization of the Fort Fairfield Land Port of Entry (LPOE) (the Project). GSA is supporting the U.S. Department of Homeland Security's Customs and Border Protection (CBP) missions 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 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 at Fort Fairfield, 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 Draft EA analyzes two alternatives: (1) "Action" Alternative and (2) one "No Action" Alternative, which assumes that land acquisition and the subsequent expansion and modernization of the LPOE would not occur.

The Draft 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 Fort Fairfield, ME, and Perth-Andover, New Brunswick, 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 a Modernized LPOE west of the Existing LPOE Building along Boundary Line Road (State Route 161). The Action Alternative would occupy 13.38 +/- acres with approximately 4.29 impervious acres. This Alternative would 1require the acquisition of three residences, agricultural land, vacant/unimproved land, and portions of Boundary Line Road, and cause the relocation of a portion of Brayall Road. Approximately 11.73 acres of private property would be

acquired. Earthwork would occur in the Action Alternative area, including excavation, grading, and cut and fill operations. The Modernized LPOE would include a new Main Building. 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.

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. 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 scoping meeting on July 30, 2024, with an associated comment period of July 10 to September 6, 2024, at the Fort Fairfield Middle High School. The meeting began with remarks from GSA staff and Johnson, Mirmiran, and Thompson, Inc. (JMT), GSA's NEPA Contractor, about the proposed Project and moved into a question-and-answer session. Posters displaying Project information were available to facilitate the discussion between GSA Project representatives and the public. GSA also 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. Attendees who signed in would receive additional project email updates.

GSA received 11 comments during the scoping period on subjects including: environmental justice, facility design, sustainability/resilience, border closure, requests for information, and business opportunities.

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 Draft 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
Land Use and Zoning	Alternative 1 would acquire 11.73 +/- acres, consisting of residential properties, forest, and agricultural land. During construction, there would be **direct, temporary, minor, localized, and adverse** effects on land use because of temporary lane shifts and intermittent closures of the LPOE during construction. 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.	**No effect** to land use or zoning.	GSA would coordinate with landowners to maintain access to their properties during and after construction. 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.
Socioeconomic Resources	Alternative 1 would have **direct, long-term, moderate, site-specific,** and **adverse** effects to private property owners affected by the acquisition of land. 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 there would be **direct, indirect, short-term, minor, regional,** and **beneficial** effects on the local economy because of increased workforce impacting the local economy.	**No effect** to socioeconomics.	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.
Traffic and Transportation	Under the Action Alternative, two inbound lanes would be constructed for the Modernized LPOE to accommodate inbound traffic and improve processing efficiency. During construction there would be **direct, short-term, minor, localized,** and **adverse** effects on traffic due to detours and delays. After construction there would be **direct, long-term, minor, localized** and **regional,** and **beneficial** effects to traffic since the Modernized LPOE improvements would increase processing efficiency and capacity for all traffic types, reducing traffic queues, minimizing conflict points, improving line-of-sight to inbound traffic, and providing better line-of-sight between the U.S. and Canadian Ports of Entry.	**No effect** to traffic and transportation.	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. This plan would also describe the potential impacts on the nearby access roads during construction and any mitigation measures.
Geology, Topography, and Soils	Geology Due to the shallow depth to bedrock in the study area, grading and bedrock excavation would be needed in some areas during construction grading activities. During construction there would be **direct, permanent, moderate, localized**, and **adverse** effects on geology due to grading efforts and the drilling for a geothermal system. 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, there would be **no effect** on geologic hazards. Topography The total cut volume required for Alternative 1 would be determined based on the results of geotechnical investigations. During construction there would be **direct, moderate, site-specific, permanent,** and **adverse** due to minimal site grading. After construction, there would be **no effect** to the topography of the area as no elevation changes would be required during operation of the Modernized LPOE.	**No effect** to geology, topography, and soils.	Practices to reduce potential effects to surrounding rock mass would be adhered to, when possible, to minimize effects to geology within the study area. 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.

Resource	Alternative 1 – Action Alternative	Alternative 2 - No Action Alternative	Mitigation Measures and BMPs
Geology, Topography, and Soils (Cont.)	Soils Impacts on soils (previously disturbed and undisturbed) would be 13.38 acres for Alternative 1. During construction there would be **direct, indirect, long-term, minor, site-specific,** and **adverse** effects due to excavation, grading, and erosion from vegetation loss. After construction there would be **direct, permanent, minor, site-specific,** and **adverse** effects to farmland soils because the alternative would result in conversion of farmland soils to non-farmland use, though the Project is exempt from compliance with the Farmland Policy Protection Act (FPPA).		
Biological Resources	Vegetation Under Alternative 1, approximately 0.94 acres of agricultural land, 9.35 acres of maintained/disturbed vegetation, and 3.09 acres of forested land would be cleared for the Modernized LPOE. During construction there would be **direct, indirect, long-term, minor, site-specific,** and **adverse** effects on vegetation because of loss of trees and other vegetation and from possible spread of invasive species and disturbance from construction vehicles. After construction, there would be **no effect** to vegetation as no additional clearing would be required during operation of the Modernized LPOE. Wildlife During and after construction there would be **direct, indirect, short-term, minor, localized**, and **adverse** effects due to the loss and disturbance of available habitat and from construction. No large-scale changes in noise or traffic are anticipated during operation. After construction 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. Federally Protected Threatened and Endangered Species and Special Status Species During and after construction there would 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 would 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 would be removal of potential breeding habitat which would result in **direct, indirect, long-term, minor, localized,** and **adverse** effects on migratory birds.	**No effect** to biological resources.	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. 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. 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. 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. Place ramp in any open pits. 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.
Water Resources	Waters of the U.S. (WOTUS) During and after construction there would be **no effect** to WOTUS since WOTUS were not identified within the study area. Floodplains During and after construction there would be **no effect** to floodplains since the study area is not located within either a Federal Emergency Management Agency (FEMA) designated 1-percent annual chance floodplain (historically known as the 100-year floodplain) or the 0.2-percent annual chance floodplain (historically known as the 500-year floodplain)	No effect to water resources	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. 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.

Resource	Alternative 1 – Action Alternative	Alternative 2 - No Action Alternative	Mitigation Measures and BMPs
Water Resources (Cont.)	Stormwater Management Through the implementation of the Stormwater Pollution Prevention Plan (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 Under Alternative 1, the Modernized LPOE would have 4.29 acres of impervious surfaces. 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**. Groundwater During construction there would 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 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 **direct, indirect, long-term, negligible, localized,** and **adverse** effects to groundwater.		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 to mitigate the risk of spills. 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. 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. GSA would implement appropriate BMPs to minimize adverse effects to groundwater similar to the measures described above in the stormwater section.
Cultural and Tribal Resources	Architectural Resources They study area contains the Existing LPOE Building, which is listed in the National Register of Historic Places (NRHP). The building would be demolished as a result of the Project. 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. Archaeological Resources No archaeological resource surveys have been completed within the study area. Section 106 consultation with the Maine Historic Preservation Commission (MHPC) has not been initiated. GSA will coordinate with MHPC on an effects determination. Currently, the effect to the NRHP-listed resource and previously unidentified architectural resources and archaeological resources is **undetermined**. Tribal 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.	**No effect** to cultural and tribal resources.	Cultural resource investigations and consultation in accordance with Section 106 will be initiated and would continue beyond publication of the Final EA. Consultation with MHPC will define mitigation measures.
Air Quality	During construction there would be **direct, short–term, minor, site-specific**, and **adverse** effects to air quality due to increased emissions and fugitive dust. After construction, there would be **direct, long-term, minor, regional**, and **beneficial** effects to air quality because vehicle processing time would be decreased, resulting in reduced emissions at the LPOE, and the Modernized LPOE would incorporate a sustainable design, resulting in increased energy efficiency and reduced emissions.	**No effect 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.**

Resource	Alternative 1 – Action Alternative	Alternative 2 - No Action Alternative	Mitigation Measures and BMPs
Noise	During construction there would be **direct, short-term, minor, site-specific**, and **adverse** effects to noise due to grading activity and construction equipment use. After construction, the Modernized LPOE would have similar operations and is not expected to produce increased noise compared to the Existing LPOE. Therefore, there would be **no effect** to noise.	**No effect** to noise.	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. 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.
Hazardous Materials	During construction there would 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. After construction, there would be **direct, long-term, minor, site-specific** and **localized,** and **beneficial** effects from the clean-up and remediation of hazardous materials. At this time, the Modernized LPOE project is not expected to impact the traffic volume, and therefore the number of vehicles passing through the 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 **direct, long-term, negligible, site-specific**, and **adverse** effects.	**No effect** to hazardous materials.	GSA would develop a Materials Management Plan 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, releases from ASTs) 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. Asbestos and lead encountered during demolition activities would be disposed of in accordance with state and federal regulations. 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.
Utilities	<u>Potable Water, and Sanitary Sewer</u> During construction there may be an increase in the water demand at the Existing LPOE. Impact to the potable water supply under the Action Alternative would be direct, short-term, negligible, regional, and adverse. Under operation of the Modernized LPOE, the facility would benefit from high efficiency plumbing fixtures which would help to reduce water use. Impact to the potable water supply under the Action Alternative would be **direct, long-term, negligible, regiona**l, and **beneficial**. Since a new sanitary treatment system 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. <u>Electric Supply</u> During construction there would be **direct, short-term, minor, site-specific** and **regional**, and **adverse** effects to electric supply because of increased demand from the Existing LPOE, Modernized LPOE, and temporary facilities. After construction, the electric capacity of the Modernized LPOE would be outsized to accommodate expansion following CBP standards and geothermal energy would	No effect to utilities.	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. 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.

Resource	Alternative 1 – Action Alternative	Alternative 2 - No Action Alternative	Mitigation Measures and BMPs
Utilities (Cont.)	decrease energy needs for heating the Modernized LPOE, therefore there would be a **direct, long-term, minor, site-specific** and **regional**, and **beneficial** effect. <u>Telecommunications</u> 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.		

1.0 INTRODUCTION

The United States (U.S.) General Services Administration (GSA) has prepared this Draft Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts resulting from the proposed expansion and modernization of the Fort Fairfield Land Port of Entry (LPOE) (the Project). The Fort Fairfield LPOE is located at 4 Boundary Line Road (State Route 161) in the Town of Fort Fairfield, Maine, and facilitates inspections for privately-owned vehicles (POVs), permitted commercial vehicles, non-motorized traffic (e.g., bicycles, horse and buggy, etc.), 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 Draft EA is being prepared to comply 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 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 Draft 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 Draft 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 Draft EA.

The potential effects of the Project alternatives on historic resources are evaluated in Section 3.8 (Cultural and Tribal Resources) of this Draft 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. GSA would initiate Section 106 consultation as set forth in 36 Code of Federal Regulations (C.F.R.) 800.3 once a preferred Project alternative is identified, which occurs as part of the process to evaluate public comments received on the Draft EA and develop the Final EA. Through the Section 106 consultation process, GSA would 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 Fort Fairfield LPOE (Existing LPOE) to improve the operational efficiency, safety, and security of U.S Customs and Border Protection (CBP) personnel and travelers crossing between Fort Fairfield, Maine, and Perth-Andover, New Brunswick, 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, the garage, 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 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 Fort Fairfield 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 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 Fort Fairfield LPOE (Feasibility Study) was completed in 2019 to assess the existing Fort Fairfield LPOE facilities based on CBP's 2014 LPOE Design Standard (Parsons, 2019).

1.3 Study Area and Existing Facilities

The Fort Fairfield LPOE is located in the Town of Fort Fairfield, Aroostook County, on Maine's eastern border with Canada. The Fort Fairfield LPOE 145 miles northeast of Bangor, 10 miles northeast of Presque Isle, and 4 miles west of Perth-Andover, New Brunswick, Canada (**Figure 1–1**).

The Fort Fairfield LPOE is open 24 hours a day, seven days a week, and processes commercial, POV, non-motorized, and pedestrian traffic.

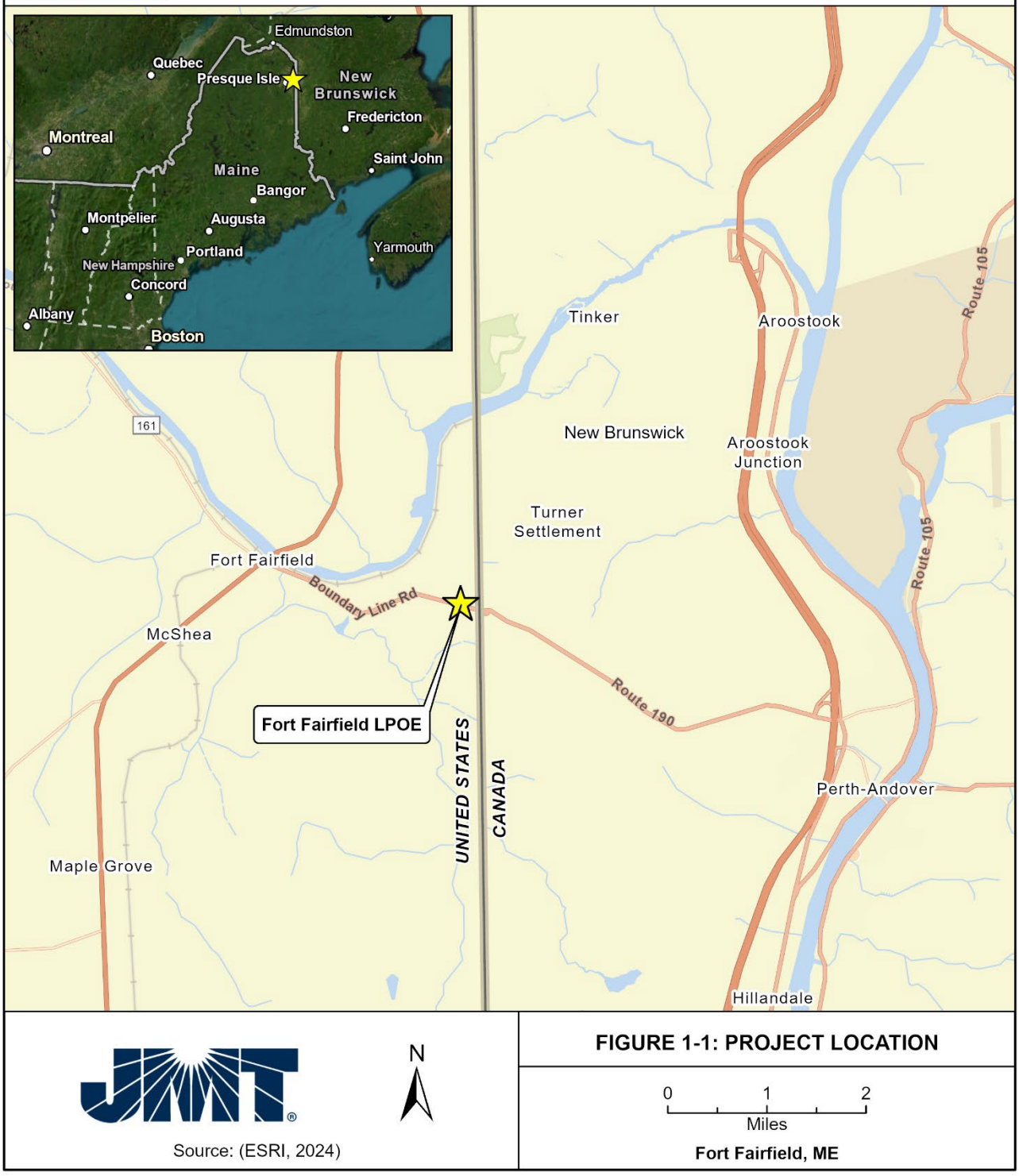
The Fort Fairfield LPOE consists of the Existing LPOE Building, attached garage space, and associated parking areas. The LPOE is situated on 1.65 acres north of Boundary Line Road.

The Existing LPOE Building was built in 1933 and is listed in the National Register of Historic Places (NRHP; Information System ID# 14000555). Adjacent properties include the Canadian Port of Entry to the east across the U.S.-Canada border, private residences to the south and west, and agricultural and forested land to the north and west. The Project's study area encompasses approximately 20 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.

POV inbound vehicles enter the LPOE through two primary inspection lanes. Primary inspections are performed under the main canopy located to the north of the inbound driving lane. Once a primary inspection is complete, vehicles are either allowed to proceed or are released to secondary inspections performed in the paved areas west of the canopy.

Commercial inspections are directed to two commercial lanes located south of the main canopy. There are no commercial inspection booths or canopies, secondary commercial inspection garage, or secondary inspection staging areas. Drivers normally park their trucks and enter the Existing LPOE Building to have their manifests and paperwork processed. Periodic bus traffic is also inspected in the commercial primary inspection lane. Secondary commercial inspections are either performed in the primary lane or the paved areas south of the canopy. Vehicles that are released to the U.S. proceed west on Boundary Line Road. Vehicles not meeting entry requirements are returned to Canada by the eastbound lane of Boundary Line Road. Outbound inspections are not performed; there are no outbound inspection booths or canopies.

FORT FAIRFIELD LAND PORT OF ENTRY EXPANSION AND MODERNIZATION PROJECT



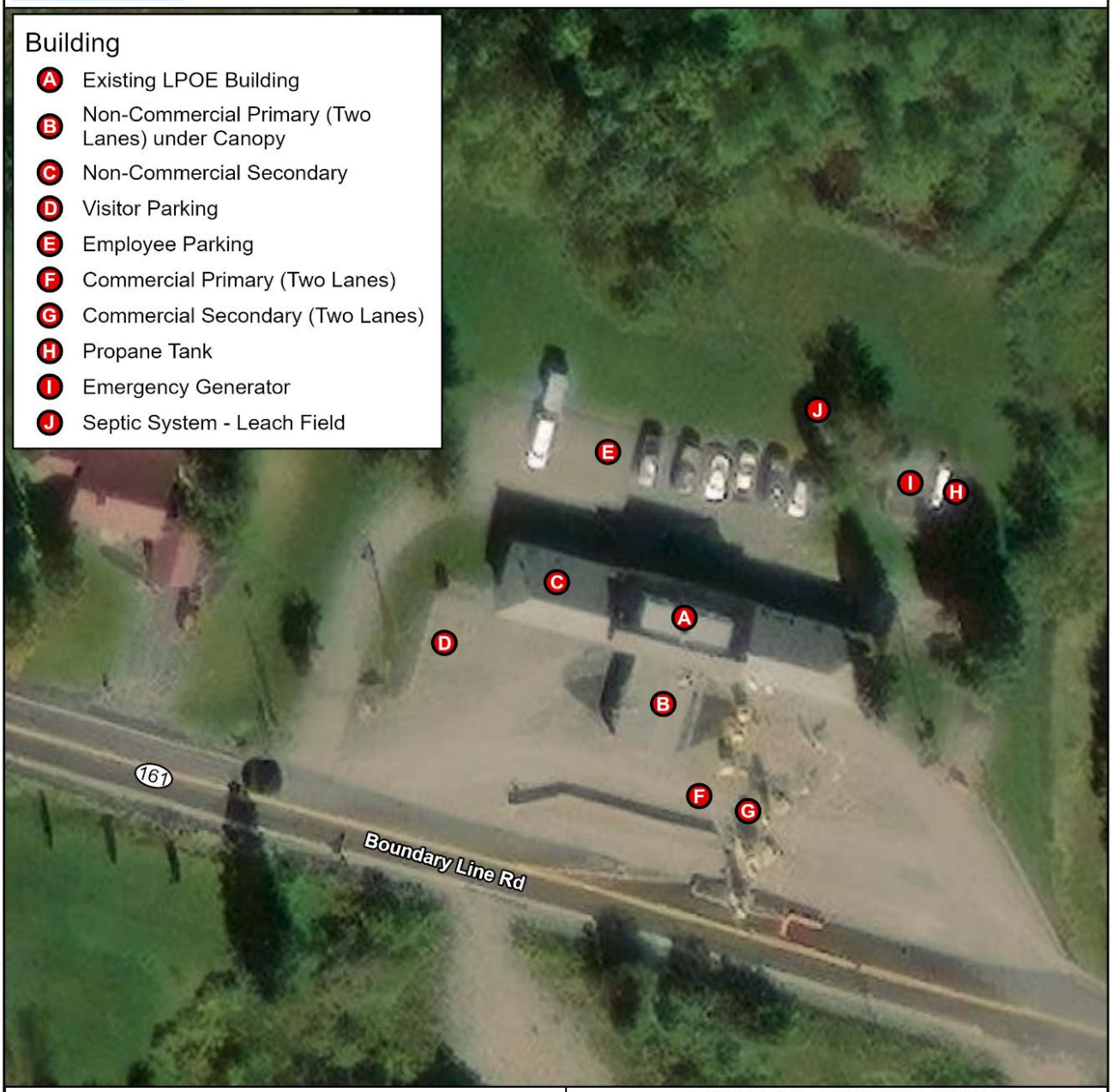
Source: (ESRI, 2024)

FIGURE 1-1: PROJECT LOCATION

Fort Fairfield, ME

FIGURE 1-2: STUDY AREA AND VICINITY

FORT FAIRFIELD LAND PORT OF ENTRY EXPANSION AND MODERNIZATION PROJECT



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Source: (Parsons, 2019; ESRI, 2024)

FIGURE 1-3: EXISTING FORT FAIRFIELD LPOE FACILITY

0 50 100
Feet

Fort Fairfield, ME

The Existing LPOE Building is a central one-and-a-half story structure with flanking single-story wings and a basement. A large canopy projects to the south over the main entrance of the Existing LPOE Building. Beneath the canopy, a small modern addition was built to serve as an inspection booth east of the main entry door. See **Photographs 1** and **2** for photos of the Existing LPOE Building and surrounding inspection areas. The basement retains its original configuration and is subdivided into three rooms. The first floor is primarily open and consists of a visitor waiting area in the center with open office space to the east and west. At the east end of the Existing LPOE Building is a locker room with kitchenette. The east and west wings of the structure originally included garage/storage bays, however some of these bays have been converted to other uses including a men's and women's toilet room, and office space. The second floor has been subdivided into five rooms and contains a toilet room, offices, and storage rooms.

The electrical service is provided by Versant Power via overhead electrical lines; there is no natural gas. Two fuel tanks in the basement provide fuel oil to the boiler for heating. An aboveground liquid propane tank provides fuel for the onsite generator, which provides emergency power. Water is provided by the public water supply system operated by the Fort Fairfield Utilities District (FFUD). The existing sanitary sewer system consists of a septic tank and leach field. The leach field is located north of the rear parking lot.

Photograph 1: Front View of the Existing LPOE Building Looking North (Johnson, Mirmiran, and Thompson, Inc. (JMT), 2024a)

Photograph 2: Side View of the Existing LPOE Building and Inspections Area looking West (JMT, 2024a)

1.4. Scoping Overview

GSA conducted a scoping period for the Project from July to September 2024. The Scoping Report (**Appendix A**) describes the Project (background, location, and facilities), scoping meeting, meeting materials, and comments received during the scoping period.

1.4.1 Scoping Meeting

The purpose of the scoping meeting 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 the meeting using multiple channels of communication, including letters to federal, state, and local stakeholders, advertisements in *The Star Herald* (out of Presque Isle), media advisories to applicable local media, a press release, and posts on GSA social media accounts (Facebook and X).

GSA held a scoping meeting on July 30, 2024, with an associated comment period of July 10 to September 6, 2024, at the Fort Fairfield Middle High School. The meeting began with remarks from GSA staff and Johnson, Mirmiran, and Thompson, Inc. (JMT), GSA's NEPA Contractor, about the proposed Project and moved into a question-and-answer session. Posters displaying Project information were available to facilitate the discussion between GSA Project

representatives and the public. GSA also 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. Attendees who signed in would receive additional project email updates.

1.4.2 Scoping Comments

GSA received 11 comments during the scoping period (**Table 1–1).** The table shows the distribution of comments by subject and commenter type.

Table 1–1: Formal Scoping Comments by Commenter Type and Subject

Subject	Agency Comments	Public Comments	Total Comments
Environmental Justice	1	0	1
Facility Design	3	1	4
Sustainability/Resilience	1	0	1
Border Closure	1	1	2
Requests for Information	0	1	1
Business Opportunities	1	1	2
Total:	**7**	**4**	**11**

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 begin during scoping and are carried out through a public review of the Draft EA.

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. The

process by which an agency assesses the effects of a proposed action is referred to as the Section 106 process and is detailed in 36 C.F.R. 800.

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 will consult 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 Draft EA.

1.5.3 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 in Section 3.6 (Biological Resources) of this Draft EA.

1.5.4 Relevant Laws and Regulations

Table 1–2 below provides a list of relevant laws and regulations that GSA must comply with as part of the project planning and NEPA process.

Table 1–2: 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 (CERCLA) 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 (ADA) of 1970 (42 U.S.C. § 12101)
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)
Executive Orders (E.O.)
E.O. 11593– Protection and Enhancement of the Cultural Environment
E.O. 11988– Floodplain Management
E.O. 11990– Protection of Wetlands
E.O. 13589– Promoting Efficient Spending
Executive Order 14154 – Unleashing American Energy
Maine Administrative Code
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

Table 1–3 provides a list of relevant design standards.

Table 1–3: 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

The alternatives presented in this Draft EA are conceptual and subject to change throughout the design process. The most up-to-date alternatives would be presented in the Final EA and potential impacts will be considered and evaluated.

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

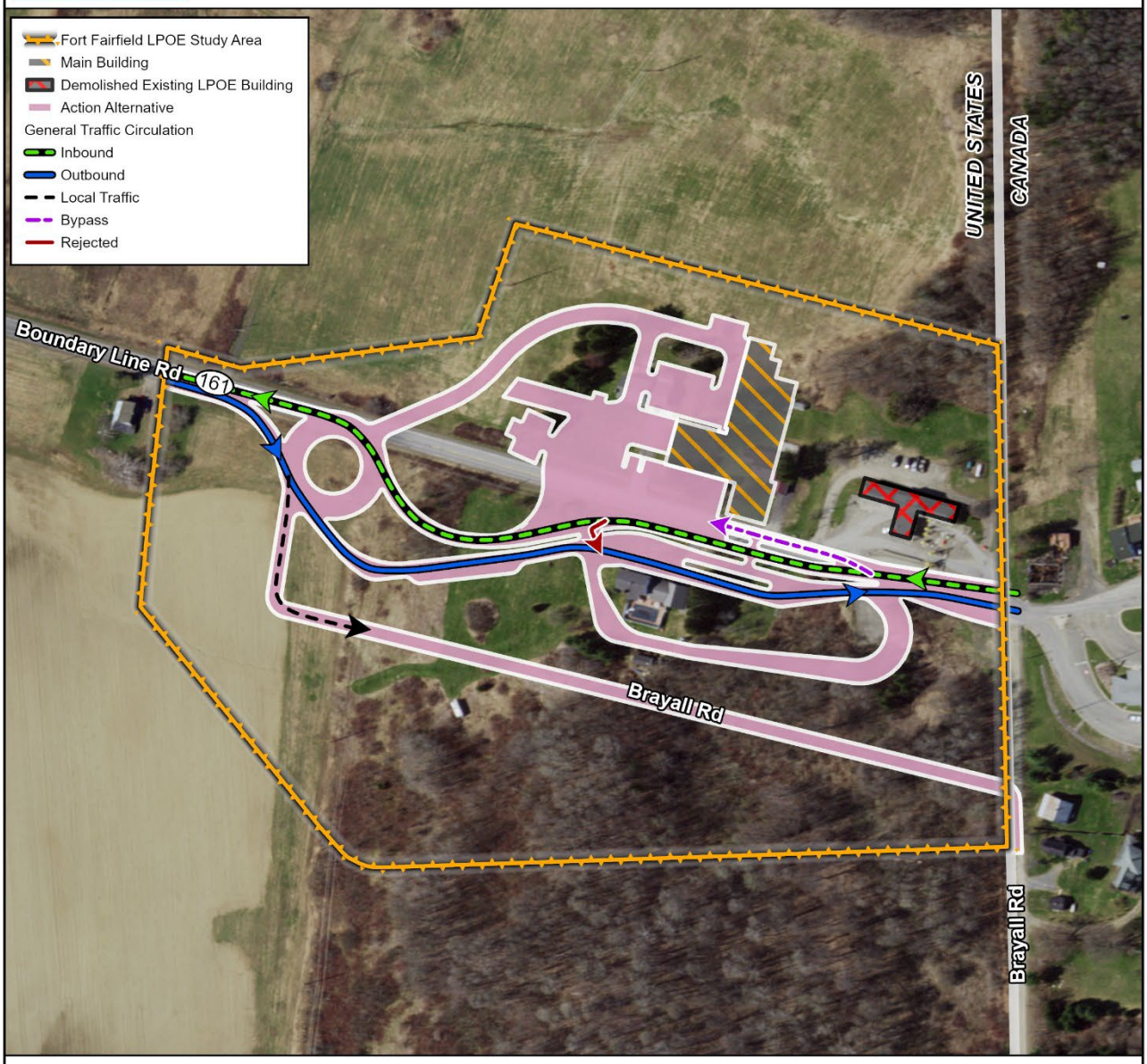
GSA would develop a Modernized LPOE west of the Existing LPOE Building along Boundary Line Road (**Figure 2–1**). The Existing LPOE building would be demolished along with its associated parking areas.

Traffic entering the Modernized LPOE from the U.S. would be directed through a traffic circle, which would terminate Boundary Line Road. The traffic circle would provide access to and from the LPOE, ease plowing operations by the state, and provide an exit to the realigned Brayall Road and an exit to the LPOE for CBP and GSA use. Vehicles would either turn around to go back on Boundary Line Road traveling west or continue through the Modernized LPOE and ultimately into Canada. Traffic entering the U.S. from Canada would be directed toward the Main Building for processing. If accepted, vehicles would continue through to the U.S. If denied, vehicles would proceed through the oversize traffic lane to re-enter Canada. The single lane entering the U.S. would be split into two lanes as it approaches the primary canopy to accommodate traffic at two booths. Visitor parking would be located adjacent to the secondary inspection areas. 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.

Alternative 1 would occupy 13.38 +/- acres with approximately 4.29 impervious acres.

GSA anticipates that the construction contract would be awarded in 2026. As part of the planning process, GSA and CBP analyzed the possibility of closing the Existing LPOE during construction for budget and schedule efficiencies. In reviewing impacts to the Fort Fairfield community, businesses, and commerce, GSA and CBP would not pursue a complete closure of the Fort Fairfield LPOE during construction. Intermittent or partial closures may be necessary as new utility lines are connected, and as new vehicular lane configurations are constructed. However, every effort would be made to minimize the duration of any intermittent closures.

FORT FAIRFIELD LAND PORT OF ENTRY EXPANSION AND MODERNIZATION PROJECT



DISCLAIMER - This Action Alternative is considered preliminary at this time. Public input will be considered in the final layout of the modernized LPOE, which will be determined during the final design phase of the project.

Source: (Maine GeoLibrary, 2022; AECOM, 2025)

N

FIGURE 2-1: ACTION ALTERNATIVE

0 150 300
Feet

Fort Fairfield, ME

Land Acquisition

This Alternative would require the acquisition of three residences, agricultural land, vacant/unimproved land, and portions of Boundary Line Road, and cause the relocation of a portion of Brayall Road. **Table 2–1** and **Figure 2–2** show the approximate land acquisition area required for the Project, listed by tax parcel number.

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

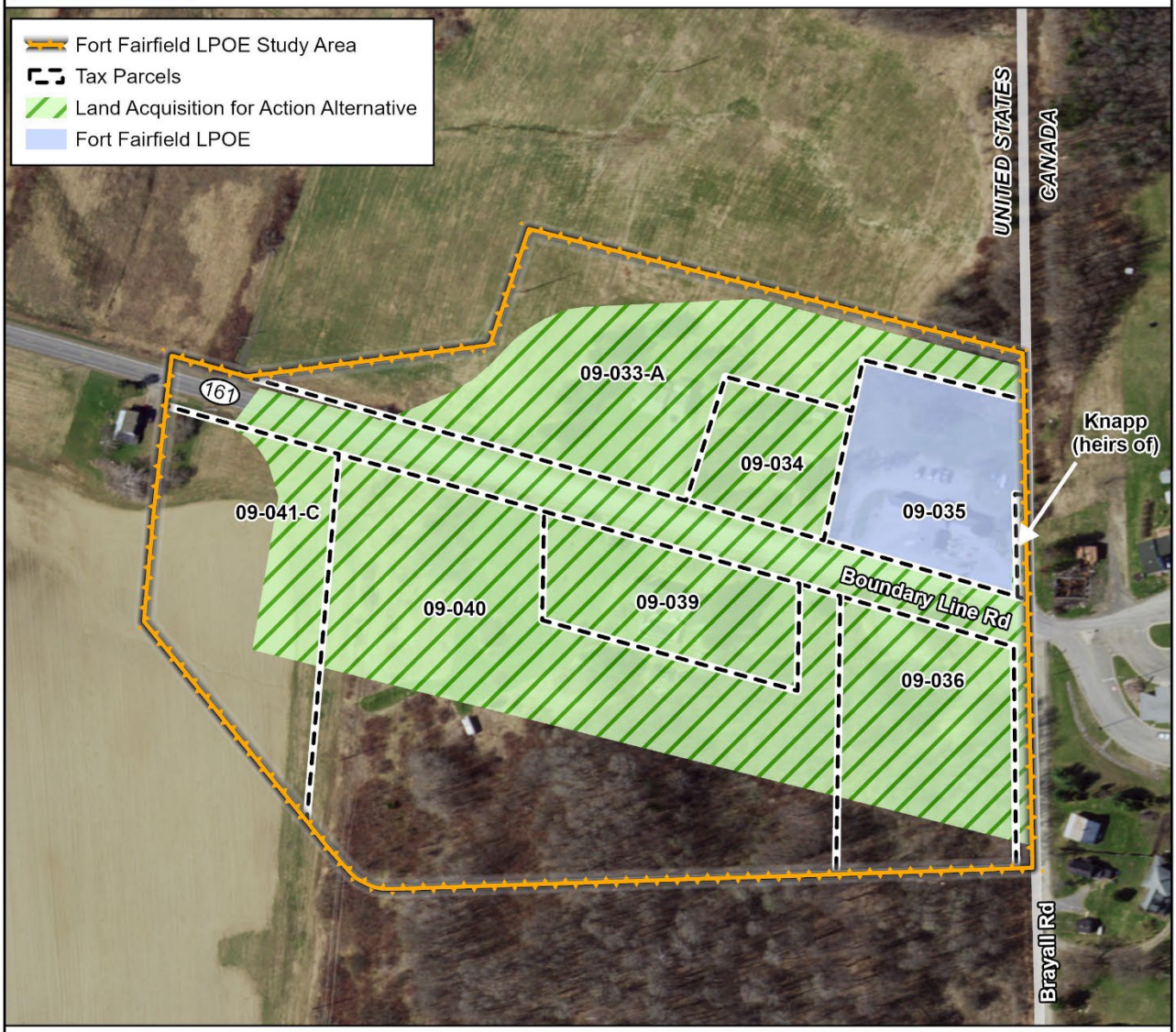
Parcel Number	Approximate Property Acquisition (acres)
Knapp (heirs of)*	0.06
09-033-A	3.1
09-034	0.77
09-036	1.49
09-039	1.19
09-040	3.41
09-041-C	0.61
Existing Road	1.10
Total Acquisition for LPOE Area	11.73
Total LPOE Area**	**13.38**

* Parcel remnant does not have parcel number
**Includes 1.65 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, and routine maintenance would continue. This action would not meet the purpose and need of the Project, as operational constraints and safety deficiencies would not be corrected.

FORT FAIRFIELD LAND PORT OF ENTRY EXPANSION AND MODERNIZATION PROJECT



DISCLAIMER - Acquisition areas are an approximation. Final acquisition areas will be determined during the final design phase of the project, when the final layout of the Action Alternative is determined.

Please note: The property labeled "Knapp (heirs of)" does not have a corresponding parcel number, but is instead labeled with the owners of the property.

Source: (Maine GeoLibrary, 2022; AECOM, 2025)

N

FIGURE 2-2: LAND ACQUISITION TAX PARCELS FOR ACTION ALTERNATIVE

0 150 300
Feet

Fort Fairfield, ME

2.2 Alternatives Considered and Dismissed from Detailed Analysis

North Option

GSA considered an alternative, referred to as the North Option, which would develop a Modernized LPOE west of the Existing LPOE Building on the north side of Boundary Line Road. This alternative would include renovation of the Existing LPOE Building with additional GSA garage and salt and sand storage garages attached to the new Main Building. Additional new 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. With this alternative, it would not be possible to realign the outbound lane into Canada to improve sightlines into the Canadian Port of Entry. The location of the Existing LPOE Building relative to the Main Building would impede the view of the border crossing. Line of sight issues would also make this option undesirable for the Canada Border Services Agency. Therefore, this alternative was dismissed from detailed analysis in this Draft EA.

Mid Option

GSA considered an alternative, referred to as the Mid Option, which would develop a Modernized LPOE on top of the current alignment of Boundary Line Road, southwest of the Existing LPOE Building. This alternative would include the renovation of the Existing LPOE and construction of a new operational campus including a Main Building, employee and visitor pedestrian paths, snow storage locations, stormwater management facilities, return routes, employee and public parking spaces, and utility connections. The placement of the Main Building would provide improved, but not optimal, sight lines of the crossing from Canada into the U.S. and provide sub-optimal views into the Canadian Port of Entry. Therefore, this alternative was dismissed from detailed analysis in this Draft EA.

South Option 1

GSA considered an alternative, referred to as South Option 1, which would develop a Modernized LPOE south of Boundary Line Road and southwest of the Existing LPOE. The Main Building's orientation, nominally parallel to the border, would also provide direct views to cars entering from both the U.S. and Canadian sides for CBP officers in the work area and booths. This alternative would include the renovation of the Existing LPOE and construction of a new operational campus including a Main Building, employee and visitor pedestrian paths, snow storage locations, stormwater management facilities, return routes, employee and public parking spaces, and utility connections.

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. In addition, in order to create optimal sight lines, the location of the border crossing would need to be moved. This change would interrupt Canadian Port operations. Therefore, this alternative was dismissed from detailed analysis in this Draft EA.

South Option 2

GSA would develop a Modernized LPOE south of Boundary Line Road and southwest of the Existing LPOE. The Main Building would be oriented perpendicular to the approach from Canada, providing optimal views to vehicles entering the site from the Canadian side, and sub-optimal views of vehicles entering the LPOE from the U.S. side. This alternative would include the renovation of the Existing LPOE and construction of a new operational campus including a Main Building, employee and visitor pedestrian paths, snow storage locations, stormwater management facilities, return routes, employee and public parking spaces, and utility connections.

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. In addition, in order to create optimal sight lines, the location of the border crossing would need to be moved. This change would interrupt Canadian Port operations. Therefore, this alternative was dismissed from detailed analysis in this Draft EA.

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 has identified the following resource areas to evaluate in detail in this Draft 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
- Hazardous Materials
- Utilities

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

- Visual Resources
- 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
Population and Housing	The Project would not measurably increase staffing at 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. Therefore, this topic was dismissed from further analysis in this Draft EA.
Community Facilities and Services	There are no community facilities or services in the study area; therefore, this topic was dismissed from further analysis in this Draft EA.
Visual Resources	The Modernized LPOE would have larger, more modern structures and as a result the Action Alternative would have changes to its visual appearance. However, the general aesthetic of the study area would be similar to the current aesthetic. Therefore, this topic was dismissed from further analysis in this Draft 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 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 Draft 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 Draft 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 Fort Fairfield 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 Town of Fort Fairfield.
- 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 Fort Fairfield LPOE is located within the Town of Fort Fairfield, Aroostook County, Maine. The Project's study area encompasses approximately 20 acres, which is the maximum amount of land area needed to build the Action Alternative. Current land use within the study area is government (Existing LPOE), residential, forest, and agriculture (**Figure 3–1**).

According to the Fort Fairfield Comprehensive Plan (Town of Fort Fairfield, 2006) and the Fort Fairfield Rural Zoning Map (Town of Fort Fairfield, 1995), the entire study area is currently zoned as Rural Farm Residential (**Table 3–2**). The Rural Farm Residential district is established where the principal use of land is agriculture, forestry, rural type residence, and customary associated uses. The LPOE is an existing grandfathered non-conforming use since it predates establishment of the Zoning Ordinance.

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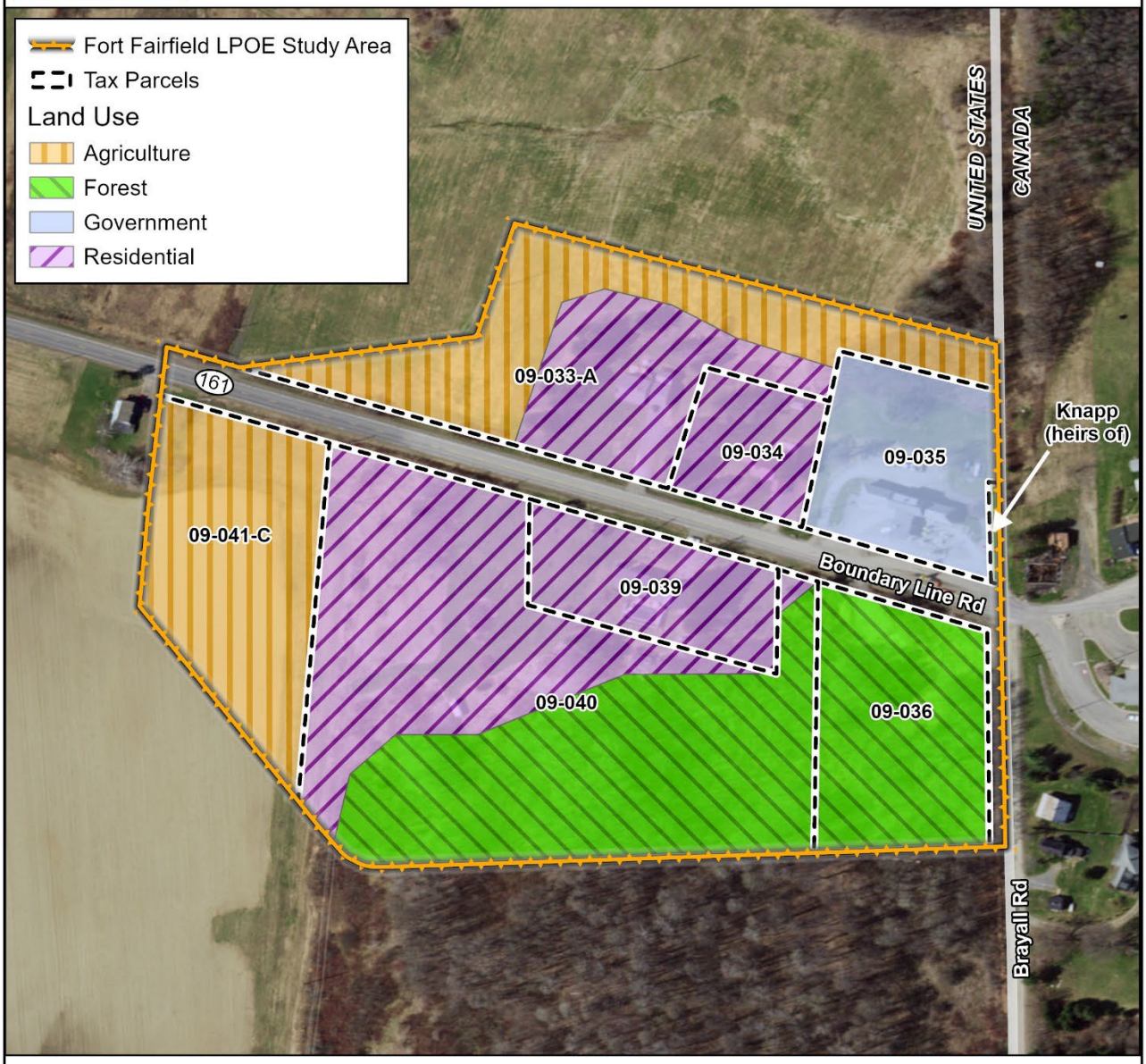


Please note: The property labeled "Knapp (heirs of)" does not have a corresponding parcel number, but is instead labeled with the owners of the property.

N

Source: (Maine GeoLibrary, 2022)

FIGURE 3-1: EXISTING LAND USE

0 150 300
Feet

Fort Fairfield, ME

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

Parcel	Owner	Zone	Current Land Use
Knapp (heirs of)	Private	Rural Farm Residential	Forest
09-033-A	Private	Rural Farm Residential	Residential and Agriculture
09-034	Private	Rural Farm Residential	Residential
09-035	Federal	Rural Farm Residential	Government
09-036	Private	Rural Farm Residential	Forest
09-039	Private	Rural Farm Residential	Residential
09-040	Private	Rural Farm Residential	Residential and Forest
09-041-C	Private	Rural Farm Residential	Agriculture

3.2.2 Environmental Consequences

Alternative 1 – Action Alternative

The Action Alternative would include land acquisition and construction within the study area. Acquisition of residential properties, forest, and agricultural land would be required.

During construction, there would be **direct, temporary, minor, localized, and adverse** effects on land use because of temporary lane shifts and intermittent closures of the LPOE during construction. As design progresses, GSA would coordinate with landowners 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 Town of Fort Fairfield.

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 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 Fort Fairfield, Aroostook County (Region of Influence [ROI]), and Maine (Region of Comparison) that could be potentially affected by the Project.

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 Fort Fairfield with Aroostook County with Maine (USCB, 2010a; USCB, 2015a; USCB, 2020a; USCB, 2023a). **Table 3–3** below shows the population trends from 2010 to 2023. The population in Fort Fairfield and Aroostook County decreased by 5.5 percent and 7.2 percent, respectively. The total population in Maine increased by 3.8 percent.

Table 3–3: Population Trends from 2010 – 2023

Location	2010	2015	2020	2023	Population Change (2010–2023)
Fort Fairfield	3,513	3,420	3,299	3,321	-5.5%
Aroostook County	72,412	70,005	67,431	67,227	-7.2%
Maine	1,327,665	1,329,100	1,340,825	1,377,400	3.8%

Sources: USCB, 2010a; USCB, 2015a; USCB, 2020a; USCB, 2023a

3.3.1.2 Employment

The economic structure of Fort Fairfield is primarily comprised of educational services, health care, and social assistance; retail trade; public administration; transportation, warehousing, and utilities; and agriculture, forestry, fishing and hunting, and mining (USCB, 2023b).

Table 3–4 illustrates the five categories representing the majority of the economic development structure of Fort Fairfield compared with the same categories in Aroostook County and Maine. The numbers represent a workforce of age 16 and older.

Table 3–4: Economic Structure Comparison for Census Year 2023

Industry*	Fort Fairfield	Aroostook County	Maine
Educational services, health care, social assistance	22.0%	29.8%	27.4%
Retail Trade	20.1%	11.7%	12.7%
Public administration	10.8%	6.4%	4.5%
Transportation, warehousing, and utilities	10.1%	7.4%	4.2%
Agriculture, forestry, fishing and hunting, and mining	8.2%	6.2%	2.5%

Source: USCB, 2023b
** Economic structure categories do not total 100 percent because not all U.S. Census 2000 industry categories were included.*

Table 3–5 shows the annual unemployment rates in Fort Fairfield, Aroostook County, and Maine in 2010, 2015, 2020, and 2023. Unemployment rates in Fort Fairfield were the same as those in Aroostook County and slightly less than those in Maine in 2010. Since then, the unemployment rates in Fort Fairfield have been showing a net increase compared to Aroostook County, which

has stayed at a relatively steady rate between 2010 and 2023, and Maine which has shown a net decrease from 2010 to 2023 (USCB, 2023c).

Table 3–5: Unemployment Rates from 2010 – 2023

Location	2010	2015	2020	2023
Fort Fairfield	5.9%	9.8%	0.5%	7.7%
Aroostook County	5.9%	7.5%	4.9%	5.4%
Maine	6.5%	6.8%	4.0%	3.9%

Sources: USCB, 2010b; USCB, 2015b; USCB, 2020b; USCB, 2023c

3.3.1.3 Income

Table 3–6 presents 2010, 2015, 2020, and 2023 mean household incomes for Fort Fairfield, Aroostook County, and Maine. All dollar estimates were adjusted for inflation.

Table 3–6: Mean Household Incomes from 2010 – 2023

Location	2010	2015	2020	2023	Percent Change (2010–2023)
Fort Fairfield	$44,716	$55,141	$67,947	$82,527	84.6%
Aroostook County	$46,480	$48,918	$59,352	$73,148	57.4%
Maine	$60,036	$64,985	$78,301	$96,507	60.8%

Sources: USCB, 2010c; USCB, 2015c; USCB, 2020c; USCB, 2023d
Note: All dollar estimates are adjusted for inflation.

The mean household income in Fort Fairfield increased by 84.6 percent from 2010 to 2023; whereas mean household income increased by 54.7 percent and 60.8 percent over the 13-year span for Aroostook 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 primarily use temporary housing at motels, hotels, or short-term rentals, although some workers may be local and would use their own residences. It is also anticipated that workers would spend a portion of their income in the local communities on meals and retail, resulting in an incremental beneficial effect on local businesses during construction. The additional workforce would be largely associated with construction and considered temporary and, therefore, would not contribute to a significant change in population.

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 Boundary Line Road. Boundary Line Road is characterized by a single travel lane in each direction with no shoulders and continues into New Brunswick as New Brunswick Route 190. The Existing LPOE accommodates two inbound lanes and one outbound lane. Brayall Road, located within the study area, is a residential road that runs along the U.S.-Canada border and connects to Boundary Line Road south of the Existing LPOE. Brayall Road currently serves both U.S. and Canadian residents, who are required to check-in with CBP officers anytime they leave the neighborhood.

The U.S. Department of Transportation, Bureau of Transportation Statistics (BTS) maintains a database that summarizes statistics on inbound crossings collected at border ports by CBP. Outbound traffic data is not available at the Existing LPOE. Traffic data for the Existing LPOE for the last five years indicates that reduced traffic counts were observed during entry restrictions associated with Coronavirus Disease 2019 from 2020 through 2022 but were approaching pre-pandemic levels as of September 2024, as shown in **Table 3–7** (BTS, 2024). Traffic crossing wait time data is collected at major LPOE locations but is not available at Existing LPOE.

Table 3–7: Fort Fairfield LPOE Inbound Traffic Data

Category	2019	2020	2021	2022	2023	2024 (Jan. – Sep.)
Bus Count	N/A*	N/A*	N/A*	N/A*	2	N/A*
POV Count	97,369	23,263	12,014	41,047	70,346	60,269
POV Occupants	160,791	33,338	14,079	65,047	118,179	100,893
Truck Count	6,553	4,961	6,052	6,222	6,557	5,612
Pedestrians	N/A*	N/A*	4	116	823	735

*Source: BTS, 2024 (*BTS did not record traffic data for this category from this year.)*

3.4.2 Environmental Consequences

Alternative 1 – Action Alternative

Under the Action Alternative, two inbound lanes would be constructed for the Modernized LPOE to accommodate inbound traffic and improve the processing efficiency. 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.

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.

Also, under the Action Alternative, Brayall Road would be re-aligned to connect to Boundary Line Road west of the Modernized LPOE. The Action Alternative would connect Brayall Road to the traffic circle. The traffic management plan would describe the potential impacts on Brayall Road during construction and any mitigation measures.

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, and minimize conflict points. The Action Alternative would improve line-of-sight to inbound traffic and provide better line-of-sight between the U.S. and Canadian Ports of Entry. At this time, the Project is not expected to impact the traffic volume passing 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 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 weakly metamorphosed sedimentary formations consisting of locally occurring gray-blue limestone, siltstone, and slate compositions. Bedrock within the area is comprised of Carys Mills formations (Osberg et al., 1985), which formed between the Ordovician and Silurian periods, roughly 450 million years ago (U.S. Geological Survey [USGS], 1972). Depth to bedrock may be as shallow as 20 in. in some areas of the study area (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[1] within 60 miles of the area of analysis (USGS, 2024). One earthquake greater than 5.0 magnitude occurred within 60 miles of Fort Fairfield in the last 100 years: a 5.4 magnitude earthquake, 3 miles of depth with an epicenter in New Brunswick, Canada, approximately 55 miles east-northeast of the study area (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, 2020).

No documented landslides occurred within five miles of the study area in the last quarter-century. The nearest documented landslide to the study area occurred approximately 15 miles northwest in Caribou, Maine in 2018 (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

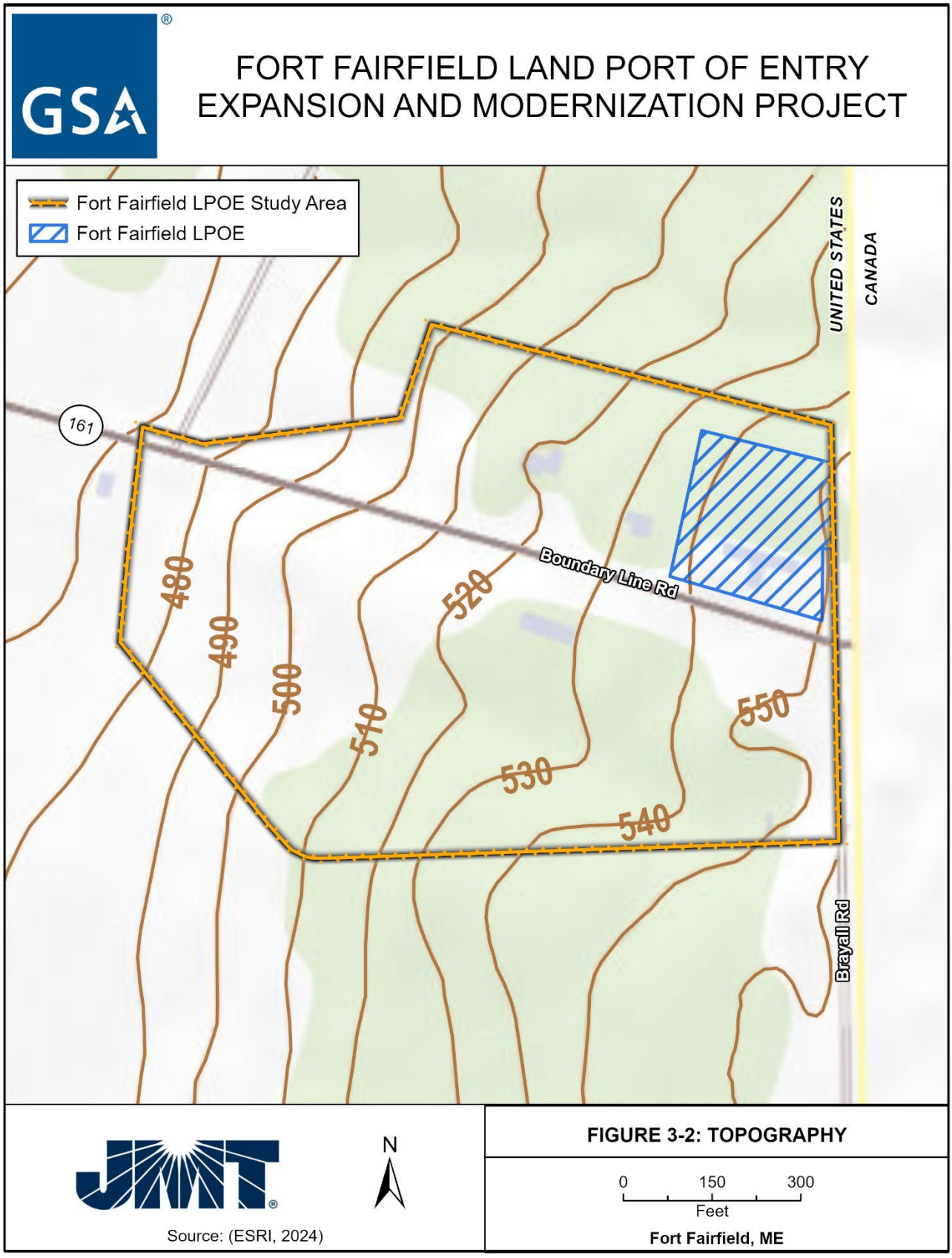
The topography within the study area and vicinity is generally sloped from east to west with the LPOE site sloping downward toward the northwest. The Existing LPOE is approximately 545 feet (ft) above mean sea level. Elevations within the study area range from approximately 470 to 560 ft above mean sea level. The Existing LPOE sits approximately 10 ft lower than the Canadian Port of Entry in Perth-Andover, New Brunswick (Google Earth, 2022; ESRI, 2024; **Figure 3–2**).

3.5.1.4 Soils

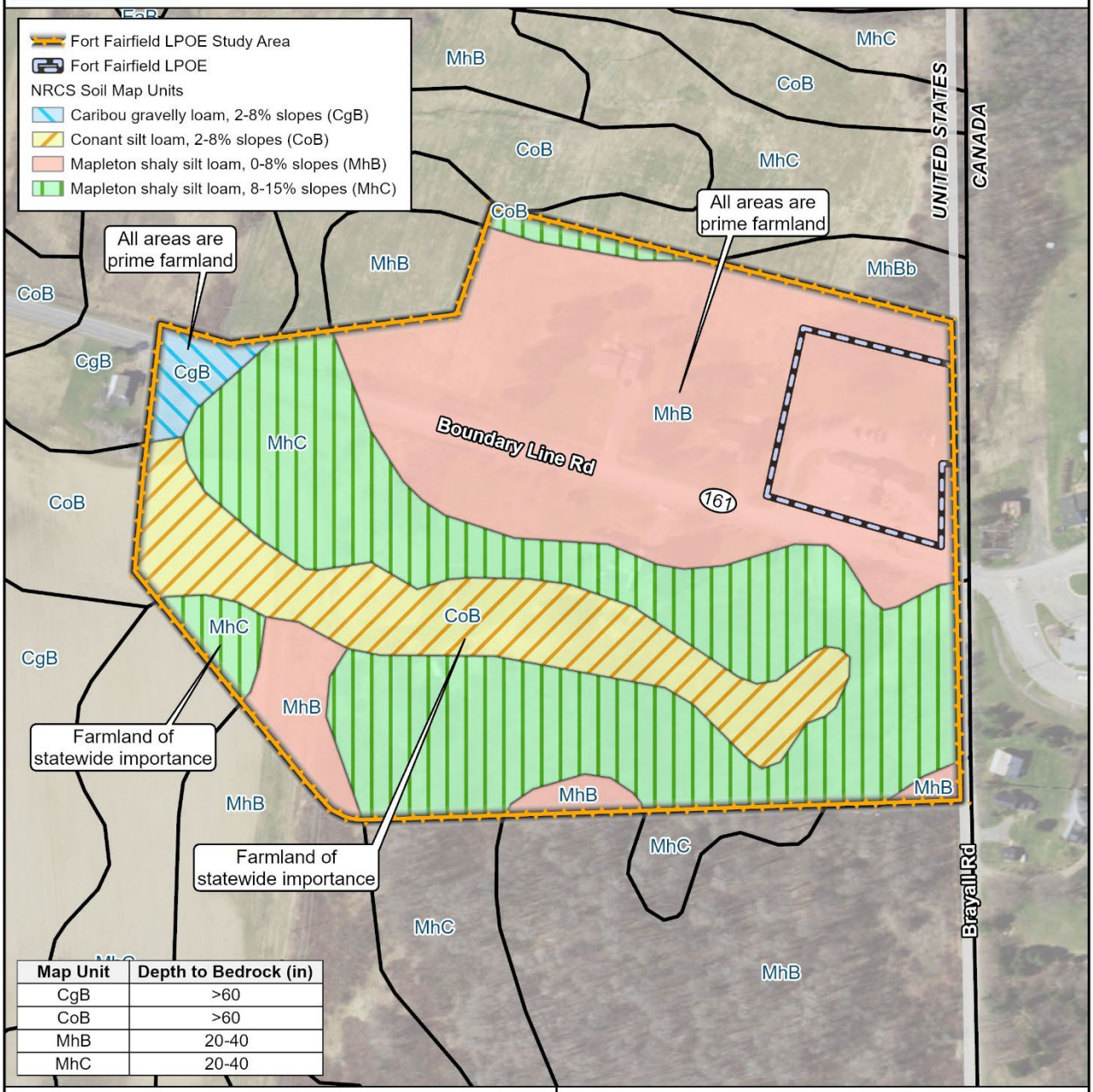
The Soil Survey Geographic Database compiled by the U.S. Department of Agriculture (USDA) - NRCS indicates that the study area contains four soil map units (**Figure 3–3, Table 3–8**). No hydric soils[2] are present in the study area.

Caribou gravelly loam soils encompass approximately 0.3 acres. This soil map unit occupies the area in the western-most portion of the study area. These soils are well-drained, deep soils and are classified as prime farmland. Depth to bedrock is greater than 60 in., which is considered shallow, and slopes range from 2 to 8 percent (NRCS, 2024a).

[1] 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).
[2] A hydric soil is a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part (NRCS, 2024b).


GSA
FORT FAIRFIELD LAND PORT OF ENTRY
EXPANSION AND MODERNIZATION PROJECT
Fort Fairfield LPOE Study Area
Fort Fairfield LPOE
UNITED STATES
CANADA
161
Boundary Line Rd
Brayall Rd
480
490
500
510
520
530
540
550
JMT
N
Source: (ESRI, 2024)
FIGURE 3-2: TOPOGRAPHY
0
150
300
Feet
Fort Fairfield, ME

FORT FAIRFIELD LAND PORT OF ENTRY EXPANSION AND MODERNIZATION PROJECT



Map Unit	Depth to Bedrock (in)
CgB	>60
CoB	>60
MhB	20-40
MhC	20-40

Source: (Maine GeoLibrary, 2022; NRCS, 2024a)

N

FIGURE 3-3: SOILS

0 150 300
Feet

Fort Fairfield, ME

Table 3–8: Soils in the Study Area Summary Table

Symbol	Description	Farmland Classification	Depth to Water Table (in.)	Acres in Study Area
CgB	Caribou gravelly loam, 2 to 8 percent slopes	All areas are prime farmland	> 80	0.3
CoB	Conant silt loam, 2 to 8 percent slopes	Farmland of statewide importance	12–30	2.9
MhB	Mapleton shaly silt loam, 0 to 8 percent slopes	All areas are prime farmland	>80	8.8
MhC	Mapleton shaly silt loam, 8 to 15 percent slopes	Farmland of statewide importance	>80	8.0
			Total:	**19.9**

Source: NRCS, 2024a

Conant silt loam soils encompass approximately 2.9 acres. This soil map unit is located south of Boundary Line Road, comprising roughly 15 percent of the entire study area. These soils are moderately well-drained, deep soils formed on loamy till on plains and ridges and are classified as farmland of statewide importance. Depth to bedrock is greater than 60 in., which is considered shallow, and slopes range from 2 to 8 percent (NRCS, 2024a).

Two soil map units comprise Mapleton shaly silt loam soils which encompass approximately 16.8 acres. These soil map units occupy the majority of the study area, including the Existing LPOE. These soils are well-drained, moderately deep soils formed in glacial till on till plains and ridges and are classified as prime farmland and farmland of statewide importance. Depth to bedrock ranges from 20 to 40 in. below ground surface, and slopes range from 0 to 15 percent (NRCS, 2024a).

The NRCS classifies and provides protection to soils which contain ideal characteristics for agricultural production. Prime farmlands, unique farmlands, and farmlands of statewide importance are protected under the Farmland Policy Protection Act (FPPA). As defined by FPPA section 1540(c)(1).

- Prime farmland consists of land that is the most suitable for producing food, feed, forage, fiber, and oilseed crops.
- Unique farmland is defined as land other than prime farmland used for the production of specific high value food and fiber crops. Prime farmland has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods.
- Farmland of statewide importance is defined as that which is used for the production of food, feed, fiber, forage, and oil seed crops. Farmland of statewide importance is defined as those lands which do not meet the definition of prime farmland, but still economically produce high yields of crops (NRCS, 1978).

Soils identified within the study area are classified as prime farmland or farmland of statewide importance. Aside from certain exempted land uses, projects that would use federal funding and would convert land with farmland soils to non-agriculture uses are subject to the provisions of the FPPA and require completion of the USDA's Farmland Conversion Impact Rating Form (NRCS form AD-1006). GSA is currently in coordination with NRCS to complete the AD-1006 form.

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, grading and bedrock excavation would be needed in some areas during construction grading activities (**Figure 3–3**; NRCS, 2024a). Grading for the Action Alternative would likely require blasting and other percussive measures. Geotechnical investigations would determine the depth to bedrock within the study area and the amount of rock excavation that would be anticipated. The use of line or channel drilling described above 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, moderate, localized,** and **adverse** effect on geology**.**

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.

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 topography of the study area contains approximately 80 feet of grade change. Grading would be required for the Modernized LPOE under the Action Alternative. Grading would be conducted

so that import/export of fill soils would be minimized. As a result of grading efforts, the effect on topography would be **direct, permanent, moderate, site-specific,** and **adverse.**

After construction, there would be **no effect** on 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. 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, minor, 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.

The Action Alternative would result in the conversion of farmland soils to non-farmland use. GSA will coordinate with NRCS to complete form AD-1006 for the Action Alternative. It is not anticipated that the proposed Action Alternative would exceed the 160-point impact threshold; therefore, the NRCS would not require the Action Alternative to be revised to reduce impacts to farmland soils. If the Action Alternative does not exceed the 160-point threshold, the effect to farmland soils would be **direct, permanent, minor, site-specific,** 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. **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 onsite field investigations conducted on June 25, 2024, and July 30, 2024, by qualified biologists.

3.6.1 Affected Environment

3.6.1.1 Vegetation

The majority (11.31 acres) of the 20-acre study area is maintained/disturbed (**Figure 3–4)**. The maintained/disturbed area includes the Existing LPOE, roads and other paved areas such as the gravel area south of the Existing LPOE, used by the Amish community as a hitching post, and much of the residential properties. The Existing LPOE and residential properties mostly consist of a mixture of mowed turf grass and landscaped vegetation. Approximately 2.53 acres of the study area is agricultural land. The majority of the agricultural land was fallow at the time of the onsite field investigation. Approximately 6.16 acres of the study area is forested as a Montane Spruce – Fir Forest vegetative community, which includes 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*) (Gawler and Cutko, 2010). During the time of the field investigation, active clearing and grading was observed in the northwest portion of the study area.

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 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).

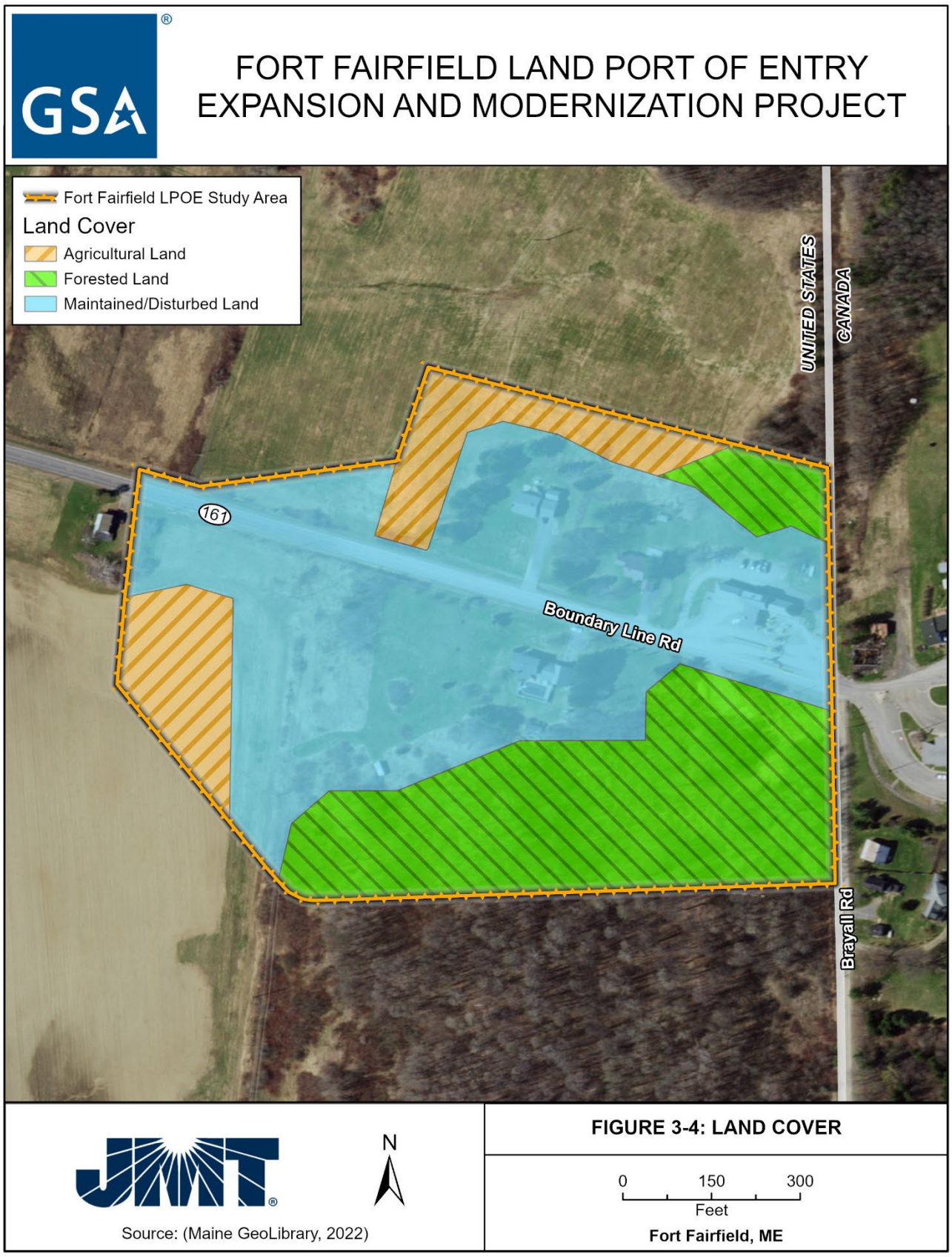


FIGURE 3-4: LAND COVER

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[3], migratory birds, and national wildlife refuges potentially occurring within and surrounding the study area (**Appendix B**; USFWS, 2025a).

IPaC indicates that three federally listed species may occur within the study area: Canada lynx (*Lynx canadensis*), tricolored Bat (*Perimyotis subflavus*), and Monarch Butterfly (*Danaus plexippus*). The federal status for the Canada lynx is "Threatened"[4], the federal status for the tricolored bat is "Proposed Endangered"[5], and the federal status for the monarch butterfly is "Proposed Threatened"[6] (ESA, 1973). Proposed endangered species and proposed threatened species receive no statutory protection under the ESA. If the tricolored bat and monarch butterfly are formally listed prior to construction, GSA would need to coordinate with USFWS regarding potential mitigation measures. No USFWS designated critical habitat for any 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. Canada lynx have been observed in the study area; however, there have been no reports of vehicle conflicts with the Canada lynx. The USFWS Northeast Determination Key resulted in a biological conclusion of "may affect" (USACE, 2024e; **Appendix B**). As a result, the USFWS has provided mitigation measures to implement during construction (see Section 3.6.2.3). Additional coordination with USFWS is ongoing.

The Maine Department of Inland Fisheries and Wildlife (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.

[3] Critical habitat is the habitat necessary to support the special needs of federally threatened or endangered species (USFWS, 2025).
[4] 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).
[5] "Proposed Endangered" species are plants and animals for which the USFWS has determined is in danger of extinction throughout all or a significant portion of its range and has proposed a draft ruling to list as endangered under the ESA (ESA, 1973).
[6] "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).

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). The USFWS IPaC query identifies six 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 oryzivorous*) – breeding season from May 20 to July 31;
- Chimney swift (*Chaetura pelagica*) – breeding season from March 15 to August 25;
- Evening grosbeak (*Coccothraustes vespertinus*) – breeding season from May 15 to August 10;
- Rose-breasted grosbeak (*Pheucticus ludovicianus*) – breeding season from May 15 to July 31; and,
- Veery (*Catharus fuscescens fuscescens*) – breeding season from May 15 to Jul 15.

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, 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 are two known nests approximately 2.5 miles to the northwest of the study area (USFWS, 2024c). According to the USFWS, one nest is a resident pair and one nest is unoccupied.

3.6.2 Environmental Consequences

3.6.2.1 Vegetation

Alternative 1 – Action Alternative

Under Alternative 1 agricultural land, maintained/disturbed vegetation, and forested areas would be cleared for the Modernized LPOE and realignment of Boundary Line Road and Brayall Road. Approximately 0.94 acres of agricultural land, 9.35 acres of maintained/disturbed vegetation, and 3.09 acres of forested land would be converted to impervious surfaces and manicured grasses/landscaped areas (**Table 3–9**). The total footprint for this alternative would be approximately 13.38 acres.

Table 3–9: Summary of Vegetation Impacts

Land Cover	Alternative 1 Impacts (acres)
Agricultural	0.94
Maintained/Disturbed	9.35
Forested	3.09
Total:	**13.38**

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. Forested areas may incur indirect impacts to trees from construction vehicles potentially breaking branches or bark, which may fatally injure the tree.

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, construction of the Action Alternative would have **direct, indirect, long-term, minor, site-specific,** and **adverse** effects on vegetation.

After construction, there would be **no effect** to vegetation as no additional clearing would be required during operation of the Modernized LPOE. During operation of the Modernized LPOE, landscaped and lawn areas would be maintained at levels consistent with the existing facility.

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.

Table 3–9 above shows the acreage of forest clearing that would be anticipated under each alternative. Tree clearing would be limited to the maximum extent practicable. The amount of habitat removed would be relatively small compared to the availability of potential habitat in the surrounding vicinity. 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 during 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, 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 (see **Table 3–9**). 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. Coordination with the USFWS resulted in a biological conclusion of “may affect” (USFWS, 2024e; **Appendix B**). 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–July 15 to avoid the breeding and denning season of Canada lynx.
- If work must be conducted between May 1–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, 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 regulated under Sections 404 and 401 of the Clean Water Act (CWA). The U.S. Army Corps of Engineers (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. 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.

The study area is located within the Saint John River Basin, which has a drainage area of 13,670,400 acres with approximately 34 percent of the basin located in northern Maine and 66 percent of the basin located in the Canadian provinces of New Brunswick and Quebec (USACE, 2015). Within the Saint John River Basin, the study area is located within the Aroostook River Watershed (Hydrologic Unit Code 01010004), which is approximately 1,574,400 acres. The study area drains to an unnamed tributary to a segment of the Aroostook River (Maine Rivers, 2025). 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 one riverine system north of the study area (**Figure 3–5**; USFWS, 2024d). NWI and NHD do not identify any features within the study area. A WOTUS delineation was conducted by JMT on June 25, 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. No streams, open water features, or wetland systems were identified within the study area (JMT, 2024b).

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 (FIRMs), 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 above 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 FIRM Community Panel No. 2300180030B indicates that the entire study area is located in “Zone C – area of minimal flooding” (**Appendix B**), which is located outside of the 1-percent annual chance and 0.2-percent annual chance floodplains (FEMA, 1980).


GSA
FORT FAIRFIELD LAND PORT OF ENTRY
EXPANSION AND MODERNIZATION PROJECT
UNITED STATES
CANADA
161
Boundary Line Rd
Brayall Rd
Fort Fairfield LPOE Study Area
Wetlands
Riverine
JMT
N
Source: (Maine GeoLibrary, 2022; USFWS, 2024d)
FIGURE 3-5: NWI MAPPING
0
150
300
Feet
Fort Fairfield, ME

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 storm water runoff. In Maine, the NPDES program is regulated and administered by the Maine DEP. GSA anticipates the proposed Project would require an NPDES permit for construction.

Section 438 of the Energy Independence and Security Act of 2007 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 Under 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" (U.S. Environmental Protection Agency [EPA], 2024a).

The existing stormwater drainage at the Existing LPOE generally follows the site's natural topography. General topography slopes east to west with the Existing LPOE site sloping toward the northwest. Boundary Line Road is crowned with drainage swales running to the north and south of the road. There is no storm drainage system.

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 or significant sand and gravel aquifer.

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 Center for Disease Control, 2024) identifies a nearby drinking water well which supplies the Existing LPOE. No wells are located within the study area.

3.7.2 Environmental Consequences

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

Alternative 1 – Action Alternative

The Action Alternative would have **no effect** to WOTUS since WOTUS were not identified within the study area.

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 WOTUS.

3.7.2.2 Floodplains

Alternative 1 – Action Alternative

The Action Alternative would have no effect to floodplains since the study area is not located within either a FEMA designated 1-percent annual chance floodplain or the 0.2-percent annual chance (historically known as the 500-year) floodplain.

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 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 obtained 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 to mitigate the risk of spills.

Geothermal well drillers would not use materials or procedures which may adversely affect 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. The well 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.

The replacement of vegetated surfaces with impervious surfaces would reduce natural stormwater percolation and attenuation processes, thereby increasing stormwater runoff associated with the Modernized LPOE. After construction, under Alternative 1, proposed impervious surface area would increase by 3.65 acres from 0.64 acres (existing) to 4.29 acres (proposed). However, stormwater infrastructure for the Modernized LPOE would be designed in accordance with all applicable regulations and the latest building codes to reduce runoff, minimize impervious surfaces, and promote porous paving surfaces. The Modernized LPOE would include a wet pond type treatment space.

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. 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 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. As a result, the Action Alternative would result in **direct, indirect, short-term, negligible, localized,** and **adverse** effects to groundwater.

After construction, the long-term effects of Alternative 1 would result in reductions of ground recharge from the addition of approximately 3.65 acres of impervious surfaces to the study area. However, the stormwater infrastructure design that would be incorporated into the Modernized LPOE would promote stormwater infiltration to recharge the groundwater where feasible. The Modernized LPOE would include a wet pond type treatment space. 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 Action Alternative on historic resources are evaluated in the Cultural Resources section of this Draft 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 completed in the study area in autumn 2024 as part of a cultural resources technical report. The study area includes the Existing LPOE and several private properties. This does not represent official initiation of the Project with MHPC. GSA invited each of the four federally recognized tribes in Maine (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 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 study area have not been completed. No archaeological surveys have been completed as of the release of the Draft EA. Coordination between GSA, MHPC, Tribes and Nations, and other consulting agencies and parties will be initiated through the Section 106 process.

3.8.1.1 History of the Study Area

Fort Fairfield LPOE

The Existing LPOE is at 4 Boundary Line Road and was constructed in 1933 on approximately 1.65 acres. The Existing LPOE Building is a story-and-a-half gable roof brick building with one-story flanking wings and a flat roof canopy (Building Conservation Associates, Inc., 2020). Major alterations include partially renovated garages in each of the wings for additional office space and replaced windows. Two one-story, residential buildings were built north of the Existing LPOE, for on-site living quarters (**Photograph 3**). The area surrounding the Existing LPOE is primarily manicured lawns.

Photograph 3: 1933 photograph of construction process of the Existing LPOE Building with rear residences, facing west (Building Conservation Associates, Inc., 2020:A–11).

The Existing LPOE officially opened in 1934. By the 1980s, the two residences north of the Existing LPOE Building were demolished leaving the Existing LPOE Building as the lone structure remaining on the parcel. The Existing LPOE Building was listed in the NRHP in 2014 as part of a Multiple Property Documentation Form for border crossing facilities constructed in the 1930s and 1940s (NRHP Ref # 14000555; MHPC Inventory No.: 236–0190).

Private Property

Historic maps and atlases show the development of the study area including prior parcel boundaries. One of these parcels contained a residence in the nineteenth century that was demolished by the 1930s (Roe and Colby, 1877; USGS 1930). An aerial photograph from 1953 shows the Existing LPOE (three buildings) and the house directly to the west of the Existing LPOE

at 8 Boundary Line Road. By 1980, further land development within the study can be seen, including all three extant residences along Boundary Line Road adjacent to the Existing LPOE at 8, 9, and 12 Boundary Line Road, respectively (Nationwide Environmental Title Research [NETR] Online, 2024).

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 September 16, 2024, MHPC responded to the cultural resources technical report and 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 immediate vicinity. The Existing LPOE Building is listed in the NRHP. None of the private residences or associated structures have been evaluated for their eligibility at this time. No known archaeological resources are located within the study area. The coordination with MHPC does not represent official project initiation on behalf of GSA.

Archaeological Sensitivity Assessment

In the September 2024 letter, MHPC noted a potential for historic archaeological resources in the area based on an 1877 map showing a private residence within the study area on the south side of Boundary Line Road (Mohney, 2024). This structure was demolished by the early twentieth century, but associated subsurface resources may be present in its vicinity. Because of this, MHPC recommended an archaeological survey of the area. While no Pre-Contact[7] resources were identified previously either, the level terrain and the near-distance to the Aroostook River indicate a moderate potential for Pre-Contact archaeological resources in the study area as well.

Historic Architecture Assessment

The Existing LPOE Building is listed in the NRHP. A search of Maine's Cultural and Architectural Resource Management Archive map viewer noted the private residences within and directly adject to the study area had not been documented or surveyed previously.

The residence adjacent to, but outside of, the western boundary of the study area, appears to have been present by 1930. The residential building at 8 Boundary Line Road (Parcel #09-034) in the study area was built by 1953 and the residences at 9 and 12 Boundary Line Road (Parcels #09-039 and 09-033-A, respectively) were constructed between 1953 and 1980, indicating that all structures within the study area are likely greater than 45 years old.

In the September 2024 letter, MHPC also requested a historic architecture survey of the resources outside of the Existing LPOE.

[7] 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. The Mi'kmaq Nation and HBMI are both represented in Aroostook County, with tribal administration offices in Presque Isle and Littleton, respectively. The Mi'kmaq Nation reservation is adjacent to the Presque Isle Airport. The HBMI Reservation is north of Houlton. Within approximately 20 miles of the study area, the Mi'kmaq Nation, through the Aroostook Band of Micmac Trust, owns several properties throughout Aroostook County, though none are within sight of the LPOE. The HBMI occupied much of the eastern border between the U.S. and Canada. The HBMI is currently centered in Littleton, but they also own commercial and farm holdings throughout Aroostook County; though none within view of the Existing LPOE (HBMI, 2024).

3.8.2 Environmental Consequences

In the September 2024 letter, MHPC, responding to the cultural resources technical report, requested both a historic archaeological investigation and historic architecture survey to identify the presence/absence of cultural resources within the study area. 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.

GSA would initiate Section 106 consultation as set forth in 36 C.F.R. 800.3 once a preferred project alternative is identified, which occurs as part of the process to evaluate public comments received on the Draft EA and develop the Final EA. Through the Section 106 consultation process, GSA would discuss the potential cultural resource impacts with the MHPC and, if necessary, negotiate measures to mitigate adverse effects.

Alternative 1 – Action Alternative

Alternative 1 would result in the demolition of the Existing LPOE Building. The Modernized LPOE would be constructed west of the Existing LPOE and Boundary Line Road would be realigned from the western edge of the study area with the addition of a traffic circle at the western end of the property. Brayall Road would be realigned to the southern side of the study area and extending from the traffic circle for access. The Existing LPOE Building and surrounding pavement would be removed in place of a stormwater management facility. The option would result in the acquisition and demolition of residences and structures in Parcels 09-033-A, 09-034, and 09-039 along Boundary Line 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.

Section 106 consultation with the MHPC has not been initiated. GSA will coordinate with MHPC on an effects determination. Currently, the effect to the NRHP-listed resource and previously unidentified architectural resources and archaeological resources is **undetermined**.

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 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 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 (PM10), particulates with aerodynamic diameters of less than 2.5 micrometers (PM2.5); carbon monoxide (CO); nitrogen dioxide (NO_2); sulfur dioxide (SO_2); 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 Aroostook County, is in attainment for the NAAQS for all criteria pollutants and is therefore not subject to EPA's general conformity requirements (EPA, 2025a). The closest air monitoring stations to the existing LPOE are in Presque Isle, adjacent to the Northern Maine Regional Airport, approximately 12 miles southwest of the study area (Maine DEP, 2019). Five air monitoring stations are present including Interagency Monitoring of Protected Visual Environments, which monitors for PM; Hazardous Air Pollutants, which monitors for air toxics such as volatile organic compounds, trace metals, and chemical compounds; Tribal PM and/or Ozone sensors, measuring PMs; Additional PM2.5 and PM10 sensors; and sensors for SO_2, NO_2, and Carbon Monoxide (CO; Maine DEP, 2019). There have been no PM2.5 exceedances in either 2024 or thus far in 2025 (EPA, 2025b). EPA's AirData Air Quality Index Summary Report (EPA, 2025c) notes air quality monitoring was performed for 90 days (about 3 months) within the County thus far in 2025; yet there are no reported exceedances of the NAAQS.

Air emission sources in the vicinity of the Existing LPOE primarily include exhaust emissions of vehicles that travel through the Existing LPOE on Boundary Line Road. 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, PM10, and PM2.5. 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. 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 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_2, and PMs. 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 3–6**). There are no additional sensitive noise receptors in the vicinity.

Ambient noise in the study area is mostly the vehicular traffic traveling along Boundary Line Road. Passenger vehicles, commercial traffic, and agricultural equipment are the main noise sources, with additional ambient noise coming from the Existing LPOE and surrounding residential land uses.

3.10.2 Environmental Consequences

Alternative 1 – Action Alternative

Under the 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 within and surrounding the study area (see **Figure 3–6**).

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. Aroostook County and the Town of Fort Fairfield 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.

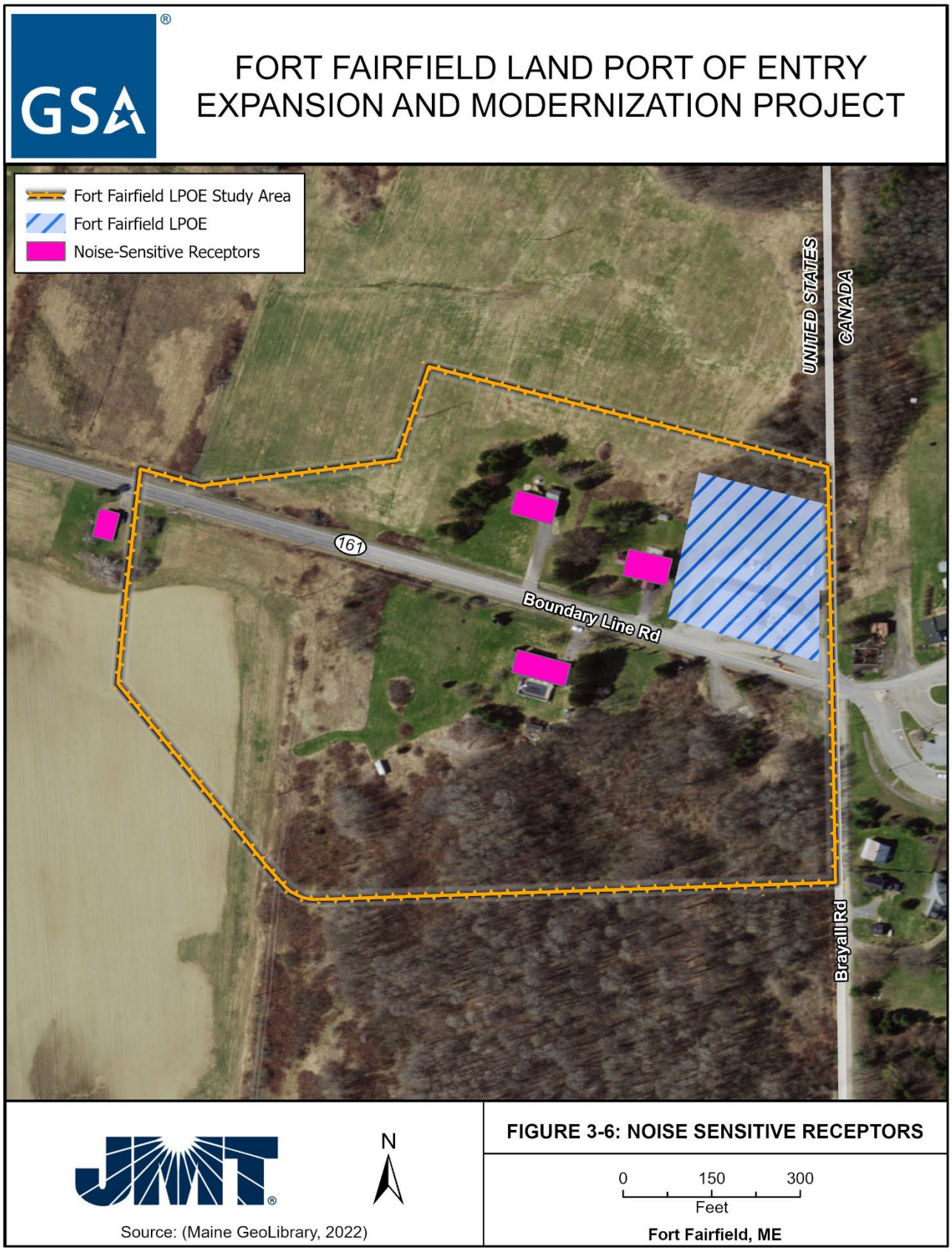


FIGURE 3-6: NOISE SENSITIVE RECEPTORS

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 Hazardous Materials

3.11.1 Affected Environment

Phase I Environmental Site Assessments (Phase I ESAs) were completed for the Study Area, and a Buildings Materials Survey (Federal Occupational Health, 2012) was completed for the Existing LPOE Building. Details on the Existing LPOE and the privately-owned parcels identified for potential acquisition as part of Alternative 1 - Action Alternative (p. 13, Figure 2-2) are summarized below.

3.11.1.1 Phase I ESAs

Phase I ESAs were prepared in December 2024 (AECOM, 2024b–g). These assessments were 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 a Phase I ESA is to identify recognized environmental conditions (RECs).[8]

Land Acquisition Parcels for Alternative 1 - Action Alternative

The Phase I ESAs identified the following *de minimis*[9] conditions:

- Research indicates that portions of these parcels, and/or parcels in the surrounding area, were utilized as agricultural land for some time period from at least the early 1950s through the present day. It is possible that concentrations of organo-chlorine pesticides (OCPs)

[8] ASTM E1527–21 defines an REC as (1) the presence of hazardous substances or petroleum products in, on, or at a property due to a release to the environment, (2) the likely presence of hazardous substances or petroleum products in, on, or at a property due to a release or likely release to the environment, or (3) the presence of hazardous substances or petroleum products in, on, or at a property under conditions that pose a material threat of a future release to the environment (ASTM, 2021).

[9] *De minimis* conditions are property conditions that do not pose a threat to human health or the environment (ASTM, 2021).

may be present in shallow soil throughout this area, as is common throughout many agricultural regions of the United States.

The Phase I ESAs identified the following significant data gaps:

- As noted above, this area has historically been utilized as agricultural land. The parcels are not identified on the Per-and Polyfluoroalkyl Substances (PFAS) databases; no historical uses involving PFAS have been identified, and no potential on-site sources of PFAS-containing materials were identified during the site visit. However, the lack of available information pertaining to the specific agricultural practices conducted over the years is considered a significant data gap.

Tier 1 vapor encroachment screenings (VES) were completed. The screenings were conducted in general accordance with ASTM International, Designation: E2600–22, Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions dated May 2022 (ASTM E2600–22). No vapor encroachment conditions were identified during the completion of the Tier 1 VES.

3.11.1.2 Aboveground Storage Tanks (ASTs)

Two 275-gallon No. 2 fuel oil tanks are present in the basement of the Existing LPOE Building which run to a boiler for heating (AECOM, 2024a).

3.11.1.3 Building Material Surveys

An Asbestos Survey Report (Federal Occupational Health, 2012) performed at the Existing LPOE Building did not identify asbestos-containing materials (ACM)..A Lead Based Paint Survey Report (Federal Occupational Health, 2013) details the identification of LBP. Out of 63 samples collected throughout the basement and first and second floor of the Existing LPOE Building, 41 exceeded the federal threshold value of at least 1.0 mg/cm2 lead. Additionally, seven paint-chip samples were collected throughout the Existing LPOE and sent Federal Occupational Health laboratory for Flame Atomic Absorption Spectroscopy. One of the seven suspected LBP chip samples collected contained 0.5 percent or more by weight, which exceeded another federal threshold. The report indicated that, in its current, undisturbed state, the lead does not pose a health hazard to humans.

3.11.2 Environmental Consequences

Alternative 1 – Action Alternative

Planned demolition and/or renovation and construction activities associated with the Action Alternative have the potential to disturb hazardous materials identified in the Alternative 1 – Action Alternative area. 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. Additionally, it is possible that concentrations of OCPs may be present in shallow soil, and therefore would be considered during any and all soil disturbance activities.

GSA would develop a Materials Management Plan 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, releases from ASTs) 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.

LBP waste identified in the 2013 Survey Report would be produced from the demolition and/or renovation of the Existing LPOE Building. The possibility of ACM and LBP 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.

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 Modernized LPOE project is not expected to impact the traffic volume, and therefore the number of vehicles passing through the 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 facility, and routine maintenance would continue. 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, and wastewater, electric supply, and telecommunications services. No natural gas utilities feed the Existing LPOE.

3.13.1 Affected Environment

3.13.1.1 Potable Water Supply and Sanitary Sewer

The FFUD supplies drinking water for 2,135 residents and gets its water from Pattee Brook, a surface water source. The Maine DEP has been investigating the presence of PFAS in the

environment around Fort Fairfield ever since perfluorooctane sulfonic acid (PFOS) was detected in an on-farm milk sample taken from an area dairy farm in June 2020. The Maine DEP began sampling groundwater at nearby area residences and installing water filtration systems at private residences beginning in January 2021. The farm fields just west of the existing LPOE have been confirmed as biosolids spreading sites, but water samples taken from adjacent residential water supplies were below health advisory limits at the time of 20 parts per trillion or nanograms per liter (ng/L). It is important to note that on April 11, 2024, the EPA issued a new national maximum contaminant level for five PFAS compounds: 4 ng/L for perfluorooctanoic acid, and PFOS; and 10 ng/L for hexafluoropropylene oxide dimer acid, perfluorononanoic acid; and perfluorobutanesulfonic acid (AECOM, 2024a).

The Existing LPOE is at the end of FFUD's domestic water utility line. Therefore, a water pressure booster pump is installed to provide adequate building water pressure. The nearest water main is located at Border View Street more than a mile away (AECOM, 2024a).

The sanitary sewer system for the Existing LPOE is served by a septic tank with a drain field. The septic leach field for the building is located to the north of the site. Generally, the system is working for the Existing LPOE (AECOM, 2024a).

3.13.1.2 Electric Supply

The electrical service to the Existing LPOE is provided by Versant Power via overhead electrical lines. A residential grade 200A, 240/120-volt, 1-Phase, 3 Wire overhead service is routed to the Existing LPOE Building and terminates at the Existing LPOE Building disconnect switch. A Versant Power energy meter is connected on the line side of the disconnect that is mounted on the exterior wall of the Existing LPOE Building. Three phase power is available at the intersection of Main Street and Dorsey Road, approximately 1.1 miles west along Boundary Line Road, while two phase power is available up to the intersection of Main Street and Sam Everett Road, approximately 0.6 miles west. In addition, there is an existing overhead 69kV transmission line owned by Versant Power that intersects Boundary Line Road approximately 650 ft west of the LPOE (AECOM, 2024a).

3.13.1.3 Telecommunications

The tenant agency, CBP, provides internet services for the Existing LPOE, which are adequate for the Existing LPOE. Telephone service coverage in the study area is adequate based on reception and calls taken during the site visit (AECOM, 2024a). There is no onsite telecommunications tower.

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

A complete domestic water supply system is proposed in accordance with the applicable codes and standards. A reduced pressure, principal backflow preventer would be provided on the domestic water service upon entering the building, downstream of the main shutoff valve meeting appropriate standards. The domestic water service connection coming into each building would be provided with a water meter, strainer, and shutoff valve. A water-pressure booster is likely required as the building is at the end of the municipal water run. During construction, it's anticipated that construction crews would generally utilize portable restroom facilities, however there may be an increase in the water demand at the Existing LPOE as a result of more people being at the site. Impact to the potable water supply under the Action Alternative would be **direct, short-term, negligible, regional,** and **adverse.** Under operation of the Modernized LPOE, the facility would benefit from high efficiency plumbing fixtures which would help to reduce water use. Impact to the potable water supply would be **direct, long-term, negligible, regional,** and **beneficial.**

The Action Alternative would rely on septic for sanitary treatment. The system would be sized to accommodate the planned number of employees and fixtured counts. It is assumed one system would be adequate to service the existing facilities. The size of the septic tank is a 750-gallon tank with an 18 by 110-foot drain field. The field would be located downgrade to not require extra pumping, and efforts would be made to avoid crossing roads and inspections lanes. Since a new sanitary treatment system 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.

A new commercial grade 3-phase electrical service would be requested from Versant Power. To extend commercial grade 3-Phase, 4-Wire service to the Modernized LPOE, the existing poles from the intersection of Main St and Sam Everett Rd spanning about 4,300 linear ft would need to be replaced to accommodate the additional lines. The building electrical load information (load letter) would be sent to Versant Power. The electrical service is anticipated to be 600A, 480/277V, 3-Phase, 4-Wire. The service entrance rated main switchboard would be sized at 600A. The power distribution would be designed to be sufficient for the power needs of the building program along with additional capacity to accommodate future expansion of loads. A geothermal heat system would be added to the Modernized LPOE, acting as a renewable energy source.

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. 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 as a result of utility interruptions and use from the construction process. 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, negligible, site-specific** and **regional,** and **beneficial** effect.

3.13.2.3 Telecommunications

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 3–11** provides a summary of unavoidable adverse environmental effects of the Project.

Table 3–11: Unavoidable Adverse Environmental Effects

Resource	Unavoidable Effects
Land Use and Zoning	During construction, there would be **direct, temporary, minor, localized, and adverse** effects on land use because of temporary lane shifts and intermittent closures of the LPOE during construction.
Socioeconomic Resources	There would be **direct, long-term, moderate, localized,** and **adverse** effects to private property owners affected by the acquisition of land. There would be **long-term, negligible, 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.
Traffic and Transportation	Temporary road or lane closures may occur during construction. There would be **direct, short-term, minor, local,** and **adverse** effects on traffic and transportation because of detours and traffic delays.
Geology, Topography, and Soils	Impacts to geology would be direct, **direct, moderate, localized**, **permanent,** and **adverse** effects because of the grading and leveling of bedrock and from the addition of new water and geothermal well systems. The effect to topography would **direct, minor, site-specific, permanent,** and **adverse** because site grading would be required for grading and leveling activities during site preparation. There would result in **direct** and **indirect, long-term, minor, site-specific,** and **adverse** effects to soils from excavation, grading, and erosion from loss of vegetation. The Project would result in a **direct, permanent, minor, site-specific,** and **adverse** effect to farmland soils from the loss of farmland.
Biological Resources	Construction of the Action Alternative would have **direct, indirect, long-term, minor, site-specific,** and **adverse** effects on vegetation because of loss of trees and other vegetation and from possible spread of invasive species and disturbance from construction vehicles. During construction there would be **direct, indirect, short-** and **long-term, minor, localized,** and **adverse** effects due to the loss and disturbance of available habitat and from construction. Construction of the Modernized LPOE would have a **direct, short- and long-term, minor, localized,** and **adverse** effect to the Canada lynx and its suitable habitat. Canada lynx would likely continue to avoid the Modernized LPOE, especially during periods of higher traffic. The Action Alternative would have **direct, short-** and **long-term, minor, localized,** and **adverse** effects on migratory birds due to the removal of potential breeding habitat and disturbance due to noise and activity during construction of the Modernized LPOE.

Resource	Unavoidable Effects
Water Resources	During construction there would be **direct, short-term, negligible, localized,** and **adverse** effects to stormwater management after the implementation of a SWPPP limiting erosion and stormwater and pollutant runoff. After construction there would be **direct, long-term, negligible, localized,** and **adverse** effects to stormwater management because of the increased impervious area. During and after construction there would be **direct, short-** and **long-term, negligible, localized,** and **adverse** effects to groundwater due to the impact of contaminants and erosion from drilling short-term and small reductions in groundwater recharge long-term.
Cultural Resources	GSA will coordinate with MHPC on an effects determination. Currently, the effect to the NRHP-listed resource is **undetermined**.
Air Quality	Construction would result in **direct, short-term, minor, site-specific,** and **adverse** effects on air quality from increased emissions of construction vehicles and potential idling.
Noise	Construction would result in **direct, short-term, minor, site-specific,** and **adverse** effects on noise because of increases resulting from construction equipment and processes.
Hazardous Materials	There would 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. At this time, the Modernized LPOE project is not expected to impact the traffic volume, and therefore the number of vehicles passing through the 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 **direct, long-term, negligible, site-specific,** and **adverse** effects.
Utilities	During construction, there may be an increase in the water demand at the Existing LPOE. Impact to the potable water supply under the Alternative would be **direct, short-term, negligible, regional,** and **adverse.** During construction, there would be **direct, short-term, minor, site-specific** and **regional,** and **adverse** effects as a result. Impact to the potable water supply under the Alternative would be **direct, short-term, negligible, regional,** and **adverse.**

3.15 Irreversible and Irretrievable Commitments of Resources

42 U.S.C. 4332(2)(C) 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 all 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 3–12**.

Table 3–12: Summary of Mitigation Measures and BMPs

Resource	Mitigation Measures and BMPs
Land Use and Zoning	GSA would coordinate with landowners to maintain access to their properties during and after construction. 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.
Socioeconomic Resources	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.
Traffic and Transportation	GSA, in coordination with Maine DOT, 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. This plan would also describe the potential impacts on the nearby access roads during construction and any mitigation measures.
Geology, Topography, and Soils	Practices to reduce potential effects to surrounding rock mass would be adhered to, when possible, to minimize effects to geology within the study area. 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.
Biological Resources	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

Resource	Mitigation Measures and BMPs
Biological Resources (Cont.)	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. 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. 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. 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. Place ramp in any open pits. 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.
Water Resources	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. 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 to mitigate the risk of spills. 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. 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. GSA would implement appropriate BMPs to minimize adverse effects to groundwater similar to the measures described above in the stormwater section.
Cultural Resources	Cultural resource investigations and consultation in accordance with Section 106 will be initiated and would continue beyond publication of the Final EA. Consultation with MHPC will define mitigation measures.

Resource	Mitigation Measures and BMPs
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.
Noise	The Modernized LPOE would comply with 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. 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.
Hazardous Materials	GSA would develop a Materials Management Plan 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, releases from ASTs) 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. Asbestos and lead encountered during demolition activities would be disposed of in accordance with state and federal regulations. 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.
Utilities	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. 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.

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APPENDIX A: SCOPING REPORT

PUBLIC SCOPING REPORT

Fort Fairfield Land Port of Entry
Fort Fairfield, Maine

Prepared for:

U.S General Services Administration
Region 1 – New England

Prepared by Johnson, Mirmiran, and Thompson

Submitted: November 1, 2024

JMT Project No: 22-03611-001

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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
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
QR	Quick-response
SITES	Sustainable SITES Initiative
U.S.	United States
U.S.C.	United States Code

1.0 INTRODUCTION

The United States (U.S.) General Services Administration (GSA) is preparing a Draft Environmental Assessment (EA) to analyze the potential impacts of the proposed modernization and expansion of the existing Fort Fairfield Land Port of Entry (LPOE) as required by the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [U.S.C] 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 public scoping meeting and the coordinating advertisement materials, and to summarize the comments received during the public scoping period. 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
- 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 Tuesday, July 30, 2024, from 5:00 to 7:00 PM Eastern Daylight Time (EDT) at the Fort Fairfield Middle High School. Comments were accepted during the public scoping period from July 10 to September 6, 2024.

2.0 PROJECT DESCRIPTION

The Fort Fairfield LPOE is a port of entry for vehicles and pedestrians crossing the U.S.-Canada border between Fort Fairfield, Aroostook County, Maine, and Andover, New Brunswick, Canada. The LPOE accommodates commercial and non-commercial vehicles and focuses on the inspection and control of vehicles, goods, and people. There is significant bus traffic at this LPOE. See **Figure 2-1** below for a broad overview of the region.

Adjacent land uses include the Canadian inspection station to the east, private residences and undeveloped land to the west, private residences and forest land to the south, and agricultural and forested land to the north. See **Figure 2-2** below for an aerial view of the proposed project area and vicinity.

The existing LPOE is located on 1.65 acres of land and consists of a Main Building, which was built in 1933 and is listed in the National Register of Historic Places (NRHP). Due to the lack of capacity for inspections of different traffic types (non-commercial, commercial, non-motorized, 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.

FORT FAIRFIELD LAND PORT OF ENTRY EXPANSION AND MODERNIZATION PROJECT

Source: (ESRI, 2024)

N

FIGURE 2-1: PROJECT LOCATION

0 1 2
Miles

Fort Fairfield, ME


GSA
FORT FAIRFIELD LAND PORT OF ENTRY
EXPANSION AND MODERNIZATION PROJECT
Fort Fairfield LPOE Study Area
Fort Fairfield LPOE
UNITED STATES
CANADA
161
Boundary Line Rd
Oldline Rd
Brayall Rd
N
Source: (Maine GeoLibrary, 2022)
FIGURE 2-2: STUDY AREA AND VICINITY
0
250
500
Feet
Fort Fairfield, ME

The proposed project would expand and modernize the Fort Fairfield LPOE to improve the operational efficiency, safety, and security of CBP personnel and cross-border travelers. The proposed LPOE would be functional and accessible 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 Fort Fairfield LPOE consists of the Main Building, which oversees two non-commercial lanes. There are no commercial lanes; truck drivers must park their vehicles and enter the building for inspection. The facility is open 24 hours per day, seven days a week, and processes non-commercial vehicles, buses, and limited commercial traffic. The Main Building is 1-1/2 stories with a gable roof, and contains administration, conference, and support rooms; pedestrian/bus processing space; law enforcement offices; and hazardous waste storage. Historic garage bays that have been repurposed as office space are located on either side of the Main Building. The basement of the Main Building houses the mechanical systems for the LPOE. Fuel tanks and an emergency generator are located outside the Main Building (AECOM, 2024).

2.2 Proposed Alternatives

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

- Acquisition of land;
- Construction of a new Main Building, non-commercial vehicle inspection area, commercial vehicle inspection area, enclosed CBP parking, and enclosed mechanical/electrical yard;
- Renovation of the existing historic Main Building for GSA program space; and/or
- Construction of a separate gate and entrance to the port from the public entrance for both CBP and GSA staff to minimize interruptions of port operations and traffic flow.

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 Fort Fairfield LPOE scoping meeting. GSA notified the public of the scoping meeting using advertisements in a local newspaper, letters to interested parties and adjacent property owners, press releases to local media, and social media posts.

3.1 NEWSPAPER ADVERTISEMENTS

JMT published advertisements in the Presque Isle *Star-Herald*, a local newspaper, on July 10 and July 17, 2024, prior to the public scoping meeting. The advertisements stated GSA's intent to prepare a Draft EA and conduct a scoping meeting, provided a brief description of the proposed project, identified the public scoping meeting time and location, and included instructions for submitting comments via email or mail. **Appendix A** contains copies of the legal notices as they appeared in the newspaper.

3.2 PRESS RELEASE AND SOCIAL MEDIA

GSA distributed to local media and posted a press release on the GSA New England Region 1 website[1] on July 22, 2024, that briefly summarized the purpose of the scoping meeting and provided details of the meeting's time, date, and location. **Appendix B** contains a copy of the press release. A link to the press release was also provided on the project website[2].

GSA posted a social media notice to the "U.S. General Services Administration New England Region" Facebook page on July 22, 2024. The Facebook post announced the scoping meeting and provided a link to the press release with the meeting details. Similarly, the "GSA New England Region" X page (formerly Twitter) posted a notice announcing the scoping meeting on July 22, 2024. **Appendix B** contains screenshots of the Facebook and X posts.

3.3 INTERESTED PARTIES LETTER

A list of stakeholders was developed for the Fort Fairfield LPOE which included state and local government officials including the Maine Congressional Delegation; 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 July 11, 2024. Hard copies were mailed to the remainder of interested parties on the same date. The letter provided background information on the project, the date and time of the public scoping meeting, and instructions on how to submit comments. **Appendix C** contains a copy of the letter sent to interested parties and the list of interested parties identified for the Fort Fairfield LPOE Expansion and Modernization project. The Maine State Historic Preservation Office and the Tribal Historic Preservation Offices were contacted directly by GSA.

4.0 PUBLIC SCOPING MEETING

The purpose of the 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 Draft EA.

4.1 MEETING DETAILS AND LOCATION

GSA held the public scoping meeting on Tuesday, July 30, 2024, from 5:00 to 7:00 PM EDT at the Fort Fairfield Middle High School. A total of 21 members of the public attended the scoping meeting, in addition to project staff.

[1] https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/region-1-newsroom/press-releases/us-general-services-administration-to-host-publi-07222024
[2] http://gsa.gov/fortfairfield

The meeting was held in an open-house format. The meeting began with remarks from GSA and JMT staff about the proposed project and moved into a question-and-answer session. The meeting posters provided background on the proposed project and an explanation of the NEPA process. Throughout the public scoping meeting, the GSA team encouraged discussion and information sharing and ensured 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. The handout provided at the scoping meeting circulated incorrect information and has since been corrected. The corrected version of the handout is available on the project website. 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 to submit comments. Attendees also had the opportunity to sign up for additional project email updates. **Appendix D** contains the handout that was distributed at the public meeting, the corrected handout, and posters, which are also available on the project website. The meeting sign-in sheet is available in **Appendix E**. A transcript of the meeting is provided in **Appendix F**.

5.0 PUBLIC SCOPING COMMENTS

GSA invited scoping comments from the public, agencies, and other interested parties on the proposed project. GSA will consider all scoping comments received during the development of the Draft EA. **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 59-day comment period. Public and agency commenters submitted comments to GSA verbally at the public scoping meeting and through email. GSA created a dedicated project email inbox (fortfairfield.LPOE@gsa.gov) specifically to receive public comments pertaining to this proposed project.

5.2 SUMMARY OF WRITTEN COMMENTS

JMT indexed the written comments received based on the source or commenter. Commenters included federal, state, and local agencies and members of the public. A total of three commenters provided written comments during the scoping period. **Appendix G** includes an index of these comments including the commenter name, affiliation, date received, and nature of the comment.

5.3 COMMENTS RECEIVED DURING PUBLIC SCOPING MEETING

Additional comments were provided for the record during the public scoping meeting. **Appendix F** contains the full transcript of the meeting.

Table 5-1 shows the number of written comments received by subject and commenter type. A total of eleven comments were received either during the public scoping meeting or the subsequent comment period.

Table 5-1. Comments by Commenter Type and Subject

Subject	Number of Agency Comments	Number of Public Comments	Total Number of Comments
Environmental Justice	1	0	1
Facility Design	3	1	4
Sustainability/Resilience	1	0	1
Border Closure	1	1	2
Requests for Information	0	1	1
Business Opportunities	1	1	2
Total	7	4	11

5.4 ISSUES IDENTIFIED DURING SCOPING

This section summarizes all comments received during the public scoping period. The comments are organized into six general subject categories.

5.4.1 Environmental Justice

One comment was submitted regarding environmental justice. The commenter encouraged GSA to describe in the Draft EA how GSA intends to ensure appropriate, timely, and meaningful stakeholder involvement in project decisions to ensure that the construction of the new LPOE is equitable and that all members of the community have an opportunity to make their opinions heard. The commenter noted that data collected from EPA's EJ Screen tool indicates that low-income populations, and populations with Limited English Proficiency (LEP) reside near the project study area. The Draft EA will need to evaluate community impacts, including potential impacts to low-income or LEP populations.

5.4.2 Facility Design

Three written comments were submitted regarding the design of the new LPOE facility. One comment requested that the Draft EA detail the new tenants and their operations in the proposed LPOE design, and how their operations would change the port. A second written comment mentioned the need to consider accessibility in the design of the new facility, including the new buildings, processing lanes and inspection areas.

A third written comment provided background information for consideration about the property on the U.S. side of the border that is accessed via Brayall Road. This included information about maintenance issues, access, and history of the area around the LPOE. The commenter expressed concerns about how the realignment of Brayall Road would impact access to their property including access for residents, delivery drivers, and service providers. They also expressed concerns about impacts to property value, safety, and future development potential. These same concerns were provided in person during the public meeting.

During the public meeting additional concerns were provided regarding town snowplows being delayed on Brayall Road while completing plowing operations, as well as concerns over maintaining access to the private residence. Due to the location of Brayall Road along the U.S.-Canada border, snowplow drivers are sometimes delayed trying to get back across the border into the U.S. The proposed project needs to consider the accessibility of snowplows to Brayall

Road and potential infrastructure that will enable both snowplows and U.S. residents to move freely along Brayall Road without possible delays at the port.

5.4.3 Sustainability/Resilience

One comment was submitted regarding the sustainability/resilience of the new LPOE facility. The commenter requested that the Draft EA include details about how the facility will be designed to meet the sustainability goals and details of how the new facility will be designed to withstand potential flooding and other impacts from climate change.

5.4.4 Border Closure

One written comment was submitted regarding the potential border closure during construction. The comment was concerned about the hardship that they would suffer if the crossing was to close temporarily. Additional concerns were raised during the meeting about how a closure of either the Fort Fairfield or Limestone LPOE would affect their ability to travel to or from work in a timely fashion. Concerns over an extended closure like that experienced during the pandemic were also raised. GSA confirmed that no decisions regarding border closure have been made.

5.4.5 Requests for Information

Attendees of the public meeting had general requests for information, including details about the project schedule/status, information about other LPOE projects (Fort Fairfield and Houlton), questions about funding details, and general inquiries about the process.

5.4.6 Business Opportunities during Construction

Commenters at the public meeting expressed an interest in general opportunities to do business with the federal government. Commenters expressed interest in using local businesses and staffing on the construction projects so that the proposed projects can support the local economy. A representative from Maine APEX Accelerators promoted his services to assist small businesses applying for government contracts to potentially help build the LPOE.

6.0 LIST OF REFERENCES

(AECOM, 2024). AECOM. 2024. Program Development Study Report Fort Fairfield Land Port of Entry. U.S. General Services Administration and U.S. Customs and Border Protection.

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

(Maine GeoLibrary, 2022). Maine GeoLibrary. 2022. Regional OrthoImagery. https://gis.maine.gov/arcgis/services/imageryBaseMapsEarthCover/orthoRegional2022/ImageServer. Accessed October 17, 2024.

APPENDIX A: NEWSPAPER ADVERTISEMENTS

CLASSIFIEDS

"All real estate advertised herein is subject to the Federal Fair Housing Act and the Maine Human Rights Act, which make it illegal to advertise any preference, limitation, or discrimination because of race, color, religion, sex, disability, familial status, national origin or sexual orientation. We will not knowingly accept any advertising for real estate which is in violation of the law. All persons are hereby informed that all dwellings advertised are available on an equal opportunity basis."

YOUR LINE CLASSIFIED AD REACHES 39,000 READERS EACH WEEK!
DEADLINE: Friday, 4:00 p.m. before publication date
To place your ad, call or fax 496-3251, 532-2281, or 768-5431.
Please leave a message if you call after business hours. We will return your call as soon as possible.

Acreage / Lots

HOUSE LOTS FOR SALE. 1-2 acre house lots at Moose Ridge in Mapleton. Call 764-0767.

Automobiles

FOR SALE BY OWNER
Presque Isle
2014 Toyota Tundra, 5.7 Liter Crewmax, White with black accents, 20 inch rims. Passed inspection May 2024. 115,000 miles. $24,900 OBRO. FMI please call Paul at 207-554-0701 or 207-768-8057.

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Presque Isle-2014 Toyota Tundra, 5.7 Liter Crewmax, White with black accents, 20 inch rims. Passed inspection May 2024. 115,000 miles. $24,900 OBRO. FMI please call Paul at 207-554-0701 or 207-768-8057.

LOW WEEKLY PAYMENTS!
FRESH START FINANCE COMPANY provides in-house financing on used cars, trucks, SUVs and vans. No down payment to qualified buyers. Everyone is approved. Call 538-3040 or 1-866-564-3457.

SELL US YOUR CAR!
Any make, any model, any mileage. Commitment? None. Obligations? None. Easy? Yeah! With our 15 minute appraisal you can take the cash, trade, or walk away. Call, click, or stop by. 538-3040 or 1-866-564-3457 yorksofhoulton.com 315 North St. Houlton

Help Wanted General

CARPENTER'S ASSISTANT
Graden's Frame and Finish is looking for full time help. Pay depends on experience. 207-551-5969

CLEANING PERSON
For busy property management company in Presque Isle, Mars Hill, Caribou, and Fort Fairfield area. Cleaning of vacant apartments at various housing complexes to include: cleaning kitchen appliances, bathroom fixtures, washing/ stripping floors, shampooing carpets, washing windows, etc. Must have reliable transportation and a valid drivers license. Flexible hours, pay $16.00 - $18.00 per hour depending upon experience. Please email letter of interest and resume to: karenp@mainedevelopment.com or mail to: Maine Development Associates, Attn: Karen Paul, Sr. V.P., P.O. Box 2219, Bangor, Maine 04402-2219. EOE

PART-TIME MAINTENANCE PERSON NEEDED
To maintain Pleasant Heights Apartments in top notch condition. Duties include: janitorial, grounds, painting, and minor plumbing and building repairs. Must be people oriented, self-motivated, and have their own reliable transportation. All other tools will be provided. Starting pay $16.00 - $18.00 per hour depending upon experience. Computer/ cellphone email ability would be a plus. Send letter of interest with experience to: Karen Paul, Maine Development Associates, P.O. Box 2219, Bangor, ME 04402-2219 or email to: karenp@mainedevelopment.com. Equal Opportunity Employer

Houses for Rent

HOUSE FOR RENT
Wallagrass, Maine. 3 bedroom, 2 bath. References required. 207-316-3888

PRESQUE ISLE - 1, 2 AND 3 BEDROOM HOUSES FOR RENT. References and Security deposit required. Call for more info 764-3473 EHO.

PRESQUE ISLE 2 & 3 BR DUPLEX HOMES Near NMCC. Full Basement, garage, $850 and $900/ mth. Snow removal and lawn care included. All other utilities paid by tenant. Security and references required. 207-991-8073

SMALL 2 BR HOUSE FOR RENT- Main St., Madawaska. Newly renovated, patio deck. Preferably adults. No pets. $750/month, plus utilities. 207-728-6464

Pets

FOR SALE Goldens, AKC. Light and medium. Shots and wormed. Calm. 207-277-3431

Rentals

1 BR APT UPSTAIRS Ft. Kent- Living room, kitchen, bath, all appliances, washer/dr, plowing, heating incl. $750/mos. 207-436-5403

APARTMENTS, EFFICIENCIES AND ROOMS FOR RENT. We have 4 locations for our rooms in PRESQUE ISLE. Room prices are $95 and up per week. Call for availability. Security deposit and references required. EHO 764-3473.

CARIBOU 1&2 BEDROOM APTS Newly remodeled inside and out. Country setting. Close to DFAS. $700 and $750/ month. Security and references required. 207-991-8073

HOULTON QUALITY HEATED APARTMENTS Conveniently located in downtown area. To see available units go to broadwayrents.com

NORTH RIDGE APARTMENTS Caribou, ME

IMMEDIATE 2 bedroom vacancies

North Ridge offers such amenities as on site coin-op laundry, with all new washing machines, individual entrances, country setting and a large open area with a playground. All utilities included. Some units offer private balconies, non smoking and smoking buildings.

*We currently have one ground floor unit that is partially handicap accessible.

Section 8 vouchers are accepted.

Income limits apply.

Call Kyle, Karen or Kelly at Maine Development Associates 1-800-639-1747

Applications can also be printed from our website mainedevelopment.com.

Equal Housing Opportunity

PLEASANT HEIGHTS FORT KENT Taking applications for future 1 & 2HC units
*Rent is based on 30% of household income, utilities Included
*Near shopping, medical services and pharmacies,
*All apartments on one level with private entrance
*Immaculately maintained units
*Coin op laundry on site
Must be at least 62 or disabled, preference given to extremely low income applicants:
1 person/$15,950;
2 people/$19,720
3 people/$24,860;
4 people/$30,000
Other incomes may also be eligible.
For more Information give us a call or check out our website www.malnedevelopment.com 1-800-639-1747 TTY; Dial 711 or (1-800-437-1220)
We are an Equal Opportunity Organization/ Equal Housing

RLW MANAGEMENT, INC. is a professional property management company. We offer 1, 2, 3 bedroom apts. & homes in CARIBOU when available. Some units are subsidized, as well as designed for person(s) with disabilities. All of our units include amenities such as garbage removal, lawn care, snow removal & 24 hour maintenance at very competitive rates. Most units include heat & hot water. We accept Section 8 & other Housing Vouchers. Please call 207-498-3097 for availability. TTY Dial 711. Equal housing and employment opportunity.

PRESQUE ISLE - 1 & 2 BEDROOM APTS. All are bright, clean and spacious. Heat included. Call 227-3033

PRESQUE ISLE 1 & 2 BEDROOM LUXURY APTS. Downtown. Furnished or unfurnished, short or long term lease. $650 - $1,100/month. Call 852-2806.

Rooms for Rent

CARIBOU - ROOMS FOR RENT: Hank's House. 540-3313

PRESQUE ISLE - CLEAN, SPACIOUS ROOMS with refrigerators, free cable, kitchen and laundry facilities available. For availability, inquire at Clark's Lodge, 22 Pleasant St. 764-5789

ROOMS FOR RENT. We have 4 locations in PRESQUE ISLE. Room prices are $95 and up per week. EHO 764-3473.

Wanted

WANTED Used motor oil, hydraulic oil, ATF, vegetable oil, call 757-8594.

Yard / Garage Sale & Fundraising

HOULTON GARAGE SALE
3 Bowdoin St., July 12 - 14, 8 a.m. - 5 p.m., dependent on the weather. Some furniture, a new twin size bed with new box spring and mattress with linen included. Dishes, clothes, cabinet, and many other household items. 207-254-2285

MADAWASKA GARAGE SALE
314 19th Ave. Unit 101 Madawaska. Friday, Saturday & Sunday- 12-5 or call 207-728-9383 25% of proceeds will go to St. Jude Hospital.

PRESQUE ISLE MOVING SALE
42 Midway Drive, Household items, full-size mattress, some tools, flat screen tvs. Monday-Saturday, 9am-4pm

WOODLAND MOVING SALE
33 Rabbit Ridge Rd., June 28 & 29, July 5, 6 & 13, 8 am to 4 pm. Household items, furniture, tools and much more.

HAVE YOU BEEN TO THE COUNTY?

SCOVIL APARTMENTS
ADMINISTRATIVE ASSISTANT
32-40 hours per week
$16 - $20 per hour depending on experience
Please email resume to scovilapartments@gmail.com or call Skip at 207-425-3192 ext. 203

SERVICE MANAGER
York's of Houlton seeks a Service Manager for their Toyota and Ford dealership. The role involves overseeing daily service operations, maximizing scheduling and sales, and ensuring top-notch customer service.

Requirements include dealership experience, proficiency in DMS systems P&L management, and leadership skills. Previous automotive experience is a plus.

Responsibilities include customer satisfaction, resolving complaints. And liaising with factory representatives.

This is a full time position with benefits including 401K, health insurance, profit sharing, employee discounts, paid time off, and more.

York's of Houlton

To apply, please submit your application and/or resume online at: yorksofhoulton.com/careers/ or email your resume to: Careers@yorksofhoulton.com

MSAD #32 VACANCY
PRE-K TEACHER
081 OR 020 CERTIFICATION REQUIRED
PLEASE SEND LETTER OF APPLICATION, TRANSCRIPTS AND THREE LETTERS OF RECOMMENDATION
APPLY:
JOEL HALL
SUPERINTENDENT OF SCHOOLS
P.O. BOX 289, ASHLAND, ME 04732
DEADLINE:
POSITION OPEN UNTIL SUITABLE CANDIDATE IS FOUND
EOE

Legal Notices

FOR SALE BY SEALED BID
TOWN OF EASTON

The Town of Easton has for sale by sealed bid one 1983 Freightliner Cab over Truck that is a home fuel oil delivery tanker that was converted into a tanker used by the fire department. The truck will be sold as is with none of the emergency lighting and warning devices a part of the sale. The truck does run well and is drivable, however it hasn't been inspected for over a year. It has a ten-speed manual transmission and a Cummins engine. To make arrangements to view the truck please call the town office at 488-6652.

Sealed bids have to be into the town office on or before 12:00 noontime July 29, 2024.

Address your bids to the Town of Easton, PO Box 127, Easton, ME 04740. All envelopes need to be clearly marked SEALED BID FOR TANKER. Minimum bid on the truck is $4,000.

The Town of Easton reserves the right to accept or reject any and all bids.

Published July 10, 17, 2024

Legal Notices

NOTICE OF HEARING

To: Heirs of Dana J. York
479 Shorey Rd., Westfield, ME

You are hereby notified that the Town of Westfield, Maine, by and through its Selectmen, will hold a hearing on July 16, 2024 at the Westfield Town Office, 6 Main St. at 6:00 p.m. to determine whether the buildings owned by you and located at 479 Shorey Rd., Westfield, ME, more particularly described as Map 5 Lot 10-A of the current tax maps of the Town of Westfield, ME, on file at the Westfield Town Office, 6 Main St., Westfield, ME, are a dangerous or a nuisance within the meaning of Title 17 M.R.S.A. 2851 et seq. If the Selectmen so determine, they may order abatement of said nuisance, including but not limited to demolition and removal of said buildings. If their order is not timely complied with and no appeal is taken, the Selectmen may undertake said abatement at the Town's expense and recover all such expenses, including reasonable attorney's fees, by means of a special tax or civil action.

Dated this 18th day of June, 2024

Bruce Hussey, CEO

June 26, July 3, 10, 2024

Scovil Apartments

Applications are being accepted for one, two & three bedroom apartments.

Locations available:
Presque Isle, Mars Hill & Bridgewater.

Rent is 30% of adjusted income for some two bedroom apts. in Mars Hill only. Income limits may apply.

Most apartments include: Heat, hot water, laundry facilities & 24 hour maintenance.
One Easy Monthly Payment.

For more information or an application call **Skip at 425-3192 ext. 203**

** *This institution is an equal opportunity provider & employer.*

Dalton Scovil, owner.
www.scovilapartments.com

EQUAL HOUSING OPPORTUNITY

Northern Light A.R. Gould Hospital

Now Hiring

SIGN-ON BONUSES FOR RNS & NEW GRAD RNS

FULL-TIME
- Cardiac Sonographer (Sign-on Bonus)
- Clinical Dietitian (Sign-on Bonus)
- Clinical Nutrition Associate
- Clinical Practice Lead/RN
- CNA
- CNA/Med Tech
- Cooks
- CT Technologist II/RAD
- Director - Surgical Services/RN
- Electricians (Sign-on Bonus)
- EVS/Housekeeping
- Food Service Associate
- Hemodialysis Technician
- Laundry Worker
- LPN
- Master Plumber/SSE (Sign-on Bonus)
- Medical Assistants (Sign-on Bonus)
- Nuclear Med Tech/RAD
- Nursing School New Graduate
- Patient Care Attendant
- Pharmacy Technician
- Physical Therapist Assts.
- Physical Therapist - Grad
- Physical Therapy Asst. - Lead
- Polysomnographer - Cert
- Radiographer/CT Tech - Lead
- Radiology Technologist
- Referral Specialist
- Registered Nurse - Lead
- Security Officers
- Social Worker/LSW
- Speech Language Pathologist
- Staff RN
- Supervisor - Nursing
- Supervisor - Operations

PART-TIME
- CNA
- Cook
- EVS/Houskeeping
- Physical Therapist
- Radiology Technologist
- Speech Language Pathologist
- Staff RN

Earn-While-You-Learn : TRAINING OPPORTUNITIES
- Trainee - Dietitian
- Trainee - LPN
- Trainee- RN

Apply online at careers.northernlighthealth.org

As a member of the multi-hospital system Northern Light Health, we at Northern Light AR Gould Hospital offer state-of-the-art healthcare services in a clean, safe, rural community. Northern Light AR Gould Hospital is an equal opportunity affirmative action employer.

Legal Notices

Public Meeting on the Scoping and Development of an Environmental Assessment for the Fort Fairfield 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 Fort Fairfield Land Port of Entry (LPOE) in Fort Fairfield, 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).

GSA is hosting a public meeting to provide project information, and to obtain written comments on the scope of the EA on Tuesday, July 30, 2024, from 5:00 PM - 7:00 PM at:

Fort Fairfield Middle High School
Cafeteria
28 High School Drive
Fort Fairfield, ME 04742

Written comments must be submitted to GSA by September 6, 2024 using one of the following methods:
- In-Person: At the meeting
- Email: fortfairfield.LPOE@gsa.gov with subject line "**Fort Fairfield EA**"
- Mail: Send written comments to:
  General Services Administration
  Attention: Nick Budris, Project Manager
  GSA - PBS - Design and Construction Division
  New England Region
  202 Harlow Street
  Bangor, ME 04401

To request additional special accommodations such as an American Sign Language interpreter or other audio/visual aids, please email fortfairfield.LPOE@gsa.gov before July 19, 2024. Information about the project can be viewed at: http://gsa.gov/fortfairfield. For more information, please contact Nick Budris, Fort Fairfield Project Manager, GSA at 207-254-4003 or fortfairfield.LPOE@gsa.gov.

July 10, 17, 2024

Legal Notices

Irving Woodlands LLC
Notice of Aerial Herbicide Application

As part of our ongoing forest management program, please be advised that Irving Woodlands LLC will be conducting aerial herbicide spraying to control competing vegetation for young, planted stands. All areas to be treated have been notified with the Board of Pesticides Control, the Maine Poison Control Center, and the Maine Department of Environmental Protection.

The program will be conducted between July 15, 2024 and September 15, 2024 on selected current and future plantations. Each treatment area will be closed to the public during the operation but re-opened when the operation is complete. Informational signs will be posted at all normal entrances to the treatment areas. The public is asked to respect the signs and stay out of the posted areas until the herbicide has dried and to not eat the berries where posted. The products to be used are Glyphosate, Imazapyr, Sulfometuron methyl, Triclopyr and Metsulfuron methyl. These work as selective herbicides that suppress the development of raspberries, grass and other competing brush species growing in young softwood planted stands.

Treatment will occur on selected, cleared sites within the following townships: Dudley, Eagle Lake, Oxbow Plt., Portage Lake, St. Croix, St. Francis, Smyrna, Stockholm, T10 R6, T13 R11, T13 R7, T13 R9, T14 R10, T14 R11, T14 R12, T14 R8, T14 R9, T15 R10, T15 R11, T15 R12, T15 R5, T15 R6, T15 R8, T16 R12, T16 R4, T16 R8, T16 R9, T17 R12, T17 R13, T17 R5, T7 R5, T7 R6, T8 R3, T8 R5, T8 R6, Wallagrass, Webbertown, and Westmanland. For more information contact the Irving Woodlands office at (207) 834-5767. You may also contact the Maine Poison Control Center at 1-800-222-1222 or the Board of Pesticides Control at (207) 287-2731.

Published July 10, 2024

AROOSTOOK COUNTY'S CLASSIFIED ORDER FORM

PRIVATE PARTY RATE
1 day in print, 7 days online
$4.00 for a 3-line ad, $1.00 per line after

BUSINESS RATE
1 day in print, 7 days online
$9.00 for a 3-line ad, $1.00 per line after

Category: _____

_____

_____

_____

_____

All line classified advertising must be paid for in advance! VISA, MasterCard, Discover, American Express, Personal Check, Cash or Debit Card accepted!

CLASSIFIED DEADLINE: FRIDAY 4:00 P.M.

Name _____

Address _____

City _____

State _____ **Zip** _____

Phone _____ **No. of Weeks** _____

Classification _____

Mail completed order form w/payment to either of our offices:

AROOSTOOK REPUBLICAN AND NEWS
P.O. Box 510, Presque Isle, ME 04769 • **496-3251**

THE STAR-HERALD
P.O. Box 510, Presque Isle, ME 04769 • **768-5431**

HOULTON PIONEER TIMES
P.O. Box 456, Houlton,ME 04730 • **532-2281**

CLASSIFIEDS

YOUR LINE CLASSIFIED AD REACHES 39,000 READERS EACH WEEK!
DEADLINE: Friday, 4:00 p.m. before publication date
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SELL US YOUR CAR!
Any make, any model, any mileage. Commitment? None. Obligations? None. Easy? Yeah! With our 15 minute appraisal you can take the cash, trade, or walk away. Call, click, or stop by. 538-3040 or 1-866-564-3457 yorksofhoulton.com 315 North St. Houlton

Business Opportunities

GREENHEAD LOBSTER

JOIN THE GREENHEAD LOBSTER TEAM!
Job Title: Food Safety / Quality Assurance Manager
Greenhead Lobster seeks individual to lead our food safety & quality assurance team at our Bucksport processing facility.
Requirements: Strong knowledge of food safety principles, project management experience, and familiarity with regulations.
Email: hr@greenhead lobster.com or visit: www.greenheadlobster .com/employment

Help Wanted General

HELP WANTED
Various work duties. Pay $22.00 per hour. Call Greg at 532-2684.

CLEANING PERSON
For busy property management company in Presque Isle, Mars Hill, Caribou, and Fort Fairfield area. Cleaning of vacant apartments at various housing complexes to include: cleaning kitchen appliances, bathroom fixtures, washing/ stripping floors, shampooing carpets, washing windows, etc. Must have reliable transportation and a valid drivers license. Flexible hours, pay $16.00 - $18.00 per hour depending upon experience. Please email letter of interest and resume to: karenp@mainedevelopment.com or mail to: Maine Development Associates, Attn: Karen Paul, Sr. V.P., P.O. Box 2219, Bangor, Maine 04402-2219. EOE

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FOR SALE Goldens, AKC. Light and medium. Shots and wormed. Calm. 207-277-3431

We are The County THECOUNTY.ME

Rentals

1 BR APT UPSTAIRS Fort Kent- Living room, kitchen, bathroom. All appliances plus washer, dryer. heat & plowing included. $750/month. 207-467-5403

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*Rent is based on 30% of household income, utilities Included
*Near shopping, medical services and pharmacies,
*All apartments on one level with private entrance
*Immaculately maintained units
*Coin op laundry on site
Must be at least 62 or disabled, preference given to extremely low income applicants:
1 person/$15,950;
2 people/$19,720
3 people/$24,860;
4 people/$30,000
Other incomes may also be eligible.
For more Information give us a call or check out our website www.mainedevelopment.com 1-800-639-1747 TTY; Dial 711 or (1-800-437-1220)
We are an Equal Opportunity Organization/ Equal Housing

RLW MANAGEMENT, INC. is a professional property management company. We offer 1, 2, 3 bedroom apts. & homes in CARIBOU when available. Some units are subsidized, as well as designed for person(s) with disabilities. All of our units include amenities such as garbage removal, lawn care, snow removal & 24 hour maintenance at very competitive rates. Most units include heat & hot water. We accept Section 8 & other Housing Vouchers. Please call 207-498-3097 for availability. TTY Dial 711. Equal housing and employment opportunity.

NORTH RIDGE APARTMENTS
Caribou, ME

IMMEDIATE 2 bedroom vacancies

North Ridge offers such amenities as on site coin-op laundry, with all new washing machines, individual entrances, country setting and a large open area with a playground. All utilities included. Some units offer private balconies, non smoking and smoking buildings.

*We currently have one ground floor unit that is partially handicap accessible.

Section 8 vouchers are accepted.

Income limits apply.

Call Kyle, Karen or Kelly at Maine Development Associates 1-800-639-1747

Applications can also be printed from our website mainedevelopment.com.

Equal Housing Opportunity

Rooms for Rent

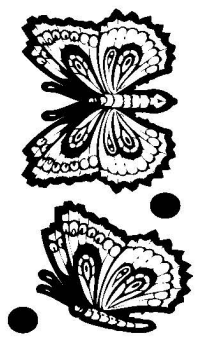
CARIBOU - ROOMS FOR RENT: Hank's House. 540-3313

PRESQUE ISLE - CLEAN, SPACIOUS ROOMS with refrigerators, free cable, kitchen and laundry facilities available. For availability, inquire at Clark's Lodge, 22 Pleasant St. 764-5789

ROOMS FOR RENT. We have 4 locations in PRESQUE ISLE. Room prices are $95 and up per week. EHO 764-3473.

Wanted

WANTED Used motor oil, hydraulic oil, ATF, vegetable oil, call 757-8594.



Yard / Garage Sale & Fundraising

EASTON STORAGE SALE at Northern Storage, Route 1A, Unit #16. July 20, 2024, starting at 9:00 a.m. Large assortment of items.

HODGDON MASSIVE RUMMAGE SALE 12 Williams Rd., 6 miles south on Route 1 from Houlton Post Office. 9 am to 3 pm, July 19, 20, 21, Fri.,Sat., Sun. Indoors and outdoors, lots of everything! Furniture, tools, books, toys, lawn items, kitchen stuff, puzzles, and more! Priced to sell - come prepared to rummage through some boxes. Some items priced and shelved - other things negotiable. Pack a box or bag - we'll pick a good price. Bring bags, a box, or a truck!

MADAWASKA GARAGE SALE 314 19th Ave. Unit 101 Madawaska. Friday, Saturday & Sunday- 12-5 or call 207-728-9383 25% of proceeds will go to St. Jude Hospital.

WOODLAND MOVING SALE Monday, Wednesday, Friday, Saturday from 9 a.m. - 5 p.m. through August 10. Household items, furniture, tools at great prices.

SCOVIL APARTMENTS

ADMINISTRATIVE ASSISTANT

32-40 hours per week

$16 - $20 per hour depending on experience

Please email resume to scovilapartments@gmail.com or call Skip at 207-425-3192 ext. 203

MPG SERVES THE NEEDS OF MAINE

FARM EQUIPMENT DEALERSHIP MANAGER

Maine Potato Growers Inc. (MPG) is a diversified cooperative serving the needs of agricultural and resource-based industries in our surrounding communities since 1932. We are seeking a highly motivated and dynamic individual to join our MPG team in Presque Isle, Maine as Manager of MPG Truck & Tractor.

The MPG Truck & Tractor Manager will be responsible to manage the overall day to day activities of MPG Truck & Tractor including the service, parts and sales departments.

Reporting to MPG's General Manager, the MPG Truck & Tractor Manager will be a self-starter with a strong work ethic. The ideal candidate will possess a minimum of 10 years of experience in business leadership, a proven track record of developing and growing sales along with the ability to build and lead a high functioning team. The ideal candidate must also possess excellent communication, analytical and decision-making skills.

Please Forward Resume to:
Maine Potato Growers, Inc.
Attn: HR Manager, PO Box 271, Presque Isle, ME 04769
Or Email: info@mpgco-op.com

MPG is and Equal Opportunity Employer

MSAD #32 VACANCY

PRE-K TEACHER

081 OR 020 CERTIFICATION REQUIRED

PLEASE SEND LETTER OF APPLICATION, TRANSCRIPTS AND THREE LETTERS OF RECOMMENDATION

APPLY:
JOEL HALL
SUPERINTENDENT OF SCHOOLS
P.O. BOX 289, ASHLAND, ME 04732

DEADLINE:
POSITION OPEN UNTIL SUITABLE CANDIDATE IS FOUND

EOE

MSAD #45
(Washburn, Wade and Perham)

Positions

Special Education Ed Technician II or III
Appropriate Certification and CHRC Required

Kitchen Worker
Will be required to become ServSafe Certified
CHRC and Background check required

Send application and resume to Larry Worcester, MSAD #45 33 School St., Washburn, ME 04786 Phone: 455-8301

Applications are open until a Suitable candidate is found.
EOE

Northern Light A.R. Gould Hospital

Now Hiring

SIGN-ON BONUSES FOR RNS & NEW GRAD RNS

FULL-TIME
- Cardiac Sonographer (Sign-on Bonus)
- Clinical Dietitian (Sign-on Bonus)
- Clinical Practice Lead/RN
- CNA
- CNA-Certified Med Tech
- Cook
- CT Technologist II/RAD
- Director - Surgical Services/RN
- Electricians (Sign-on Bonus)
- EVS/Housekeeping
- Hemodialysis Technician
- Laundry Worker
- LPN
- Master Plumber/SSE (Sign-on Bonus)
- Medical Assistants (Sign-on Bonus)
- Medical Secretary
- Nuclear Med Tech/RAD
- Nursing School New Graduate
- Physical Therapist Assts.
- Physical Therapist - Graduate
- Polysomnographer - Cert
- Radiographer/CT Tech - Lead
- Radiology Technologist
- Referral Specialist
- Registered Nurse - Lead
- Security Officer
- Social Worker/LSW
- Sonographer
- Speech Language Pathologist
- Staff RN
- Supervisor - Nursing
- Supervisor - Operations

PART-TIME
- CNA
- Cook
- EVS/Houskeeping
- Physical Therapist
- Physical Therapist Asst.
- Radiology Technologist II
- Speech Language Pathologist

Earn-While-You-Learn : TRAINING OPPORTUNITIES
- Trainee - Dietitian
- Trainee - Sleep Tech
- Trainee- RN

Apply online at careers.northernlighthealth.org

As a member of the multi-hospital system Northern Light Health, we at Northern Light AR Gould Hospital offer state-of-the-art healthcare services in a clean, safe, rural community. Northern Light AR Gould Hospital is an equal opportunity affirmative action employer.

AROOSTOOK COUNTY'S CLASSIFIED ORDER FORM

PRIVATE PARTY RATE
1 day in print, 7 days online
$4.00 for a 3-line ad, $1.00 per line after

BUSINESS RATE
1 day in print, 7 days online
$9.00 for a 3-line ad, $1.00 per line after

Category: _____

_____

_____

_____

_____

_____

All line classified advertising must be paid for in advance! VISA, MasterCard, Discover, American Express, Personal Check, Cash or Debit Card accepted!

CLASSIFIED DEADLINE: FRIDAY 4:00 P.M.

Name _____

Address _____

City _____

State _____ **Zip** _____

Phone _____ **No. of Weeks** _____

Classification _____

Mail completed order form w/payment to either of our offices:

AROOSTOOK AND NEWS REPUBLICAN
P.O. Box 510, Presque Isle, ME 04769 • **496-3251**

THE STAR-HERALD
P.O. Box 510, Presque Isle, ME 04769 • **768-5431**

HOULTON PIONEER TIMES
P.O. Box 456, Houlton,ME 04730 • **532-2281**

Legal Notices

FOR SALE BY SEALED BID
TOWN OF EASTON

The Town of Easton has for sale by sealed bid one 1983 Freightliner Cab over Truck that is a home fuel oil delivery tanker that was converted into a tanker used by the fire department. The truck will be sold as is with none of the emergency lighting and warning devices a part of the sale. The truck does run well and is drivable, however it hasn't been inspected for over a year. It has a ten-speed manual transmission and a Cummins engine. To make arrangements to view the truck please call the town office at 488-6652.

Sealed bids have to be into the town office on or before 12:00 noontime July 29, 2024.

Address your bids to the Town of Easton, PO Box 127, Easton, ME 04740. All envelopes need to be clearly marked SEALED BID FOR TANKER. Minimum bid on the truck is $4,000.

The Town of Easton reserves the right to accept or reject any and all bids.

Published July 10, 17, 2024

Legal Notices

Public Meeting on the Scoping and Development of an Environmental Assessment for the Fort Fairfield 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 Fort Fairfield Land Port of Entry (LPOE) in Fort Fairfield, 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).

GSA is hosting a public meeting to provide project information, and to obtain written comments on the scope of the EA on Tuesday, July 30, 2024, from 5:00 PM - 7:00 PM at:

Fort Fairfield Middle High School
Cafeteria
28 High School Drive
Fort Fairfield, ME 04742

Written comments must be submitted to GSA by September 6, 2024 using one of the following methods:
- In-Person: At the meeting
- Email: fortfairfield.LPOE@gsa.gov with subject line **"Fort Fairfield EA"**
- Mail: Send written comments to:
  General Services Administration
  Attention: Nick Budris, Project Manager
  GSA - PBS - Design and Construction Division
  New England Region
  202 Harlow Street
  Bangor, ME 04401

To request additional special accommodations such as an American Sign Language interpreter or other audio/visual aids, please email fortfairfield.LPOE@gsa.gov before July 19, 2024. Information about the project can be viewed at: http://gsa.gov/fortfairfield. For more information, please contact Nick Budris, Fort Fairfield Project Manager, GSA at 207-254-4003 or fortfairfield.LPOE@gsa.gov.

July 10, 17, 2024

NORTHERN MAINE COMMUNITY COLLEGE

NORTHERN MAINE COMMUNITY COLLEGE POSITION ANNOUNCEMENT

CUSTODIAN III

DATE: June 26, 2024

Bargaining Unit/Salary Level: MSEA Support, Range 11 $18-$19.46 per hour

Responsibilities: This position is a working supervisor that cleans and supervises the cleaning of residential life rooms and facilities, classrooms, bathrooms, stairwells, and other areas in college buildings. Responsibilities include planning, coordinating and overseeing the custodial care of buildings and equipment used for the cleaning of campus facilities, and keeping basic records. Supervision is exercised over a crew of custodial workers engaged in general cleaning tasks, transferring supplies and equipment among various buildings, and ordering and maintaining adequate cleaning supplies. Work is performed under general supervision.

Minimum Qualifications: Duties require a minimum of three years' experience and training in custodial and maintenance work including one year of supervisory experience.

Preferred Knowledge, Skills, and Abilities: Duties require knowledge of building cleaning practices, methods, materials and equipment, including sanitation methods and techniques used in custodial work. Ability to understand and follow basic oral and written directions and to understand and adhere to college policies and procedures. Must be able to understand equipment specifications and safety and health guidelines in the performance of job duties.

Why work for the Maine Community College System? Benefits may include:

- Health, Dental and Vision Insurance
- Life Insurance
- Retirement Savings
- Flexible Spending Accounts
- Living Resources (Employee Assistance Program)
- Paid Holidays
- Statewide Locations
- Tuition Waivers
- Training
- 529 Education Plan MCCS Matching Grant

To Apply, go to our website at: nmcc.edu

The Northern Maine Community College is an Equal Opportunity employer. We celebrate diversity and are committed to creating an inclusive and non-discriminatory environment for all employees. We provide reasonable accommodations to qualified individuals with disabilities upon request. For more information, contact Lindsy LeBlanc 207-768-2739.

APPENDIX B: PRESS RELEASE AND ADVERTISING ON SOCIAL MEDIA

U.S. General Services Administration New England Region
July 22 ·

https://ow.ly/bJwb50SH8AQ

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

Like Comment

GSA New England
@US_GSAR1

ow.ly/34Pv50SH8AP

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

9:07 AM · Jul 22, 2024 · **29** Views

U.S. General Services Administration

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

July 22, 2024

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 at Fort Fairfield, Maine.

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

WHEN: Tuesday, July 30, 2024, from 5:00 p.m. to 7:00 p.m. ET

WHERE: Fort Fairfield Middle High School, Cafeteria,
28 High School Drive, Fort Fairfield, ME, 04742

The meeting will be conducted in an open house format, where project information will be presented and distributed to the attendees. Project information, including the meeting materials, will be available on the project website.

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. 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 improve the operational efficiency, safety, and security of Federal inspection personnel and cross-border travelers at the port.

Written comments regarding the Environmental Assessment must be received by 5:00 p.m. ET on Friday, September 6, 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 fortfairfield.LPOE@gsa.gov and reference "Fort Fairfield LPOE EA" in the subject line.
- **Mail:** Send written comments to the following address:
    - U.S General Services Administration
      Attention: Nick Budris, Project Manager
      GSA - PBS - Design and Construction Division
      New England Region
      202 Harlow Street
      Bangor, ME 04401

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 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 and follow us at @USGSA.

Paul Hughes
Public Affairs Officer
Paul.hughes@gsa.gov
617-283-6142

Last updated: Jul 22, 2024

APPENDIX C: DISTRIBUTION LIST AND LETTER TO INTERESTED PARTIES

GSA New England Region

July 11, 2024

RE: Scoping for the Preparation of an Environmental Assessment for the Proposed Modernization Project at the Fort Fairfield Land Port of Entry in Fort Fairfield, 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 Fort Fairfield Land Port of Entry (LPOE) in Fort Fairfield, 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).

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 neighbors and others in the community.

The Fort Fairfield LPOE is located on the outskirts of Fort Fairfield in Aroostook County in eastern Maine. The legal address of the facility is 4 Boundary Line Road, Fort Fairfield, ME. The LPOE is situated about 100 feet west of the U.S./Canada border, on the northside of Maine State Route (SR) 161 (Boundary Line Road) and overlooks the Aroostook River Valley to the west. The Fort Fairfield LPOE is located proximate to the Canadian border station, located at Andover, New Brunswick on New Brunswick Route 190.

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. Along with NEPA compliance, GSA will initiate consultation under Section 106 of the National Historic Preservation Act, as the current main building and the garage located on site are listed on the National Register of Historic Places (NRHP).

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

The action alternatives may include:

- Acquisition of additional land.
- Construction of a new main building, noncommercial vehicle inspection area, commercial vehicle inspection area, enclosed CBP parking, and enclosed mechanical/electrical yard.
- Renovation of the existing historic port building for GSA program space.
- Construction of a separate gate and entrance to the port for CBP and GSA staff to minimize interruptions of port operations and traffic flow.

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

You are invited to attend and participate in a public meeting on Tuesday, July 30, 2024, from 5:00PM to 7:00PM Eastern Time at:

Fort Fairfield Middle High School
Cafeteria
28 High School Drive
Fort Fairfield, ME 04742

The meeting will be conducted in an open house format; project information will be displayed and distributed to the attendees. Project information, including the meeting materials, will also be available at the project website: http://gsa.gov/fortfairfield.

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 September 6, 2024 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 fortfairfield.LPOE@gsa.gov with subject line "Fort Fairfield EA"

- Mail: Send written comments to:
  General Services Administration
  Attention: Nick Budris, Project Manager
  New England Region
  202 Harlow Street
  Bangor, ME 04401

Information about the project can be viewed at: http://gsa.gov/fortfairfield. For more information, please contact Nick Budris, Fort Fairfield Project Manager, GSA at 207-254-4003 or fortfairfield.LPOE@gsa.gov.

Thank you for your interest in this project.

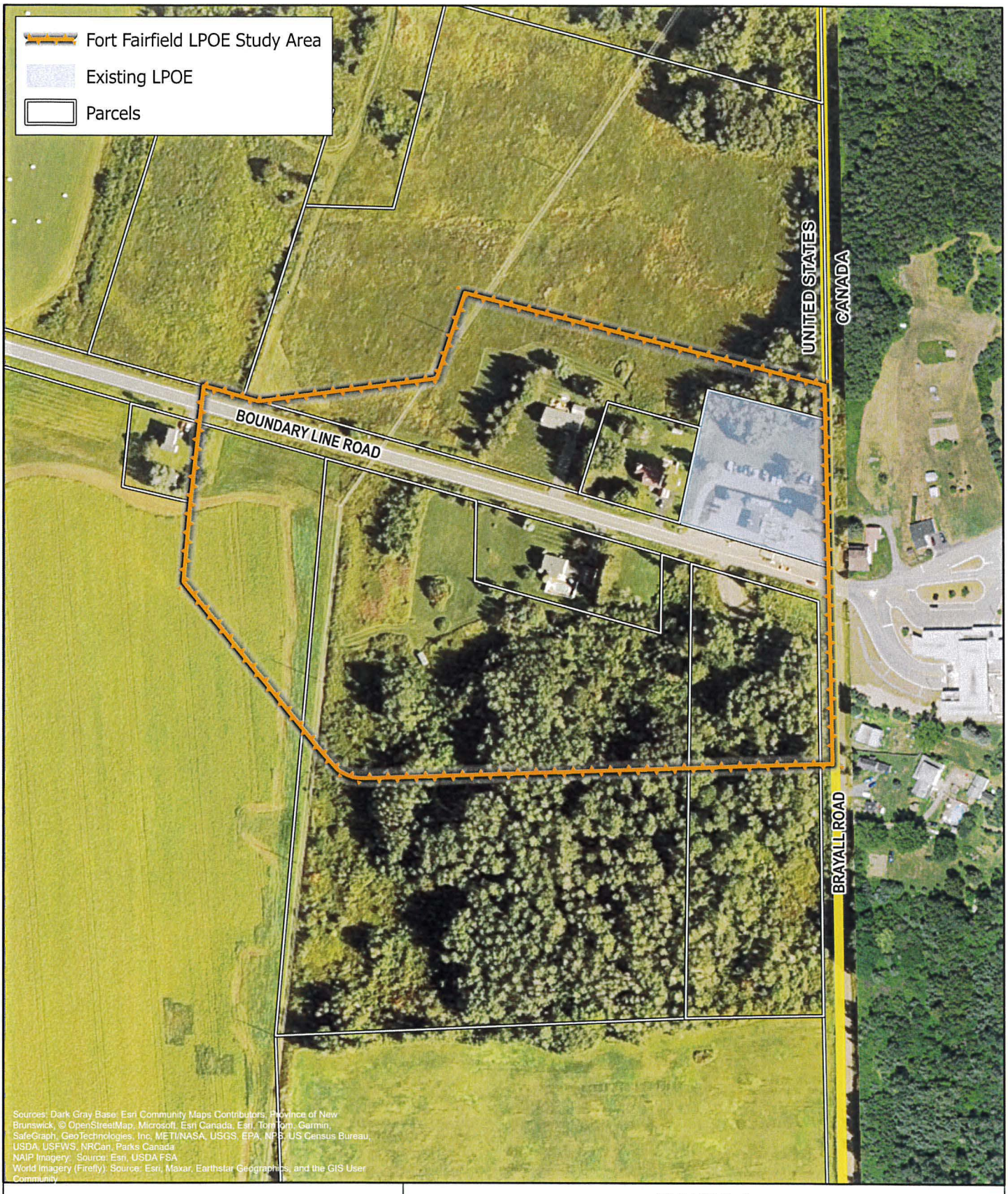
Sincerely,

NICHOLAS BUDRIS Digitally signed by NICHOLAS BUDRIS Date: 2024.07.12 07:43:06 -04'00'

Nick Budris
Project Manager
General Services Administration, New England Region

NB/tls

Enclosures NEPA Study Area Map



N

FIGURE 1
NEPA STUDY AREA
FORT FAIRFIELD LAND PORT OF ENTRY (LPOE)

0 300 600
Feet

Fort Fairfield, ME

Agency/Stakeholder Name	Role	Contact Name
Federal Government (U.S.)		
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
U.S. Army Corps of Engineers - Maine Project Office	Project Manager	Heather Stukas
U.S. Customs and Border Protection - Fort Fairfield	Port Director	Christopher Doughty
U.S. Customs and Border Protection	Facilities Operations Specialist - Boston Field Office	Jason Gilptrick
U.S. Customs and Border Protection	Project Manager - OFAM, Enterprise Services	Lawrence Comiskey
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. Customs and Border Protection - Office of Facilities and Asset Management	Program Implementation Branch (NW Region) - Section Chief	Steven Daigle
U.S. Customs and Border Protection - Office of Facilities and Asset Management	BIL LPOE Program Lead	Ben Scholl
U.S. Customs and Border Protection - Office of Facilities and Asset Management		Joshua Malkin
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
State Government (U.S.) - Maine		
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 (Northern Region)	
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
Local Government (U.S.) - County of Aroostook		
Aroostook County - District 3	County Commissioner	Norman Fournier
Aroostook County Municipal Services	Aroostook County Administrator	Ryan D. Pelletier
Aroostook County Government	Community Services Director	Paul G. Bernier
Aroostook County Emergency Management Agency	Director	Darren Woods
Houlton Communications Center (Dispatch)	Communications Director	Brodie Hinckley
Northern Maine Development Commission	Executive Director	Robert Clark
Northern Maine Development Commission	Project Manager/Community Development Specialist	Kristen Henry
Northern Maine Development Commission	Director of Economic and Community Development	Jon Gulliver
Town of Fort Fairfield	Town Clerk	Neadra E. Dubois
Town of Fort Fairfield	Town Manager	Timothy Golf
Fort Fairfield Fire Rescue	Fire Chief/EMA Director (EMT)	Michael Jalbert
Fort Fairfield Town Council	Chair - Term 2025	Keith E. Thibeau, II
Fort Fairfield Town Council	Term 2025	Pat A. Canavan
Fort Fairfield Town Council	Term 2024	Kevin Pelletier
Fort Fairfield Town Council	Term 2024	James Ouellette
Town of Fort Fairfield	Police Chief	Matthew E. Cummings
	Community Development Director	Tony Levesque
	Road Commissioner, Public Works Director	Darren Hanson
	Utilities District General Manager	Jonathan Helstrom
	Parks and Recreation	Kevin Senal

	Treasurer, Tax Collector, & HR	Ella Leighton
	Deputy Town Clerk & Deputy Treasurer	Crissy Emery
	Deputy Town Clerk	Shannon St. Pierre
	Deputy Town Clerk & Deputy Treasurer	Shelley Gagnon
Fort Fairfield Public Library	Librarian	Lynn Cote
Fort Fairfield Public Library	Librarian	Barbara Alexander
	Interim Deputy Chief of Public Safety	Cody Fenderson
	Emergency Management Director, Animal Control Officer	Timothy R. Browning
Fort Fairfield Middle/High School	Vice Principal	Tim Watt
Fort Fairfield Snowmobile Club		
Aroostook County Emergency Management Agency	Director	Darren Woods
Central Aroostook Chamber of Commerce	Executive Director	LaNiece Sirois
Four Directions Development Corporation (Tribal APEX)	Business Advisor & Procurement Counselor	Preston Thomas
Maine APEX Accelerators (Aroostook) Northern Maine Development Commission (NMDC)	Procurement Counselor	Dana Delano, CPP
Utilities (U.S.)		
Central Maine Power Company (https://www.cmpco.com/) - Corporate Location	CEO	Joseph Purington
Other (U.S.) -Landowners and Adjacent Landowners		
United States of America	see above in LPOE contacts	
Daniel Clark	Parcel 09-033-A	
Kimberly Cardinale	Parcel 09-034	
Paul and Lacey Guiou	Parcel 09-039, 09-039-A & 09-040	
Ammex Warehouse, Inc, f/k/a Ammex-Northland Corporation	Parcel 09-036	Attn: Dan Slefinger, Vice President, North Border
Terry Brayall	Parcel 09-037 & 09-038	
Janet McGillan	Parcel 09-041-C	
Gerry Beaulieu	Parcel: 09-041-A	
26 North Barnes, LLC	Parcel: 12-078-B	
Stephen Adams	Parcel: 12-078	
Canadian Government		
Canadian Border Services Agency (CBSA) - Andover		
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
New Brunswick Government		
New Brunswick, Canada - Department of Transportation & Infrastructure	Communications Contact for Transportation and Infrastructure	TYLER MCLEAN
New Brunswick, Canada - Department of Transportation & Infrastructure	Transportation and Infrastructure Environmental Services Branch	Jodi Buckingham
New Brunswick, Canada - Department of Transportation & Infrastructure	Director, Strategic Partnerships and Trade Corridors	Jim Doyle
New Brunswick, Canada - Department of Intergovernmental Affairs	Executive Director, Trade Policy	Serge Breau
Southern Victoria		
Regional Community of Southern Victoria	Mayor	Cindy McLaughlin
Regional Community of Southern Victoria	Deputy Mayor	Sheldon Shaw
Village of Southern Victoria		Dan Dionne
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 2 (Houlton, Fort Fairfield)	Trey Stewart (R-Aroostook)
State Senate	State Senator District 1 (Fort Fairfield)	Troy Dale Jackson (D-Aroostook)
State House of Representatives	State Representative (Aroostook County)	Timothy C. Guerrette (R-Caribou)
State House of Representatives	State Representative (Aroostook County)	Roger Clarence Albert (R-Madawaska)
State House of Representatives	State Representative (Aroostook County)	Donald J. Ardell (R-Monticello)
State House of Representatives	State Representative (Aroostook County)	Tracy L. Quint (R-Hodgdon)
State House of Representatives	State Representative (Aroostook County)	Gregory Lewis Swallow (R-Houlton)
State House of Representatives	State Representative (Aroostook County)	Joseph F. Underwood (R-Presque Isle)
State House of Representatives	State Representative (Aroostook County)	Austin L. Theriault (R-Fort Kent)
State House of Representatives	State Representative (Aroostook County)	Mark Michael Babin (R-Fort Fairfield)
Other Community Stakeholders		
Fields Realty		Stephanie Fields
Hillside IGA		Josh Tweedle
Shell - Freshies		
I Care Pharmacy		Terry Greenier
One of a Kind		
Book Mart		
United Insurance		
Langley Law Office		Richard Langley
Acadia Medical Supply		
United States Post Office		
Katahdin Trust		Jon J. Prescott
Boondocks Grille		Stephen Adams
Fort Fairfield Public Library		
R&J Market		
Green4Maine	Founder/President	Scott Hinkel
Public Meeting Commentors		
Christopher Gamblin	New Brunswick Parcel: PAN 00324975	
Amish Community		Norman Miller

APPENDIX D: PUBLIC MEETING MATERIALS

General Services Administration

Fort Fairfield Land Port of Entry, Fort Fairfield, Maine
Environmental Assessment

PUBLIC SCOPING MEETING HANDOUT

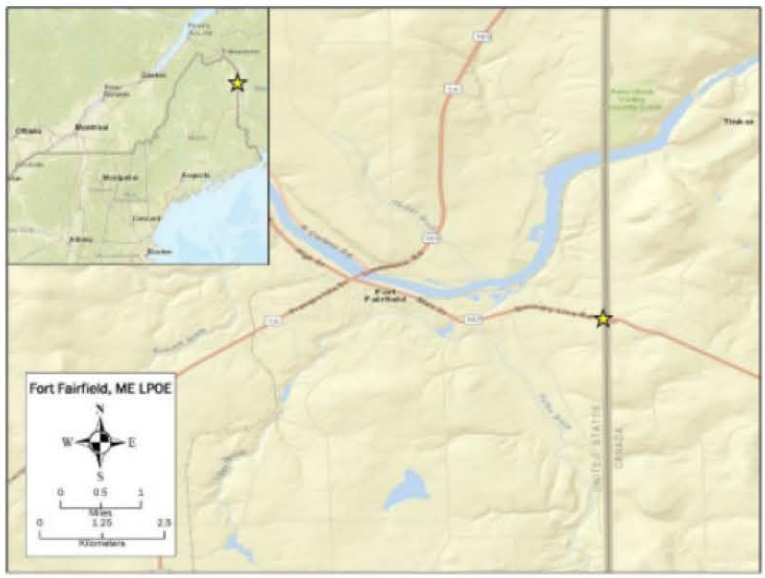
Summary

The U.S. General Services Administration (GSA) is proposing to modernize the Fort Fairfield Land Port of Entry (LPOE) in Fort Fairfield, Aroostook County, Maine. The proposed project would improve the operational efficiency, safety, and security for U.S. Customs and Border Protection (CBP) personnel and cross-border travelers at the LPOE. The existing facility can no longer adequately support the mission requirements of CBP. Specifically, the deficiencies at the LPOE fall into two broad categories: 1) limited capacity and facilities for port operations; and 2) the existing building's 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 Fort Fairfield LPOE. Concurrently GSA will initiate consultation under the National Historic Preservation Act Section 106, along with NEPA compliance, as the current main building is listed on the National Register of Historic Places (NRHP).

The GSA is providing an opportunity for the public, stakeholders, and government agencies to provide input during the EA preparation. The social, economic, and environmental considerations are evaluated and measured, as defined in the CEQ regulations, by their magnitude of impacts.

Project Background



The Fort Fairfield LPOE is located at the U.S.-Canada border, between Fort Fairfield, Maine, and Andover, New Brunswick, Canada. The LPOE accommodates non-commercial vehicles and commercial vehicles entering the U.S. from Canada westbound on SR 161. There is periodic bus traffic at this Port. The port has been operating since 1935, with existing facilities constructed in the 1930s. The existing main building was built in 1934 and is listed on the National Register of Historic Places. Due to steady increases in traffic, poor pedestrian infrastructure, lack of separations between traffic types (vehicle and pedestrian), and outdated facilities and technologies, the facilities at the LPOE no longer function adequately and pose safety and security risks for CBP officers and the traveling public. The current LPOE is obsolete and cannot accommodate modern inspection and border security technologies. The existing facility is undersized and outdated as it relates to mechanical, electrical and plumbing systems. When completed, the new LPOE will provide adequate operational space, reduced traffic congestion, and safe conditions for employees and travelers.

Further information about the project can be viewed at: http://gsa.gov/fortfairfield.

General Services Administration

Fort Fairfield Land Port of Entry, Fort Fairfield, Maine
Environmental Assessment

PUBLIC SCOPING MEETING HANDOUT

Alternatives Considered

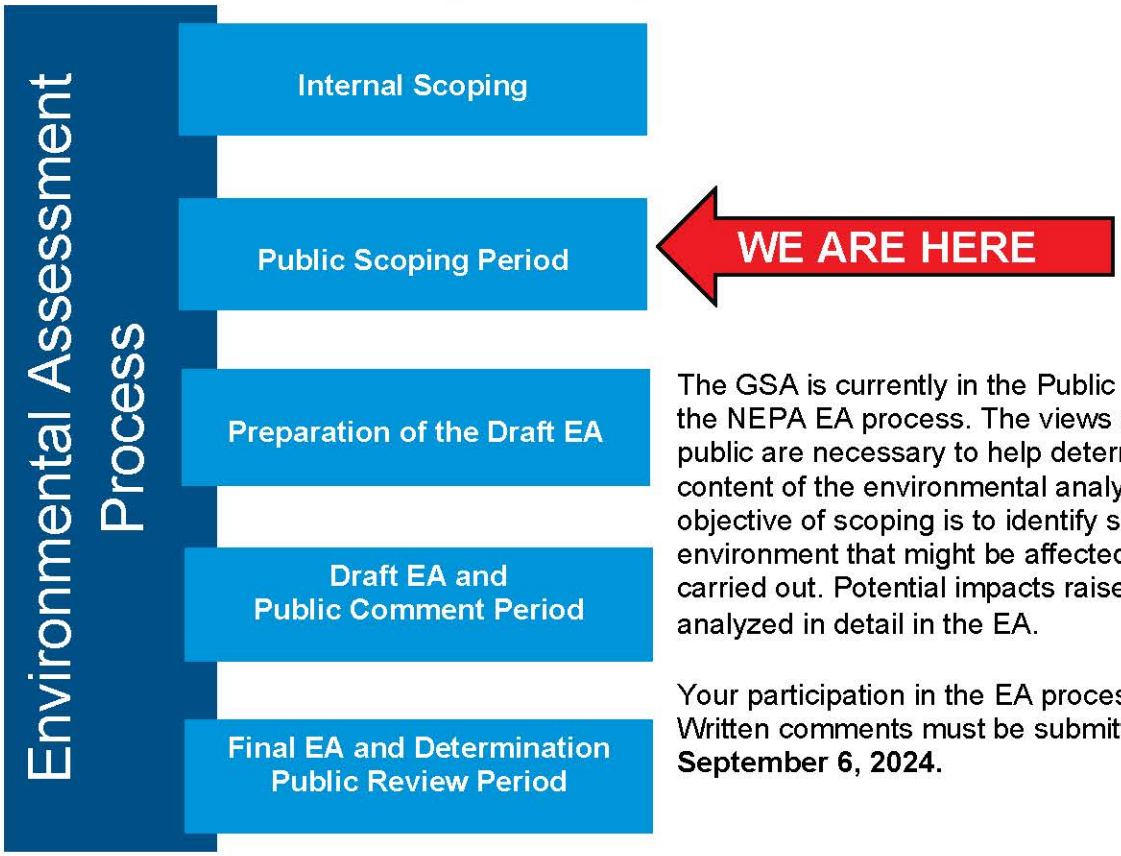
The EA will consider "action" alternatives and a "no action" alternative.

The action alternatives may include:

- Construction of a new LPOE facility; creation of a new access road; realignment of inbound and outbound lanes; combination of commercial and non-commercial inspection function in a single facility
- Acquisition of additional land and highway right-of-way
- Relocation of the existing main building listed on the NRHP
- Provision of a snowplow turnaround on the U.S. side of the border

Under the no action alternative, CBP 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 greatly appreciated. Written comments must be submitted to GSA by **September 6, 2024.**

Comments can be emailed to fortfairfield.lpoe@gsa.gov or mailed to:
General Services Administration
Attention: Nick Budris, Project Manager
GSA - PBS - Design and Construction Division New England Region
202 Harlow Street
Bangor, ME 04401

For further information, please contact Nick Budris, Fort Fairfield Project Manager, General Services Administration at (207) 254-4003 or fortfairfield.lpoe@gsa.gov.

General Services Administration

Fort Fairfield Land Port of Entry, Fort Fairfield, Maine
Environmental Assessment

PUBLIC SCOPING MEETING HANDOUT

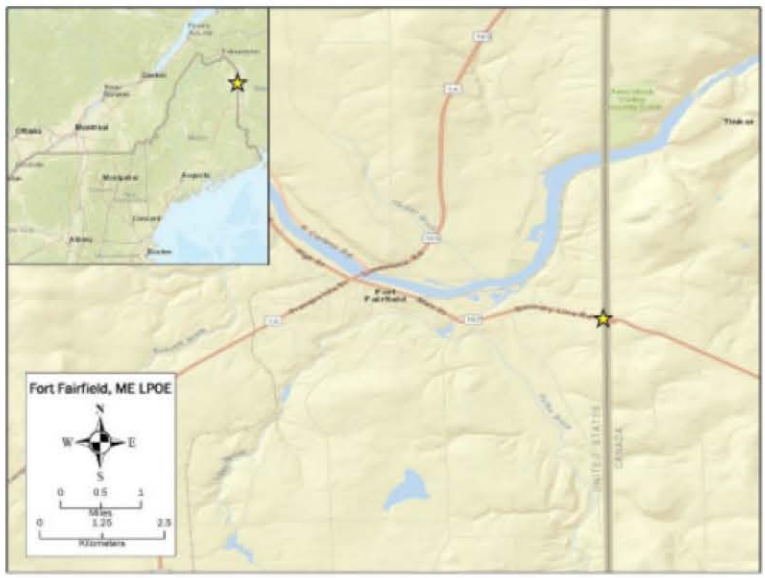
Summary

The U.S. General Services Administration (GSA) is proposing to modernize the Fort Fairfield Land Port of Entry (LPOE) in Fort Fairfield, Aroostook County, Maine. The proposed project would improve the operational efficiency, safety, and security for U.S. Customs and Border Protection (CBP) personnel and cross-border travelers at the LPOE. The existing facility can no longer adequately support the mission requirements of CBP. Specifically, the deficiencies at the LPOE fall into two broad categories: 1) limited capacity and facilities for port operations; and 2) the existing building's 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 Fort Fairfield LPOE. Concurrently GSA will initiate consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, along with NEPA compliance, as the current main building is listed on the National Register of Historic Places (NRHP).

The GSA is providing an opportunity for the public, stakeholders, and government agencies to provide input during the EA preparation. The social, economic, and environmental considerations are evaluated and measured, as defined in the CEQ regulations, by their magnitude of impacts.

Project Background



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Further information about the project can be viewed at: http://gsa.gov/fortfairfield.

General Services Administration

Fort Fairfield Land Port of Entry, Fort Fairfield, Maine
Environmental Assessment

PUBLIC SCOPING MEETING HANDOUT

Alternatives Considered

A previous version of this document incorrectly stated the action alternatives information. The corrected information is highlighted below.

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

- Acquisition of additional land.
- Construction of a new main building, noncommercial vehicle inspection area, commercial vehicle inspection area, enclosed CBP parking, and enclosed mechanical/electrical yard.
- Renovation of the existing historic port building for GSA program space.
- Construction of a separate gate and entrance to the port for CBP and GSA staff to minimize interruptions of port operations and traffic flow.

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

National 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 greatly appreciated. Written comments must be submitted to GSA by **September 6, 2024.**

Comments can be emailed to fortfairfield.LPOE@gsa.gov or mailed to:
General Services Administration
Attention: Nick Budris, Project Manager
New England Region
202 Harlow Street
Bangor, ME 04401

For further information, please contact Nick Budris, Fort Fairfield Project Manager, General Services Administration at (207) 254-4003 or fortfairfield.LPOE@gsa.gov.

WELCOME

PROPOSED MODERNIZATION PROJECT AT THE
FORT FAIRFIELD LAND PORT OF ENTRY
FORT FAIRFIELD, MAINE

ENVIRONMENTAL ASSESSMENT
PUBLIC SCOPING MEETING

July 30, 2024

Fort Fairfield Middle High School

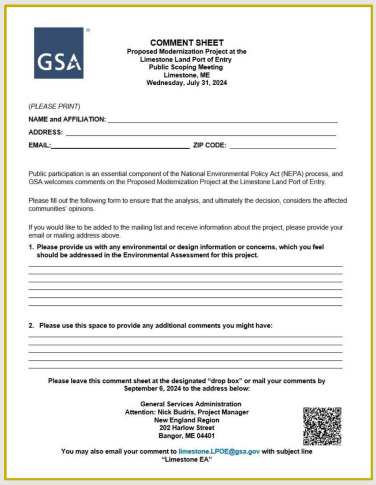
5:00 PM to 7:00 PM

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 September 6, 2024.

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



COMMENT SHEET
Proposed Modernization Project at the Limestone Land Port of Entry
Public Scoping Meeting
Limestone, ME
Wednesday, July 31, 2024

(PLEASE PRINT)
NAME and AFFILIATION: _____
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 Limestone 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. Please provide us with any environmental or design information or concerns, which you feel should be addressed in the Environmental Assessment for this project.

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

Please leave this comment sheet at the designated "drop box" or mail your comments by September 6, 2024 to the address below:

General Services Administration
Attention: Nick Budris, Project Manager
New England Region
202 Harlow Street
Bangor, ME 04401

You may also email your comment to limestone.LPOE@gsa.gov with subject line "Limestone EA"

- **BY E-MAIL.** Send comments to:

fortfairfield.LPOE@gsa.gov
(Please include *"Fort Fairfield EA"* in subject line.)

- **BY MAIL.** Send comments to:

General Services Administration
Attn: Nick Budris, Project Manager
New England Region
202 Harlow Street
Bangor, ME 04401

- **BY QR CODE.** Scan this code and submit comments online.

NEPA PROCESS

INTERNAL SCOPING

- GSA identified a need to update the Fort Fairfield LPOE with current land port design standards and operational requirements of the CBP while addressing existing deficiencies identified with ongoing LPOE operations.
- GSA conducted a Feasibility Study [August 2019] to explore viable alternatives to accommodate the Fort Fairfield LPOE operations.

PUBLIC SCOPING PERIOD ★ WE ARE HERE

- 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 September 6, 2024.

PREPARATION OF 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).

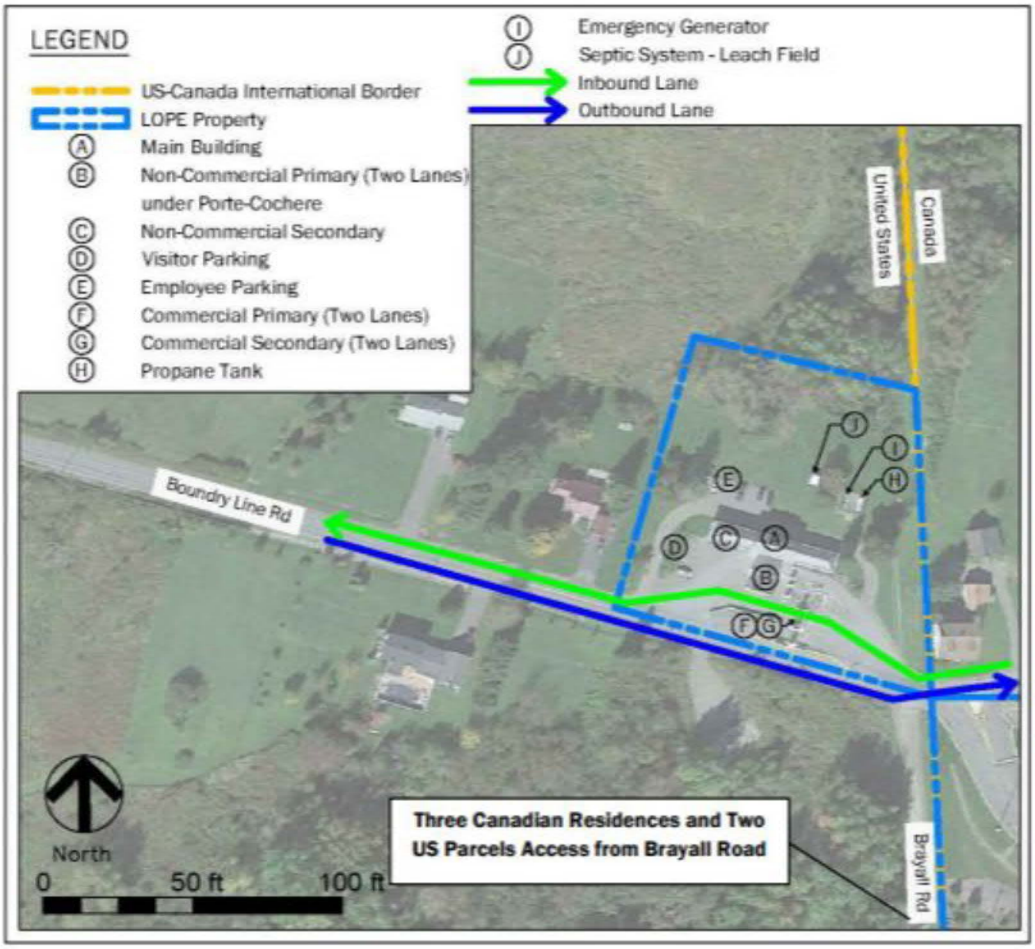
DRAFT EA & PUBLIC COMMENT PERIOD

- GSA notifies the public that the Draft EA is available for public review.
- 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 & DETERMINATION PUBLIC REVIEW PERIOD

- 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.

PURPOSE AND NEED



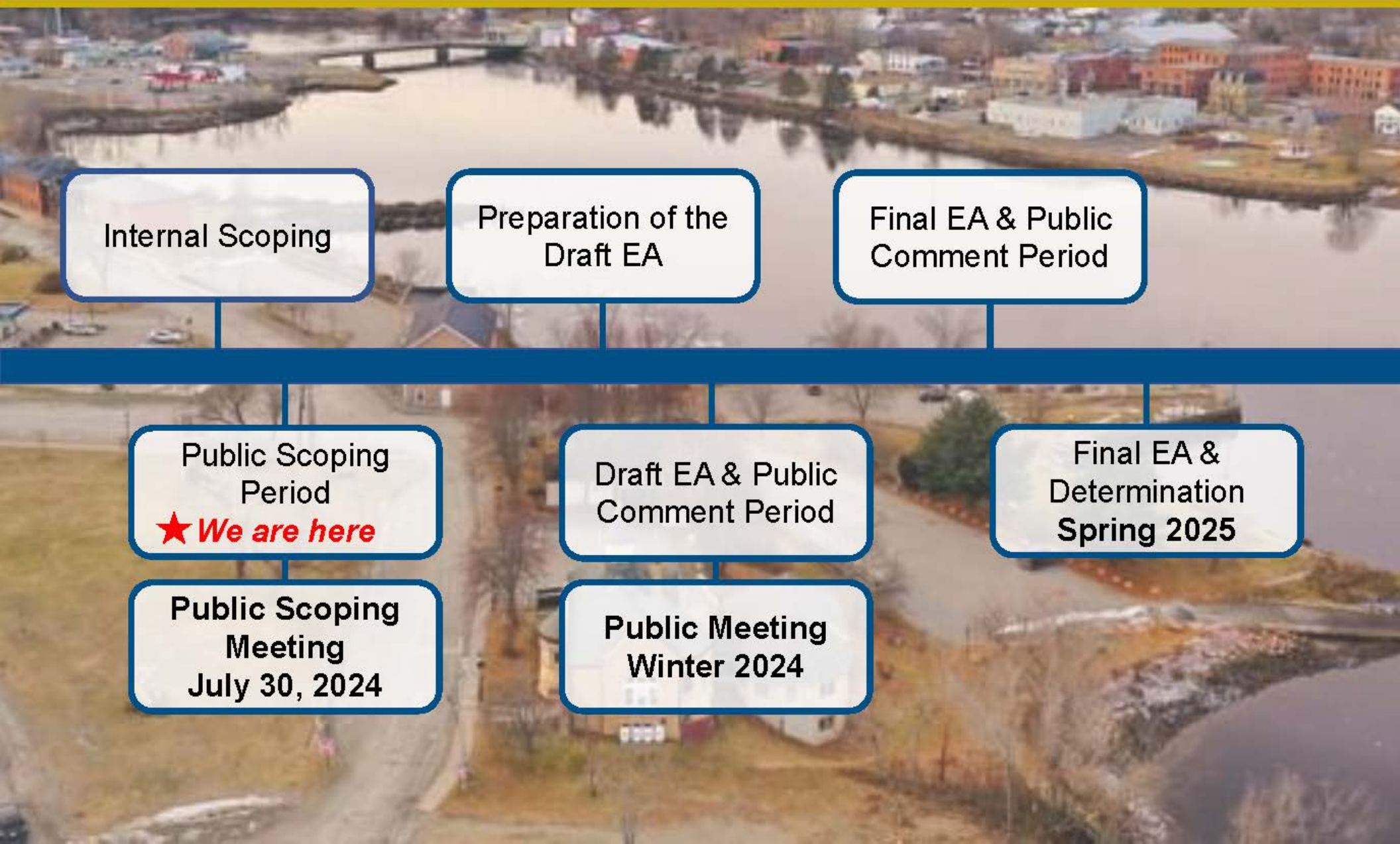
Existing Transportation Network (Feasibility Study, August 2019)

Purpose.
The purpose of the project is for GSA to support U.S. Customs and Border Protection's (CBP) missions by bringing the Fort Fairfield 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.

Need. The Proposed Action is needed to:

- Increase processing efficiency and capacity
- Reduce traffic queues and travel delays
- Minimize conflict points among passenger vehicles and pedestrians
- Improve line-of-sight to inbound traffic
- Provide better line-of-sight between U.S. and Canadian LPOEs
- Allow existing LPOE to remain in current location and continue to function as part of the Fort Fairfield LPOE

NEPA TIMELINE



Internal Scoping

Preparation of the Draft EA

Final EA & Public Comment Period

Public Scoping Period

★ *We are here*

Public Scoping Meeting July 30, 2024

Draft EA & Public Comment Period

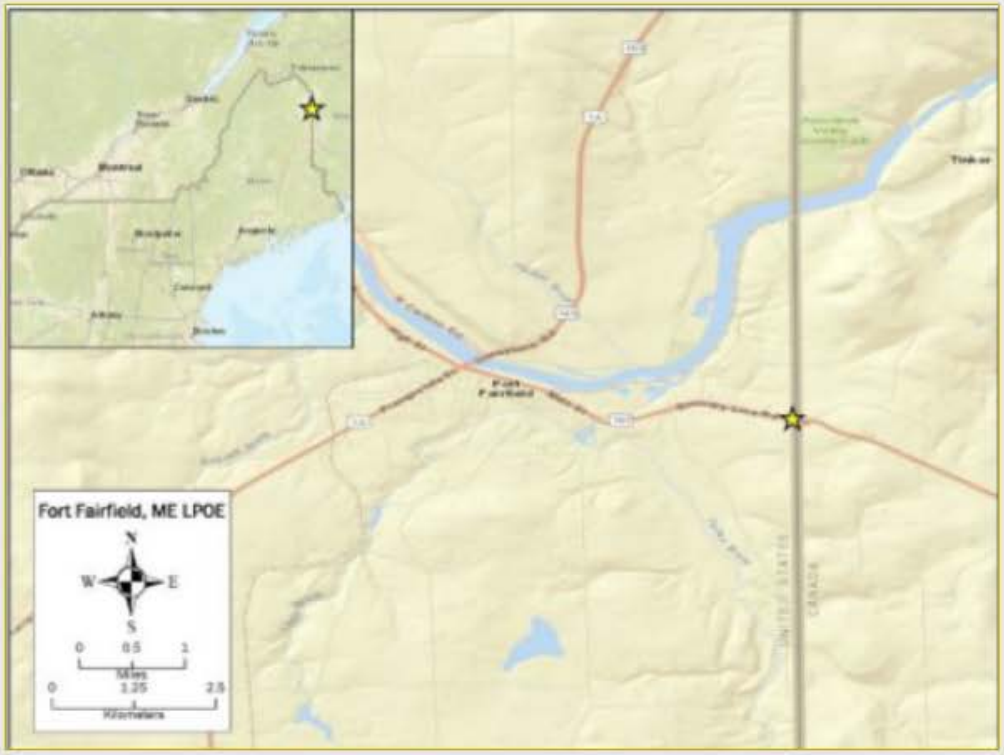
Public Meeting Winter 2024

Final EA & Determination **Spring 2025**

PROJECT BACKGROUND

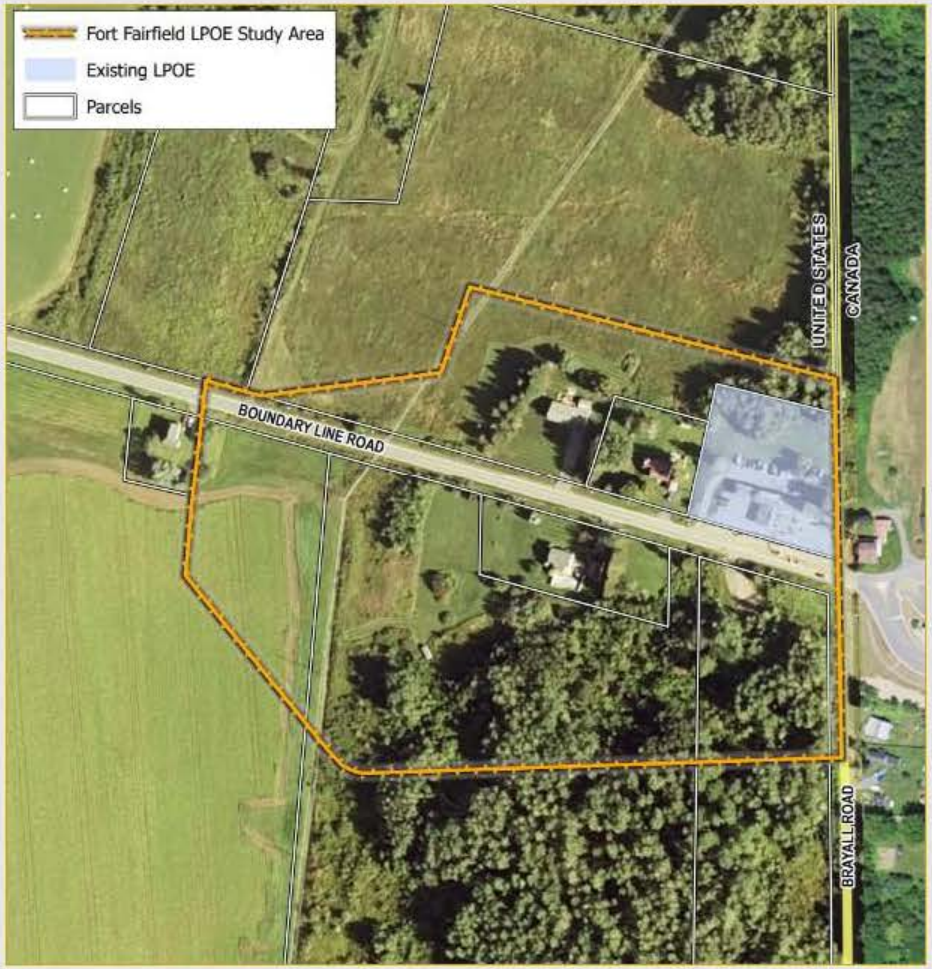
The Fort Fairfield LPOE is located on the U.S.-Canada border, between Fort Fairfield, Maine, and Andover, New Brunswick, Canada. It links SR 161 to NB 190 with the Canadian Border Services Agency facility on the opposite side of the border.

The LPOE accommodates non-commercial vehicles and commercial vehicles entering the U.S. from Canada westbound on SR 161. There is periodic bus traffic at this Port. The LPOE has been operating since 1935, with existing facilities constructed in the 1930s.



The existing main building built in 1934 is listed on the National Register of Historic Places. Due to steady increases in traffic and outdated facilities and technologies, the facilities at the LPOE no longer function adequately and pose safety and security risks for CBP officers and the traveling public. The current LPOE is obsolete and cannot accommodate modern inspection and border security technologies. The existing facility is undersized and outdated as it relates to mechanical, electrical and plumbing systems. When completed, the new LPOE will provide adequate operational space, reduced traffic congestion, and safe conditions for employees and travelers. The Environmental Analysis will analyze the potential environmental impacts of the project.

PROPOSED ALTERNATIVES



The Environmental Assessment will consider **"action" alternatives and a "no action alternative.**

The action alternatives may include**:**

- Acquisition of additional land.
- Construction of a new main building, noncommercial vehicle inspection area, commercial vehicle inspection area, enclosed CBP parking, and enclosed mechanical/electrical yard.
- Renovation of the existing historic port building for GSA program space.
- Construction of a separate gate and entrance to the LPOE for CBP and GSA staff to minimize interruptions of port operations and traffic flow.

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

National Historic Preservation Act: Section 106

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires GSA to consider the effects of federal undertakings on historic properties. If a federal or federally-assisted project has the potential to affect historic properties, a Section 106 review must take place.

Step 1: Initiate Section 106	Step 2: Establish the Area of Potential Effect (APE)	Step 3: Identify Historic Resources	Step 4: Evaluate Effects on Historic Resources	Step 5: Resolve Adverse Effects (where necessary)
GSA identifies potential stakeholders and creates a plan for public involvement.	The geographic area that the project may impact is established.	Historic resources that are either listed in or are eligible for listing in the National Register for Historic Places are identified through survey, research, and public input.	The potential effects on identified historic resources are evaluated. If there are no potential effects, or no potential adverse effects, the process may end here.	If there are potential adverse effects, GSA will explore measures to avoid, minimize, or mitigate those effects. The resolution will result in a Memorandum of Agreement (MOA) or Programmatic Agreement (PA) recording the agreed upon measures to resolve the adverse effects.

COMMENT SHEET

Proposed Modernization Project at the
Fort Fairfield Land Port of Entry
Public Scoping Meeting
Fort Fairfield, ME
Tuesday, July 30, 2024

(*PLEASE PRINT*)

NAME and AFFILIATION: _____

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 Fort Fairfield 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. **Please provide us with any environmental or design information or concerns, which you feel should be addressed in the Environmental Assessment for this project.**

_____
_____
_____
_____
_____
_____

2. **Please use this space to provide any additional comments you might have:**

_____
_____
_____
_____
_____

Please leave this comment sheet at the designated "drop box" or mail your comments by September 6, 2024 to the address below:

General Services Administration
Attention: Nick Budris, Project Manager
New England Region
202 Harlow Street
Bangor, ME 04401

You may also email your comment to fortfairfield.LPOE@gsa.gov with subject line "Fort Fairfield EA"

FOLD

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RETURN ADDRESS

PLACE STAMP HERE POST OFFICE WILL NOT DELIVER WITHOUT PROPER POSTAGE

General Services Administration
Attention: Nick Budris, Project Manager
New England Region
202 Harlow Street
Bangor, ME 04401

FOLD

TAPE HERE

APPENDIX E: MEETING SIGN-IN SHEET

Proposed Modernization Project at the Fort Fairfield Land Port of Entry Fort Fairfield, Maine

General Services Administration (GSA)

Name	Address	Email	Phone Number
Megan Waceken	[redacted]		
Larry Comiskey			

Public Scoping Meeting | Fort Fairfield Middle High School | July 30, 2024 | 5:00 to 7:00 PM

Proposed Modernization Project at the Fort Fairfield Land Port of Entry Fort Fairfield, Maine

General Services Administration (GSA)

Name	Address	Email	Phone Number
TERRY BRAYALL	[redacted]		
Paula Brewer			
Tim Goff			
Chris Doughty			
JASON GILPATRICK			
Barbara Hayslett			
Crystal Watson			

Public Scoping Meeting | Fort Fairfield Middle High School | July 30, 2024 | 5:00 to 7:00 PM

Proposed Modernization Project at the Fort Fairfield Land Port of Entry Fort Fairfield, Maine

General Services Administration (GSA)

Name	Address	Email	Phone Number
Trista Hovel	[redacted]		
Mowell			
Dana Delano			
Sean Bernard			
TIMOTHY SCOCIE			
DANIEL CLARK			
Gerry Beaulieu			
Steve Adams			
Norman S Miller			
Daniel J. Yoder			

Public Scoping Meeting | Fort Fairfield Middle High School | July 30, 2024 | 5:00 to 7:00 PM

APPENDIX F: PUBLIC SCOPING MEETING TRANSCRIPT

STATE OF MAINE

Public Meeting on the Scoping and Development of an Environmental Assessment for the Fort Fairfield Land Port of Entry Modernization Project.

FORT FAIRFIELD MIDDLE HIGH SCHOOL CAFETERIA
28 HIGH SCHOOL DRIVE
FORT FAIRFIELD, MAINE
TUESDAY, JULY 30, 2024
5:10 P.M.

Taken before Tammy Smith, a Notary Public in and for the State of Maine, on Tuesday, July 30, 2024, at the Fort Fairfield Middle High School Cafeteria, 28 High School Drive, Fort Fairfield, Maine, commencing at 5:10 p.m., pursuant to notice given.

DON THOMPSON & ASSOCIATES
COURT REPORTING
dtreport@myottmail.com
207-394-3900

Appearances:

PAUL HUGHES	GSA Regional Public Affairs Officer
NICK BUDRIS	GSA Project Manager
TINA SEKULA	JMT Senior Environmental Protection Specialist
SARA MASSARELLO	GSA Real Property Disposition
KELLY MORRISON	GSA Community Engagement

TRANSCRIPT OF PROCEEDINGS

* * * * * *

MR. HUGHES: Thank you all for being here. My name's Paul Hughes. I'm a regional public affairs officer for Region 1 of New England GSA. I'm your de facto host. I just wanted to do some quick introductions.

On behalf of the GSA and our partners, CBP, thank you all for being here tonight. This is our first official public meeting as part of the process for the new land port of entry in Fort Fairfield.

Some of you may remember that we, late last year, had a community engagement meeting right over there in the cafeteria. That was an informal meeting just so you'd get to know us and know what [sic] we were here and what we were doing. This is the first official meeting in the process for this port.

This is a critical step in the environmental impact statement process for this port. We are here tonight to give you a high-level overview of what this project is about, but more importantly, we are here tonight to hear your comments about the port.

And I'll go over this probably at the end. There's several ways you can give us those comments, but those comments are a critical part of the process in helping GSA determine how we are going to move forward.

If you were here for the community engagement meeting, you probably heard me say we are at the very early stages of a long and complex process. We don't know yet what this is going to entail. We don't know how it's going to look, what it's going to be. Right? That's why your input tonight is important, because we need that to inform our decision moving forward.

So now you've heard me talk a lot, two minutes. There's a few other people here that are important that you need to know. Right? Nick is the project manager for Fort Fairfield, lives in the community. He will be on this project from now until the end of time, when it opens.

We also have Tina, who is with JMT. She is overseeing this NEPA process. Accurate? Thank you.

We have Kelly, who is community

engagement. She has been out here talking to all the different organizations, the government, all you folks that are impacted by this, businesses.

And lastly, we have Sara, who is with --

MS. MASSARELLO: GSA.

MR. HUGHES: Yes, GSA, but she's on the property -- on the real estate side. So that is high, high level. Right?

So at this point, I'm going to let them all do their intros, and I'm going to go over here, because it's really hot in here.

MR. BUDRIS: Hello, everybody. My name's nick Budris. I'm the project manager for GSA. Of course, I moved here in 2017. Welcome. It's good to see everybody here. It's a little bit bigger turnout than we had the last time.

I am the project manager. So I'll be handling and managing the coordination of the project until somebody fires me. So I'm excited to do so. I'm excited to be part of the community. It's nice to see something in town that's going to be a part of -- that does good for the community. So I'm excited.

We're definitely looking forward to hearing all your concerns and input.

Now I'd like to hand it off to Tina.

MS. SEKULA: Thank you. So good evening. My name is Tina Sekula. I work with JMT, and we are the NEPA contract manager or the NEPA contractor. NEPA stands for the National Environmental Policy Act. So we will be preparing the environmental assessment on the project. We will be talking about the environmental assessment. We'll be talking about the different alternatives and how they may or may not impact the resources within the study area.

So if you have any questions about the NEPA process, please feel free to ask away. And now I'll hand it over to Sara.

MS. MASSARELLO: Hello, everyone. I'm Sara Massarello with GSA, and I'm on the real estate side. So for folks that have property that is within the study area, I'm the main contact for those folks, because if you're in the study area, then there's the potential that an alternative might directly impact your property. So for folks that are within the

study area, I'm working directly with you throughout the process, and that's me.

MS. MORRISON: Hi, everyone. Thank you for being here. Kelly Morrison, community engagement. And I recognize a lot of people from the previous session. So thank you for coming.

As a reminder, that was an opportunity for GSA to introduce ourselves to the community. These projects are very long term, and we will be here and want to make a positive impact while we are physically present. Additionally, I've been working with the town manager, Mr. Tim Goff over here, about grant opportunities.

These projects are funded through the Biden-Harris Building Infrastructures Law money, and there are other federal agencies, EPA, or Environmental Protection Agency; Department of Transportation; and several other organizations who have grant moneys for rural communities. So we're trying to leverage that money and make sure that we can make a more positive impact here, whether that's for the road project or any of the many

several projects you have going on.

Additionally, we've been bringing in the stakeholders, like the Amish community. Thank you, Mr. Miller, for being here and representing that group.

So we are really just trying to make our presence known, hear from the community, and ensure that your input is heard and integrated into the project.

Thank you.

MS. MASSARELLO: So we have an -- this is an open-house process here. So all the posters are here to explain some information about the project. If you have specific questions, of course, come and ask us. If you have comments you'd like to make for the record, you can speak with our court reporter/stenographer, and they'll then be part of the public record for us to, of course, consider during the scoping period.

And I just started talking, but if you have comments that you -- if you can't think -- if you don't think of them right now or you think of them, you know, next week or two weeks from now, there are many ways for

you to provide comments. We have comment cards here in the back if you want to take them and mail them back to us. We have a QR code if you want to take a photo with your phone. I'm not a tech person. I don't know how that works, but somebody tells me it does work. You can also mail any letters or cards directly to Nick. And then, also, the email address, which is a dedicated email address; so it goes to everyone on the team, both to be part of the public record and also if there's a specific question that perhaps some of the team can answer directly or we can move it to someone who is -- if it's a question that maybe isn't specific to this project but perhaps somebody else at GSA is doing it, we can also direct it to someone else within the agency.

So we want to hear from you. September 6th is the deadline for us to consider that comment during our public scoping period. So tell your friends, neighbors, other folks in the community, if they weren't able to attend today, to please make sure to provide us with comments. It's

really important for us to hear from all of you about the port and as we develop the alternatives for the port.

MS. SEKULA: And also, please sign if you have not already, because if you sign in, you'll be part of the distribution list, and so you'll be informed as the project progresses. And -- yeah. And the -- Sara just mentioned about the comments. And then also on the table next to the sign-in sheet, there's a little handout, again, reiterating how to submit your comments, as well as information about the project.

MR. HUGHES: And more importantly, next to that sheet, there are cookies.

MS. MORRISON: And if I may, if anyone here would like to speak to me, I would be happy to make a connection. Today, I was at Loring Job Corps Center in Limestone building a relationship with the director there and discussing ideas of how we can strategize to get those graduates to potentially be connected with subs and primes to potentially work on these jobs.

And this morning, I was made -- informed

of a matchmaker event that will be on August 15th in Madawaska. So I only got the details this morning, but I will pass those along to Mr. Goff and anyone else who comes up to me who might be interested. That's dedicated for small businesses that might be interested in the solicitation process for these projects, and that is following the Madawaska Land Port of Entry -- so -- ribbon-cutting ceremony. So that's happening August 15th, and then 1:00 to 4:00 -- the venue is still being ironed out, but I just want you to know that we are -- we have a presence up here. We had an industry day last November in Portland, and that is way too far south for all of you.

So if there are additional people who are interested in small business resources, government contracting, things of that nature, please feel free to chat with me.

MS. MASSARELLO: If anyone has any questions or comments you want to throw at us now, that's also fine, or you can mill around or whatever you all would like.

MR. BUDRIS: Don't feel shy. I'm sure we

all have our (indiscernible).

TOWN MANAGER GOFF: So I have a question. I met with Shawn earlier today. Are those comments part of the public record, or do I need to reiterate everything I had in that conversation with Shawn?

MS. MASSARELLO: That's a good question.

AUDIENCE MEMBER: I would reiterate them.

TOWN MANAGER GOFF: Okay. So then I'll start to -- one of the main concerns from the Town's perspective is, what happens to the resident of Brayall Road and how that road is manipulated, configured, what have you, once construction starts and is then completed? So there's one Fort Fairfield resident that lives on Brayall Road. It's already a challenge, especially since COVID, for our plow truck operators to go plow that part of -- the U.S. side of that road that has six other residents that live on it. And then, ultimately, I get stuck in the snafu that is the limbo land between the two countries, and then delays our driver sometimes, sometimes it doesn't. I certainly hope that we can address that with a turnaround or some other infrastructure to

assist in the plowing of that port facility, because right now, it's a mess, and the -- and sometimes our drivers get detained because there's different -- they haven't left the U.S. side of the country. So sometimes they got stopped, and -- I guess delayed -- is probably better than detained -- I guess is the word I would use.

So I certainly just want to make sure that that's on GSA's radar, that the Brayall Road road is a unique challenge for us to maintain as part of the town, and at the same time, there's a resident who could potentially be stuck in limbo should that border crossing be closed.

MR. BUDRIS: So, Tim, your concern is a good concern. It's not without consideration. All the options that we're looking at will have some sort of consideration for the homeowners in that area. We're not going to leave any homeowners high and dry. That also extends into coordinating with CBSA as well, since we do have some Canadian residents in the same location. So it's not the easiest problem to have, but we're -- it's high on our

radar. And our goal is to try to make it as smooth as possible for everybody while making it a safe and maintainable area to work in.

TOWN MANAGER GOFF: You just made my 8:30 meeting with our public works director that much more tolerable because I said that out loud. I just want to make sure we have that on the record. That's really one of my major concerns. The rest of it is excitement and trying to figure out what it is you folks are doing. That would be the one point I want to make sure we get on there, is that that has to be a prime consideration in this process.

MR. BUDRIS: Thank you for your concern.

AUDIENCE MEMBER: I second that because I'm the resident on Brayall Road, and it -- it makes a big difference. I own a hunk of property there, and if I get in or off or on it --

MR. BUDRIS: Trust me, your logistics aren't the easiest. And again, it's some of your Canadian neighbors as well. But however that port is or isn't done, you're the first consideration, meaning, we're always going to try to make a space where you can safely go

through and won't require going through Canada. We're not doing anything to change your residence. We're definitely not doing anything to change your -- you may have to go out of that area a little different, potentially, just because of way the port is built, but that road will be constructed if that's the case. You're not going to be left with a gravel road with nothing there if we have to work on it.

Is that fair enough, Sara?

MS. MASSARELLO: Absolutely.

AUDIENCE MEMBER: Were you here when they did River to Easton? Were you up here then?

MR. BUDRIS: I wasn't here for Easton. I came in 2017.

AUDIENCE MEMBER: They built that guy about a 1,500 foot driveway and gave him a tractor to deal with it all winter long, snowblow it or whatever, so he wouldn't have to go through the port. But that was an option. They built a road right down through beside it. But anyway, that was years ago. I think we should get an interstate, like, right up through Janet's farm to your house.

MR. BUDRIS: The bottom line is, it is absolutely a consideration as part of the project, because we have you and have those other residents there, and we have to have some sort of positive resolution between ourselves and CBSA as well. That would include making proper provisions for both sides.

What other questions, guys? Do you want me to talk a little bit about kind of where we're at in the project process?

MS. MASSARELLO: I think so. Yeah.

MR. BUDRIS: Sure. Sure.

So currently, we're finishing the project development study. We'll be receiving financial information, budgetary information about the project, a handful of options that the architects and engineers have provided. Once we get to a point where we can work within budget, we can then whittle it down to an option. At the same time, in concert with NEPA, NEPA still has to go through the listening sessions and input from all you folks as well -- I don't know if this is not necessarily not directly tied to the land

acquisition -- all those pieces as well. It's kind of a concert.

But we have a long ways to go, even currently. We probably wouldn't be starting, let's say, some sort of the plan until probably late fall, maybe even later. We've got the jobs and budget, folks. So budget first.

MS. MASSARELLO: And I think as we take in your comments during this period and then our architect and engineering firm takes into consideration, of course, the needs of CBP and GSA, we'll be developing alternatives and then come back. That's the period there where it says preparation of the draft EA. That will be going on for the next few months, and then the expectation is to come back out here in the winter of 2024, which is a broad season. It depends a little bit on the comments we see. It depends on the budget, you know, being worked through and the alternatives being developed, but those -- we would come back here and present those options to you all, whether it's one, two, three, four, and five. I don't know how many options it will

be, but we'll come up here in a more formal presentation way with probably, you know, slides and, of course, the options being shown on different pages. We'll have that on our websites as well. So it will be a lot easier to comment directly once you see an alternative, of course, but --

So right now is where we're asking you to just to -- kind of like Mr. Goff said, how are you going to the port? Are there challenges that you have, things that you'd like us to consider? I'm trying to think of some other prompts to help as we're coming up with alternatives. Would you prefer to be coming in from the north or further to the south or -- I don't know. I'm just throwing out some things. We want to be able to develop the options, thinking about ways that you all use the port.

So that's kind of really the way that we're asking for the questions and comments now, and then we would come back in the winter with the alternatives. We'll, again, ask for your comments. And there will be plenty of -- likely, you'll have more specific comments at

that time, because you'll be saying, I don't like how this road goes over here, I want the building to be over here, whatever it is that you might say, and then take those comments and then make a final determination on the preferred alternative, which is looking to be sometime in the spring of 2025 stage. And then we'll go through the design effort, the site acquisition effort, if that's the case.

And then the expectation is the construction would start in late summer 2026, early fall 2026, somewhere along those lines. So give or take two, two and a half years from now is the expectation for the construction to start, you know, assuming that we get the budget all worked out and things are happening.

(Thunder rolling outside.)

That was very ominous.

DANA DELANO: Good evening. Dana Delano. I'm with Maine APEX. Can I just tell you real quick, I'm here to help you and the small businesses. APEX is a program through the Department of Defense, paid for by the Department of Defense at Northern Maine

Development Commission in Caribou.

So if you're a small business and you want to do business with the federal government and you're going, how do I do that? You have to register. You have to, you know, do some things to be either a prime or a subcontractor with them. And it's a free program. I'm willing to help any small businesses. So if you know small businesses that want to do business here, you know, have them get in touch with I me, and I'm happy to help them.

You think about -- I think about the land port of entry in Madawaska, and I can think of 30 little companies, you know, 1 person to 50 people that have done anything from aggregates to cleanup to metalwork over here. There's millions of dollars to be had here, and if any of your friends or fellow businesspeople want to do business, we do it with not just the Department of Defense, but GSA. You know, I do webinars just on how to do business with GSA all the time.

So it's a free program. Come see me at Northern Maine Development Commission. I'm

happy to help you.

MR. BUDRIS: Thank you.

AUDIENCE MEMBER: What's that last name again, sir?

DANA DELANO: Delano.

AUDIENCE MEMBER: Okay.

DANA DELANO: I can cut your hair, too.

MR. BUDRIS: No, he's absolutely right. We're all in some form or fashion involved with the Madawaska project. Absolutely, there is a lot of local labor and products being built. So we're looking for the same thing. Local participation, small businesses, whoever, we can find a way to help you. Please let us know. Please let him know. We're here for you guys, the small businesses for sure, and larger business as well.

TOWN MANAGER GOFF: Tim Goff again. One item I would hope any of you folks can address, because it kind of came to light here in the last day or so, there's some concern that the border will be closed down for an extended period of time. I know Limestone's plan is different than Fort Fairfield's plan. It's different than Houlton's plan. But can

you speak to that at all as to what the goal or parameters are for the border closure in the duration of that, if one is intended in this project?

MR. BUDRIS: Sure. So on any project that we have, whether it be Fort Fairfield or Limestone, shutdowns of the port are a potential consideration. Really, that's going to vary by the site. Our customer, CBP, works with us to communicate if there are any issues.

THE COURT REPORTER: Can you speak up just a little bit?

MR. BUDRIS: Oh, I'm sorry.

So your concern is valid. There is a potential that the port could be shut down. We have to look at all of those options, and to be very fair to you guys, and to me, we're just a little bit early. We're probably within six to eight months where we can have a better handle on things. Again, once the budget comes into play and we get a better design and we get options and we can say, okay, this is what we want to build, you guys come back out, we all talk, we show you what

we're thinking, and then you have the ability to comment and have input on it. But it is a potential I don't want to sugarcoat. Has anything been solid, a decision been made for either town? The answer is no.

TOWN MANAGER GOFF: So if I could follow up on that. Clearly, the comment that we were having addressed to us at the town office, that it's going to be closed permanently for two years, that decision has not been made?

MR. BUDRIS: It has not been made --

TOWN MANAGER GOFF: Thank you.

MR. BUDRIS: -- to be clear for the record.

MS. MASSARELLO: And I think it would be helpful, since that's -- both -- as Nick was just speaking to as a possibility, whether it's, like, you know, closing down to switch over utilities or closing down for a portion of the construction or a full construction period, it will be really helpful for those of you both that use Fort and/or that use Limestone that you let us know what would you think of that. You know, if Fort was closed for a period of time, would you use Limestone?

Would you use Bridgewater? Would you use Hamlin, or whatever -- wherever it is that you would consider going instead or if you don't want to close at all, whatever that -- your thought process might be on those options that we might be considering, both from just a project-efficiency standpoint or a budget standpoint or insert reason, that would be great for you all to let us know, how (inaudible), if that impacts you, what changes you might make, that kind of thing. That would be helpful for us to understand.

MR. BUDRIS: Does that answer your question, sir?

TOWN MANAGER GOFF: Absolutely.

MR. BUDRIS: Thank you.

TOWN MANAGER GOFF: I knew the answer. I just wanted to make sure we asked it. The phone calls and the emails, and I'm like, we don't know.

MR. BUDRIS: Thank you for clarifying.

Well, folks, you certainly can feel free to come on up and take a look at the boards that we've drafted. It's a pretty detailed explanation of the NEPA process, the timeline.

I'm certainly willing to talk to anybody personally. Like I said, I'm a Fort Fairfield resident. And I've got to get closer. I'm just going to do one of these, guys, because my hip's getting replaced next week. So I'm not doing great there.

Please, any questions, come on up. It's not formal. Yes, we are taking notes, but we want to do that to help everybody in the community so they have a voice. That's the primary intent.

MS. MASSARELLO: And the public meeting for Limestone is tomorrow. So by all means, if you all want to come to the Limestone meeting as well, you're more than welcome. And we'll have a similar setup and similar story in Limestone as well.

AUDIENCE MEMBER: Has one of these meetings taken place for the Houlton project? Do you know?

MS. MASSARELLO: I don't know.

AUDIENCE MEMBER: Just curious.

MS. MORRISON: Houlton is just a repair and alterations project. So by the NEPA, the Environmental Policy Act, that's a simple

checklist versus formal public scoping.

AUDIENCE MEMBER: Thank you.

MS. MORRISON: You're welcome.

MS. MASSARELLO: That being said, if you have some comment or questions about the Houlton project, if you'd like -- I don't know if there's -- because it's a project that is not -- it isn't looking to expand. But I would say, if you like, you can -- you can send an email to the Fort Fairfield website, and we can -- is there a Houlton email?

MR. HUGHES: There is a Houlton, houlton.lpoe@gsa.gov. And there's a project webpage. If you go to gsa.gov/r1 and type Houlton, you can find all the information on that project as well.

MS. MASSARELLO: Okay. Even better. And if you didn't write that down quickly enough, you can also send it to this, and we can distribute it to the right folks as well.

MR. BUDRIS: And, Sara, just maybe real briefly, because we're on this eastern face as well, probably could we talk to Calais in the same boat, basically, because they're doing a NEPA process inhouse? Correct?

MS. MASSARELLO: Yeah. So we're also -- if you want to -- so, yeah, as part of the larger bipartisan infrastructure law, we're doing five ports in Maine. So Fort, Limestone, Calais, Coburn Gore, and Houlton. And so each of those has a designated project website. The -- wow -- I did not bring any -- I'll have to run to my car after this.

AUDIENCE MEMBER: Welcome to northern Maine.

MS. MASSARELLO: Yeah. Maybe it will cool everything off a bit.

So each of those has a dedicated project website. I'm not overly familiar with Houlton, but we have a dedicated email address for that as well. Each of them is on a different timeline. Each of them has a little bit different things going on, but they're always following a similar process, with the exception of Houlton, just because of the scope of the project, I guess is what I'd say. So, yeah.

I'm trying to think -- everything else is about in this phase of the scoping period moving into the draft environmental assessment

phase. So we have not presented alternatives for any of the ports yet. They'll probably all be in this fall, winter timeline that we'll be coming back out again. And for each of those, similar to Fort and Limestone, because we'll be doing a more formal presentation for those, we do record those, and then they are posted on our website as well. So if you're not able to attend -- I mean, if you all want to drive over to Coburn Gore or to Calais, you can definitely attend those, or you can watch them online. We won't have them -- it won't be a hybrid. Like, it won't be live interaction, but we'll post them online. We'll have formal comment periods, because if you all use those ports or you know people that use those ports, we want those folks to be commenting and engaging about the process as well. So please make sure and pass that information on to folks that you all know, too.

MR. BUDRIS: Thank you, Sara. I think your point was well taken, because there are a lot of folks that have family that travel on the other part of the -- up here, there's a

lot of times where contractors are either coming from here and going down to Calais or vice versa. So I know that, you know, contractors will be interested in hearing generally where we're at.

MS. MASSARELLO: A lot of the trucks go all the way from Coburn over to Calais and vice versa, so --

MR. HUGHES: I'd also like to point out that we have representatives here today from Senator Collins' office and Congressman Golden's office. They're also always at your disposal.

MS. MASSARELLO: Thank you for coming and for all the support. We really appreciate it.

MR. BUDRIS: Ladies, do you have any specific questions or concerns you'd like to raise with the group?

AUDIENCE MEMBER: No. They've all been answered.

MR. BUDRIS: Okay. Yeah. I think it's --

MS. MASSARELLO: Move around, wait for the rain to die down.

(The proceeding ended at 5:40 p.m.)

CERTIFICATE

I, Tammy M. Smith, a Notary Public in and for the State of Maine, hereby certify that this aforementioned hearing was stenographically reported by me to the best of my ability and later reduced to typewritten form with the aid of Computer-Aided Transcription, and the foregoing is a full and true record of the hearing to the best of my ability.

I further certify that I am a disinterested person in the event or outcome of the above-named cause of action.

IN WITNESS WHEREOF, I subscribe my hand and affix my seal this 5th day of August, 2024.

Tammy M. Smith, Notary Public
Court Reporter

My commission expires: January 12, 2016

APPENDIX G: INDEX OF COMMENTS BY SOURCE AND DATE

Proposed Modernization Project at the Fort Fairfield LPOE

Public Comments Received (July 30, 2024 Public Scoping Meeting)

Agency Comment Contact: Alexandra Dwyer EPA Office of Environmental Review Dwyer.alexandra@epa.gov	
Comment	**GSA Response**
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 Fort Fairfield Land Port of Entry (LPOE) in Fort Fairfield, Maine (ME). EPA has prepared 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, on behalf of the port's federal agency tenant, U.S. Customs and Border Protection (CBP), prepare a comprehensive project EA, and they pertain to port operations, meaningful public engagement and involvement, sustainability, and climate resilience. The Fort Fairfield LPOE connects Fort Fairfield, ME and Andover, New Brunswick as a port of entry across the U.S.-Canada border. Non-commercial and commercial vehicles enter the U.S. from Canada at this port which also accommodates bus traffic. According to project information provided in the scoping notice "the proposed project would improve the operational efficiency, safety, and security for CBP personnel and cross-border travelers at the LPOE." It may involve "acquisition of additional land", "construction of a new main building, noncommercial vehicle inspection area, commercial vehicle inspection area, enclosed CBP parking, and enclosed mechanical/electrical yard", "renovation of the existing historic port building for GSA program space", and "construction of a separate gate and entrance to the port for CBP and GSA staff to minimize interruptions of port operations and traffic flow". The project website indicates that "programming for the new LPOE will expand its functionality by bringing new and existing tenants with operationally aligned missions into a shared facility." In the EA, we encourage GSA to detail the nature of these additional tenants' operations, how they will affect the existing character of operations at the port, and any anticipated associated impacts. We also note that the NEPA Study Area Map contains parcels, and portions of parcels, that lie outside of	

the indicated study area outline. We suggest that the EA describe if there is anticipated use of these parcels that lie outside of the study area and suggest that GSA include them within the study area if project related work or impacts are anticipated. The EA should describe how GSA proposes to ensure appropriate, timely, and meaningful stakeholder involvement in project decisions. Project materials state that "this project will improve the conditions for economic, cultural, and familial connections. The people who live along the border depend on this deep, cross-border community engagement, often crossing through the ports daily for jobs, mutual aid, and everyday life." We encourage GSA to engage intentionally with stakeholders in the decision-making process for this project given the LPOE's known importance to them. We note broadband gaps in the project vicinity, according to EJScreen, EPA's environmental justice mapping and screening tool that provides EPA with a nationally consistent dataset and approach for combining environmental and socioeconomic indicators. We suggest that GSA adopts outreach measures, such as the use of mailers, that facilitate communication without the need for on-line connectivity. To ensure that the project outcome is accessible, we also encourage GSA to discuss how the project will be designed with accessibility considerations in mind. The EA should also address anticipated community impacts associated with the proposed project, particularly with respect to construction-stage impacts that may disrupt access to the port, property acquisition, and measures to mitigate these impacts. The document should describe if GSA's development of the parcels indicated in the Fort Fairfield LPOE Study Area will result in meaningful impacts to community members and how GSA could mitigate such impacts. We note that the project area is characterized by low-income population, limited English-speaking population, individuals with less than a high school education, and who are facing unemployment (per EJ screen). The project website identifies several issues that will be addressed in the NEPA process including sustainability. It 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." EPA supports these objectives and suggests that the EA specifically explain how the facility (buildings and grounds) will be designed to meet these goals. We note that the project site is characterized by 87th percentile flood risk (per EJScreen) and that waterways and wetlands intersect the parcels indicated on the NEPA Study Area figure. The EA should describe how the project will be designed to withstand potential flooding and other impacts associated with climate change such as extreme storms and heat. It should detail whether project activities in these parcels will result in impacts to natural resources including wetlands, streams and associated upland and wetland habitat. EPA also encourages GSA to discuss the National Historic Preservation Act (NHPA) requirements associated with this project within the EA.	

Thank you for the opportunity to provide NEPA scoping comments for the Proposed Fort Fairfield 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) 918-1150 or dwyer.alexandra@epa.gov.	

Public Comment

Contact:
Terry Brayall
Tebray02@gmail.com

Comment	GSA Response
I reside on Brayall Road and will be impacted by the modernization project. Consideration should be given to the following data. -The Brayall Road predates the Port of Entry; it was formally called the Lennin Road. I have documentation of people living on this property since 1920s -The Town of Fort Fairfield has an easement for the portion of the Brayall Road, approximately 1/4 mile of that is on my property. -Maintenance for this road consists of grading it once a year, mowing the side of the road once a year and plowing snow during the winter -20 acres of my property currently has road front access -The current resident's family has lived here for 66 consecutive years -US postal service delivers mail to the residence -School bus pick up has traditionally been in front of the house My present concerns are: -What will access to my home and property be like for me, service providers and visitors -Will the new road access/Port of Entry result in unreasonable complications for me, delivery and service people -What effect will an alternative access route have on the potential value of my property -Are provisions being factored in for the two Canadian residences that currently use the road Future considerations I have: -How would adding additional house lots on the property impact the planned access point -How would a potential business at this location be affected by the planned access point -Would the proposed access point result in isolation and limiting services for the residents Other Considerations	Thank you for contacting GSA's Public Buildings Service, Fort Fairfield, ME Land Port of Entry project team. Your comment has been received. We sincerely appreciate your interest in this project.

-Border security needs to be considered when reconfiguring the access point to the Brayall Road. BP regularly use the road to access the international line and check monitors Thank you for considering my points of interest.	

Public Comment Contact: Vicki Michaud Vmichaud71@gmail.com	
Comment	**GSA Response**
I am a Canadian citizen that lives in Plaster Rock NB and travels to work in Caribou Maine. I am an RN and work at Cary Medical Center and have traveled to Caribou for 19 years now. The closest port for me to cross is Limestone but I use Ft Fairfield as well. My husband is a log truck driver and uses the Ft. Fairfield port regularly. It would be of great hardship if these 2 borders were to close even temporarily! Please keep access open to these ports!	Thank you for contacting GSA's Public Buildings Service, Fort Fairfield, ME Land Port of Entry project team. Your comment has been received. We sincerely appreciate your interest in this project.

APPENDIX B: AGENCY CONSULTATION

CONSULTATION WITH THE U.S. FISH AND WILDLIFE SERVICE

Outlook

Re: [EXTERNAL] Fort Fairfield LPOE Modernization Project - Request for project review

From Maine Field Office, FW5 <mainefieldoffice@fws.gov>
Date Thu 9/19/2024 1:13 PM
To Sekula, Tina <TSekula@jmt.com>
Cc Delozier, Adriene <aDelozier@jmt.com>; Flickinger, Rhiannon <RFlickinger@jmt.com>; nicholas.budris@gsa.gov <nicholas.budris@gsa.gov>; Marshall Popkin - PTA <marshall.popkin@gsa.gov>; Berube, Juliana A <juliana_berube@fws.gov>

We have reviewed the package that you submitted to the Maine Field Office regarding the proposed upgrades at the Fort Fairfield LPOE. We offer the following comments in the context of Endangered Species Act section 7 consultation.

1. We suggest that you go back into IPaC and request an updated Official Species List. The northern long-eared bat should no longer occur on the OSL. This species was technically not on the OSL that was generated in July 2024 since the proposed action is not associated with the operation of wind turbines. But that language was confusing people so we just recently removed it from OSLs. With an updated OSL you will no longer need to address/make an effects determination for this species.
2. Regarding the Canada lynx, we recommend that you go back into IPaC and use the Northeast Endangered Species Determination Key to assist you in making an effects determination for this species. When answering the questions specific to lynx, we recommend that you think about the broader landscape context around the proposed LPOE site. While the proposed development area is mostly agriculture fields, there is forested habitat in the general area that could support Canada lynx. Individual lynx have large home ranges (about 18 square miles for a male) and will move through more open habitats, including agricultural fields, as they access more suitable forested habitat for foraging and other needs.
3. As you probably know, Federal action areas do not need concurrence from the Fish and Wildlife Service when they are making a "no effect" determination. In general, we don't respond to requests for review or concurrence except to recommend that the Federal action agency simply keep their documentation in the project file for all "no effect" determinations. We will respond, however, if we are aware of a "no effect" determination that we disagree with.

If you have any questions, please let us know. Thank you.

The Maine Field Office Team

Maine Field Office
U.S. Fish and Wildlife Service
306 Hatchery Road
East Orland, ME 04431

From: Sekula, Tina <TSekula@jmt.com>
Sent: Thursday, September 5, 2024 8:47 AM
To: Maine Field Office, FW5 <mainefieldoffice@fws.gov>
Cc: Delozier, Adriene <aDelozier@jmt.com>; Flickinger, Rhiannon <RFlickinger@jmt.com>; nicholas.budris@gsa.gov <nicholas.budris@gsa.gov>; Marshall Popkin - PTA <marshall.popkin@gsa.gov>
Subject: [EXTERNAL] Fort Fairfield LPOE Modernization Project - Request for project review

Good morning – On behalf of GSA, JMT would like to request a project review for the Fort Fairfield Point Land Port of Entry Modernization Project in Fort Fairfield, Maine.

Please let me know if you have any questions or require additional information.

Thank you
Tina

Johnson, Mirmiran & Thompson, Inc.
An Employee-Owned Company

Tina Sekula, AICP, CEP, PWS
Associate Vice President
Natural & Cultural Resources

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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 04431
Phone: (207) 469-7300 Fax: (207) 902-1588

In Reply Refer To: 04/09/2025 14:18:08 UTC
Project Code: 2024-0118764
Project Name: Fort Fairfield 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, intentional or unintentional, 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.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. 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 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 04431
(207) 469-7300

PROJECT SUMMARY

Project Code: 2024-0118764
Project Name: Fort Fairfield 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 Fort Fairfield Land Port of Entry (LPOE) in Fort Fairfield, Aroostook County, Maine. The proposed project would improve the operational efficiency, safety, and security for U.S. Customs and Border Protection (CBP) personnel and cross-border travelers at the LPOE. The existing facility can no longer adequately support the mission requirements of CBP. Specifically, the deficiencies at the LPOE fall into two broad categories: 1) limited capacity; and 2) the existing building's condition and available space allocations.

The Fort Fairfield LPOE is a port of entry for vehicles crossing the U.S.-Canada border, between Fort Fairfield, Maine, and Andover, New Brunswick, Canada. The LPOE accommodates non-commercial vehicles and commercial vehicles entering the U.S. from Canada westbound on SR 161. There is periodic bus traffic at this Port. The port has been operating since 1935, with existing facilities constructed in the 1930s. The existing main building was built in 1934, which is listed on the National Register of Historic Places. Due to steady increases in traffic and outdated facilities and technologies, the facilities at the LPOE no longer function adequately and pose safety and security risks for CBP officers and the traveling public. The current LPOE is obsolete and cannot accommodate modern inspection and border security technologies. The existing facility is undersized and outdated as it relates to mechanical, electrical and plumbing systems. When completed, the new LPOE will provide adequate operational space, reduced traffic congestion, and safe conditions for employees and travelers.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@46.76561615,-67.79246050015459,14z

Counties: Aroostook County, Maine

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 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[1], 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.

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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 *Lynx canadensis* Population: Wherever Found in Contiguous U.S. There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3652	Threatened
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	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 [2] and the Migratory Bird Treaty Act (MBTA) [1]. 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.

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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 *Haliaeetus leucocephalus* 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. https://ecos.fws.gov/ecp/species/1626	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.

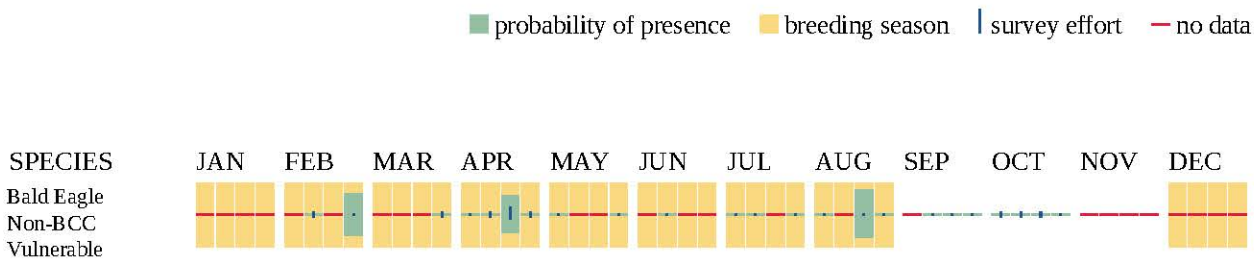
Probability of Presence (■)

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-incidental-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) [1] 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). The incidental take of migratory

birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

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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
Bald Eagle *Haliaeetus leucocephalus* 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. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Bobolink *Dolichonyx oryzivorus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9454	Breeds May 20 to Jul 31
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Evening Grosbeak *Coccothraustes vespertinus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9465	Breeds May 15 to Aug 10
Rose-breasted Grosbeak *Pheucticus ludovicianus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11965	Breeds May 15 to Jul 31
Veery *Catharus fuscescens fuscescens* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11987	Breeds May 15 to Jul 15

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.

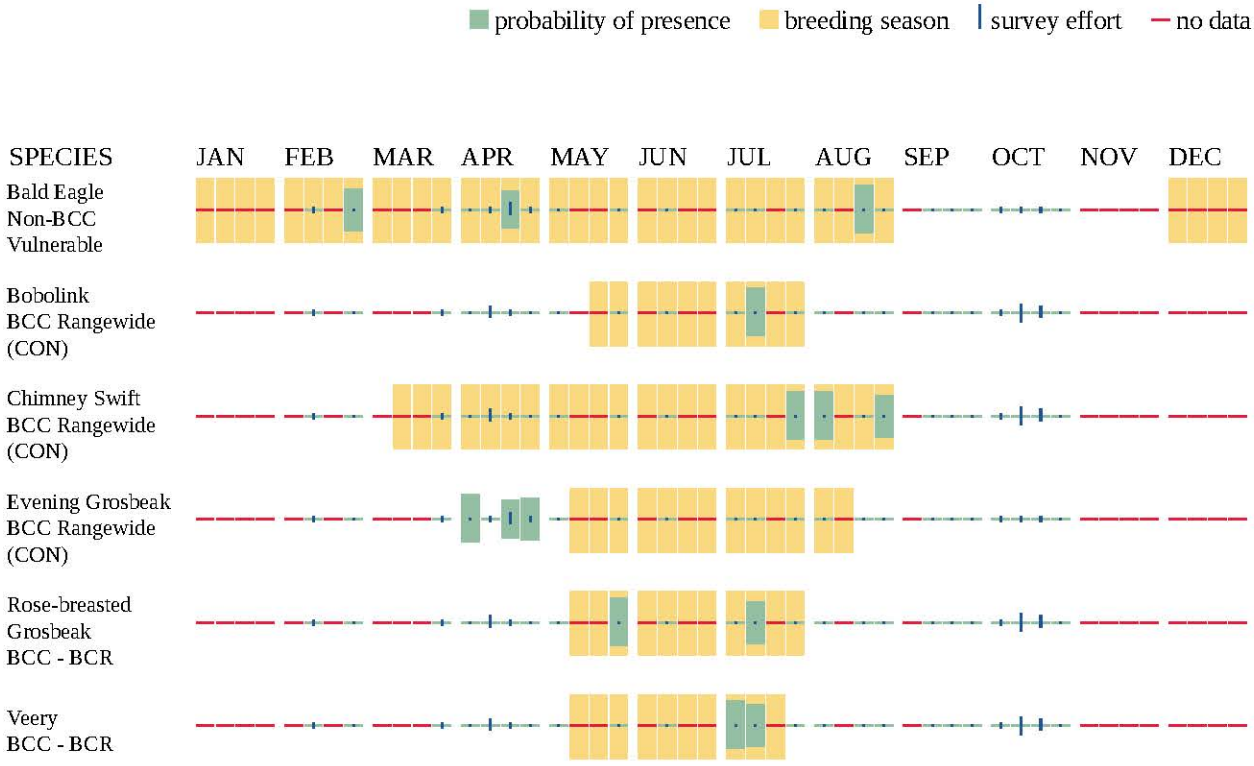
Probability of Presence (■)

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-incidental-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.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

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: 10/17/2024 12:25:23 UTC
Project code: 2024-0118764
Project Name: Fort Fairfield Land Port of Entry Environmental Assessment

Federal Nexus: yes
Federal Action Agency (if applicable): General Services Administration

Subject: Technical assistance for 'Fort Fairfield 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 October 17, 2024, for "Fort Fairfield Land Port of Entry Environmental Assessment" (here forward, Project). This project has been assigned Project Code 2024-0118764 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:

Species	**Listing Status**	**Determination**
Canada Lynx (*Lynx canadensis*)	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
- Tricolored Bat *Perimyotis subflavus* Proposed Endangered

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, 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

Fort Fairfield Land Port of Entry Environmental Assessment

2. Description

The following description was provided for the project 'Fort Fairfield Land Port of Entry Environmental Assessment':

> The U.S. General Services Administration (GSA) is proposing to modernize the Fort Fairfield Land Port of Entry (LPOE) in Fort Fairfield, Aroostook County, Maine. The proposed project would improve the operational efficiency, safety, and security for U.S. Customs and Border Protection (CBP) personnel and cross-border travelers at the LPOE. The existing facility can no longer adequately support the mission requirements of CBP. Specifically, the deficiencies at the LPOE fall into two broad categories: 1) limited capacity; and 2) the existing building's condition and available space allocations.
>
> The Fort Fairfield LPOE is a port of entry for vehicles crossing the U.S.-Canada border, between Fort Fairfield, Maine, and Andover, New Brunswick, Canada. The LPOE accommodates non-commercial vehicles and commercial vehicles entering the U.S. from Canada westbound on SR 161. There is periodic bus traffic at this Port. The port has been operating since 1935, with existing facilities constructed in the 1930s. The existing main building was built in 1934, which is listed on the National Register of Historic Places. Due to steady increases in traffic and outdated facilities and technologies, the facilities at the LPOE no longer function adequately and pose safety and security risks for CBP officers and the traveling public. The current LPOE is obsolete and cannot accommodate modern inspection and border security technologies. The existing facility is undersized and outdated as it relates to mechanical, electrical and plumbing systems. When completed, the new LPOE will provide adequate operational space, reduced traffic congestion, and safe conditions for employees and travelers.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@46.7656138,-67.79246060316967,14z


167
Bayou Rd
ATES

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).

    No

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 of 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. Briefly describe the habitat within the construction/disturbance limits of the project site.

   An LOD has not yet been determined for the project.

2. Approximately how many acres of trees would the proposed project remove?

   6

3. Approximately how many total acres of disturbance are within the disturbance/ construction limits of the proposed project?

   10

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)

CORRESPONDENCE WITH THE MAINE HISTORIC PRESERVATION COMMISSION

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

JANET T. MILLS
GOVERNOR

KIRK F. MOHNEY
DIRECTOR

September 16, 2024

Mr. Nicholas Arnhold
JMT
1600 Market St
Suite 520
Philadelphia, PA 19103

Project: MHPC# 1595-24 Fort Faifield LPOE; 4 Boundary Line Rd
Cultural Resources Review
Town: Fort Fairfield, ME

Dear Mr. Arnhold:

In response to your recent request, the Commission has reviewed the information received August 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).

As you noted in your letter dated August 13, 2024, the Fort Fairfield LPOE is listed in the National Register of Historic Places.

No architectural surveys have been conducted within the half-mile APE radius of the LPOE. Therefore, we recommend an architectural survey of the adjacent structures.

There is potential for historic archaeological resources, based on the 1877 map, within the APE. We recommend historic archaeological survey. See enclosed map.

There is no prehistoric archaeological resources located within the APE.

Please contact Megan M. Rideout of our staff if we can be of further assistance in this matter.

Sincerely,

Kirk F. Mohney

Kirk F. Mohney
State Historic Preservation Officer

J Nelson

W. Everitt

W L Barker

J. W. Fitzherbert

P T Nickerson

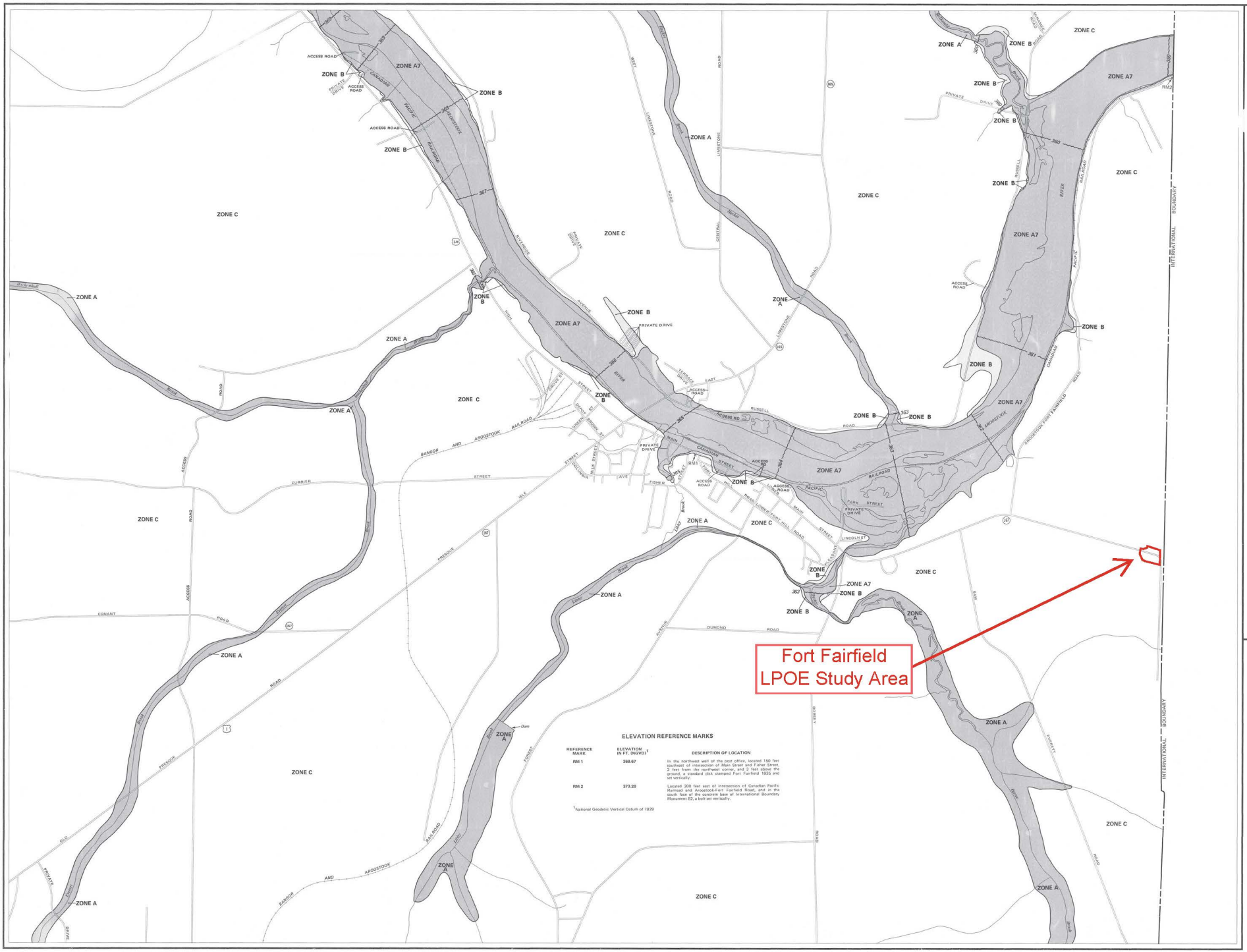
D. W Orcutt

S. H.

79

Fort Jarvis 1071

FEMA FIRM Panel



KEY TO MAP

500-Year Flood Boundary — ZONE B
100-Year Flood Boundary — ZONE A1 DATE
Zone Designations* With Date of Identification e.g., 12/2/74 — ZONE A5 DATE
100-Year Flood Boundary — ZONE B
500-Year Flood Boundary — ZONE B
Base Flood Elevation Line With Elevation In Feet** — 513
Base Flood Elevation In Feet Where Uniform Within Zone** — (EL 987)
Elevation Reference Mark — RM7 ×
River Mile — • M1.5

**Referenced to the National Geodetic Vertical Datum of 1929

*EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
AO	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flood-ing with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not neces-sarily show all areas subject to flooding in the community or all planimetric features outside special flood hazard areas.

For adjoining map panels, see separately printed Index To Map Panels.

INITIAL IDENTIFICATION:
AUGUST 23, 1974
FLOOD HAZARD BOUNDARY MAP REVISIONS:
MAY 14, 1976

FLOOD INSURANCE RATE MAP EFFECTIVE:
AUGUST 1, 1980
FLOOD INSURANCE RATE MAP REVISIONS:

Refer to the FLOOD INSURANCE RATE MAP EFFECTIVE date shown on this map to determine when actuarial rates apply to structures in the zones where elevations or depths have been established.

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program at (800) 638-6620, or (800) 424-8872.

APPROXIMATE SCALE
800 0 800

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

TOWN OF
FORT FAIRFIELD,
MAINE
AROOSTOOK COUNTY

PANEL 30 OF 40
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
230018 0030 B

EFFECTIVE DATE:
AUGUST 1, 1980

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL INSURANCE ADMINISTRATION