

---

U.S. General Services  
Administration



**DRAFT  
ENVIRONMENTAL  
ASSESSMENT**

---

Richford Land  
Port of Entry

Richford, Vermont  
June 2025



# **Draft**

## **Environmental Assessment**

### **Richford Land Port of Entry**

### **Richford, Vermont**



*Prepared for:*



U.S. General Services Administration – Region 1  
Thomas P. O'Neill Federal Building, 10 Causeway Street,  
Boston, MA 02222-1076  
Identification Number: EAXX-023-00-001-1734596353

**June 2025**

---

This page intentionally blank.

**DRAFT ENVIRONMENTAL ASSESSMENT  
FOR  
RICHFORD LAND PORT OF ENTRY  
RICHFORD, VERMONT**

Lead Agency: U.S. General Services Administration

Identification Number: EAXX-023-00-001-1734596353

For Additional Information: U.S. General Services Administration – Region 1  
Alan Bombardier  
Project Manager, Design & Construction Division - 1PCTB  
50 South Main Street, Suite 136  
St. Albans, VT 05478  
[Alan.Bombardier@gsa.gov](mailto:Alan.Bombardier@gsa.gov)



## CONTENTS

Executive Summary .....	ES-1
1.0 Introduction.....	1-1
1.1 Purpose and Need for Proposed Action .....	1-1
1.2 Background.....	1-1
1.3 Existing Facilities.....	1-2
1.4 Public Engagement .....	1-5
1.4.1 Public Scoping .....	1-5
1.4.2 Draft EA Review.....	1-6
1.5 Compliance with Relevant Environmental Laws and Regulations.....	1-7
1.5.1 National Environmental Policy Act of 1969.....	1-7
1.5.2 National Historic Preservation Act of 1966.....	1-7
1.5.3 Tribal Consultation .....	1-8
1.5.4 Clean Water Act.....	1-8
1.5.5 Endangered Species Act Section 7 Consultation .....	1-9
1.6 Other Agency Consultation.....	1-9
1.6.1 Other Relevant Laws and Regulations.....	1-9
2.0 Description of the Proposed Action and Alternatives.....	2-1
2.1 Description of the Proposed Action.....	2-1
2.2 No-Action Alternative .....	2-3
2.3 Alternatives Considered but Dismissed from Detailed Analysis.....	2-3
2.3.1 Scheme 1 .....	2-4
2.3.2 Scheme 2.....	2-4
3.0 Affected Environment and Environmental Consequences .....	3-1
3.1 Methodologies.....	3-1
3.1.1 Affected Environment Methodology .....	3-1
3.1.2 Environmental Consequences Methodology .....	3-1
3.2 Land Use and Zoning.....	3-3
3.2.1 Affected Environment.....	3-3
3.2.2 Environmental Consequences .....	3-5
3.3 Geology and Soils .....	3-5
3.3.1 Affected Environment.....	3-5
3.3.2 Environmental Consequences .....	3-8
3.4 Water Resources .....	3-10
3.4.1 Affected Environment.....	3-10
3.4.2 Environmental Consequences.....	3-13
3.5 Wildlife and Habitat.....	3-15
3.5.1 Affected Environment.....	3-15
3.5.2 Environmental Consequences.....	3-17
3.6 Cultural Resources .....	3-19

3.6.1	Affected Environment.....	3-19
3.6.2	Environmental Consequences.....	3-21
3.7	Socioeconomics .....	3-22
3.7.1	Affected Environment.....	3-23
3.7.2	Environmental Consequences.....	3-24
3.8	Traffic, Transportation, and Parking.....	3-26
3.8.1	Affected Environment.....	3-26
3.8.2	Environmental Consequences.....	3-27
3.9	Aesthetics (including Dark Skies) .....	3-28
3.9.1	Affected Environment.....	3-28
3.9.2	Environmental Consequences.....	3-30
3.10	Solid Waste and Hazardous Materials .....	3-31
3.10.1	Affected Environment.....	3-31
3.10.2	Environmental Consequences.....	3-32
3.11	Utilities.....	3-33
3.11.1	Affected Environment.....	3-33
3.11.2	Environmental Consequences.....	3-33
3.12	Recreation .....	3-34
3.12.1	Affected Environment.....	3-34
3.12.2	Environmental Consequences.....	3-35
3.13	Resources Dismissed from Full Analysis in this Environmental Assessment... 3-36	
3.13.1	Air Quality .....	3-36
3.13.2	Noise .....	3-37
4.0	Reasonably Foreseeable Actions .....	4-1
5.0	Management and Mitigation Measures.....	5-1
6.0	References.....	6-1
7.0	List of Preparers.....	7-1

## LIST OF APPENDICES

Appendix A—Agency Consultation

Appendix B—Public Scoping Summary Report

## LIST OF FIGURES

Figure 1. Project Area Vicinity .....	1-3
Figure 2. Existing Richford LPOE.....	1-4
Figure 3. Proposed Action Alternative .....	2-2
Figure 4. Scheme 1 .....	2-5
Figure 5. Scheme 2 .....	2-6
Figure 6. Land Use within the NEPA Study Area.....	3-4
Figure 7. Soils in the NEPA Study Area.....	3-7
Figure 8. Soil Impacts as a Result of the Proposed Action Alternative.....	3-9
Figure 9. Water Resources in the NEPA Study Area .....	3-11
Figure 10. Wetland Impacts as a Result of the Proposed Action Alternative.....	3-14
Figure 11. Light Pollution in the Project Region.....	3-30

## LIST OF TABLES

Table 1. Relevant Laws and Regulations.....	1-10
Table 2. Summary of Environmental Impact Intensity Thresholds.....	3-2
Table 3. Summary of Delineated Features in the Proposed Project Area Vicinity.....	3-12
Table 4: Demographics for Franklin County, Vermont.....	3-23
Table 5. Employment and Income for Franklin County, Vermont.....	3-23
Table 6. Acquisition Acreage Per Tax Parcel.....	3-25
Table 7: Bortle Dark-Sky Scale Classifications.....	3-29
Table 8. Best Management Practices and Mitigation Measures .....	5-1

**ACRONYMS AND ABBREVIATIONS**

APE	Area of Potential Effects
ASA	Archaeologically Sensitive Area
AST	aboveground storage tank
ASTM	American Society of Testing and Materials
BMP	best management practice
CBP	U.S. Customs and Border Protection
CREC	controlled recognized environmental condition
CWA	Clean Water Act
DEC	Department of Environmental Conservation
EA	Environmental Assessment
EISA	Energy Independence and Security Act of 2007
ESA	Endangered Species Act
GSA	U.S. General Services Administration
Hartgen	Hartgen Archeological Associates, Inc.
HRI	Historic Resources Identification
HREC	historical recognized environmental condition
IJA	Infrastructure Investment and Jobs Act
IPAC	Information for Planning and Consultation
JD	Jurisdictional Determination
LPOE	Land Port of Entry
NEPA	National Environmental Policy Act of 1969
NRHP	National Register of Historic Places
ORC	Online Resource Center
PBS	Public Buildings Service
PEM	Palustrine Emergent Persistent
PFO	Palustrine Forested
PSS	Palustrine Scrub-Shrub
REC	recognized environmental condition
SHPO	State Historic Preservation Office
SPCC	Spill Prevention, Control, and Countermeasure
USACE	U.S. Army Corps of Engineers

USDA NRCS	U.S. Department of Agriculture, Natural Resources Conservation Service
USFWS	U.S. Fish and Wildlife Service
VDHP	Vermont Division for Historic Preservation
VTrans	Vermont Agency of Transportation

## EXECUTIVE SUMMARY

The U.S. General Services Administration (GSA) New England Region (Region 1) prepared this Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts resulting from the proposed expansion and modernization of the Land Port of Entry (LPOE) located north of the town of Richford, Vermont (the Richford LPOE). GSA prepared this EA in accordance with the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.) and the GSA Public Buildings Service NEPA Desk Guide (GSA 1999). This EA discloses the direct and indirect environmental impacts that would result from the actions associated with the proposed expansion and modernization of the Richford LPOE, including site acquisition, demolition, disposal, and construction.

### Purpose and Need for the Proposed Action

The purpose of the Proposed Action is to reconfigure, expand, and fully modernize the Richford LPOE. The Proposed Action would improve traffic flow, enhance safety and security, and increase the efficiency of operations at the Richford LPOE.

The Proposed Action is needed to bring the Richford LPOE facility into compliance with federal infrastructure and security requirements and support the mission and needs of U.S. Customs and Border Protection (CBP). The existing facility does not meet the operational needs of CBP due to its space constraints and limitations associated with its aging infrastructure.

### Description of the Proposed Action and Alternatives

Under the Proposed Action, GSA would modernize and expand the Richford LPOE to meet CBP operational requirements. The Proposed Action would bring the LPOE into compliance with current federal infrastructure and security requirements and improve traffic flow, increase the efficiency of inspections of commercial and noncommercial traffic, and enhance safety and security.

The EA analyzes two alternatives, the Proposed Action Alternative and the No-Action Alternative, which are discussed in detail in Section 2 of this EA. The Proposed Action Alternative described in this EA is considered preliminary. However, all elements of the final design would fit within the area evaluated in this EA, as described in Section 3.1. GSA and CBP would finalize the layout of the modernized LPOE upon completion of the NEPA process. Under the No-Action Alternative, GSA would not construct a new Richford LPOE facility and the existing facility would continue to operate in its current condition.

### Public Engagement

GSA conducted a 30-day public scoping period from September 6, 2024, to October 5, 2024, and held a public scoping meeting on September 10, 2024. GSA announced the public scoping period and meeting in the *Burlington Free Press*, *Newport Dispatch*, and *Saint Albans Messenger*

newspapers, coordinated with the Richford Town Clerk's office to distribute information about the public scoping period and meeting, and sent notification letters to stakeholders and interested parties by mail and email. The public scoping meeting was held at the Town Hall in Richford, Vermont. Stakeholders could attend the meeting in person or attend virtually via the Zoom online platform. Twelve individuals attended the meeting and eight stakeholders submitted 18 individual comments covering various themes related to the Proposed Action during the public scoping period.

The Draft EA is available for a 30-day public review period. At the closing of the public review period, all comments will be addressed and included in the Final EA.

### **Environmental Impacts**

Table ES-1 presents a summary of the assessed environmental impacts associated with the Proposed Action Alternative and the No-Action Alternative for the resources analyzed in this EA. Table ES-1 also identifies the proposed mitigation measures and best management practices (BMPs) that GSA would use to avoid or minimize potential adverse effects.



**Table ES-1. Summary of Potential Impacts**

Resource	No-Action Alternative	Proposed Action Alternative	Mitigation Measures and Best Management Practices
Land Use and Zoning	No impacts	Direct, temporary and permanent, minor, site-specific and local, adverse impacts as a result of construction, maintenance easements, and property acquisition.	<p>The U.S. General Services Administration (GSA) would maintain access points to the Pleasant Valley Farms property and railroad tracks throughout construction.</p> <p>GSA would provide relocation assistance for applicable stakeholders in accordance with the Uniform Act.</p>
Geology and Soils	No impacts	Direct and indirect, permanent, moderate, site-specific adverse impacts on soils as a result of excavation, grading, clearing, and increasing the impervious surface area. There would be no impact on geology.	<p>GSA would implement best management practices (BMPs) to minimize erosion and sedimentation, including temporary seeding, use of silt fencing and sediment traps, installing gravel construction entrances/exits, and other methods as determined during detailed design.</p> <p>GSA would revegetate areas temporarily cleared of vegetation with regionally appropriate native plant species.</p>
Water Resources	No impacts	<p>Direct and indirect, temporary to short-term, minor to moderate, site-specific and local adverse impacts on surface water resources, including wetlands and streams from construction of the Land Port of Entry (LPOE) and operation of construction equipment.</p> <p>Permanent, direct, moderate, site-specific, adverse impacts to wetlands as a result of the permanent removal of up to 1 acre of wetlands.</p> <p>Direct and indirect, temporary to permanent, moderate, site-specific adverse impacts to approximately 236 linear feet of streams as a result of construction activities and increases in impervious cover.</p>	<p>GSA would develop and implement a Stormwater Pollution Prevention Plan to control stormwater runoff and pollutants, which would include erosion prevention, sediment control, and water quality protection measures. The use of drop cloths, proper storage of chemicals, and immediate treatment of spill areas with absorbents and soil removal are examples of measures that would be implemented in the event of accidental spills.</p> <p>GSA would obtain the required permits and would comply with the associated permit requirements.</p> <p>GSA would mitigate potential adverse impacts to wetlands via payment of fees to a federal “in-lieu fee” program or approved mitigation bank. Compensatory mitigation would be determined by GSA in consultation with the U.S. Army Corps of Engineers and Vermont Department of Environmental Conservation.</p> <p>GSA would implement a Spill Prevention, Control, and Countermeasure Plan to minimize the potential for adverse effects to groundwater.</p>

Resource	No-Action Alternative	Proposed Action Alternative	Mitigation Measures and Best Management Practices
Wildlife and Habitat	No impacts	<p>Permanent, direct, adverse impacts as a result of the permanent loss of 3.5 acres of habitat and the increase in impervious surfaces that would result in higher volumes of stormwater runoff. Direct, short-term, minor, local adverse impacts to the monarch butterfly as a result of modifying habitat adjacent to roadways and developed areas. Direct, temporary, minor, site-specific to local, adverse impacts during construction due to the noise, the presence of construction equipment and crews, and potential increases in water turbidity and pollution. There would be no impacts to threatened or endangered species because none occur in the proposed project area.</p>	<p>The management and mitigation measures that GSA would implement for Water Resources would also minimize or mitigate impacts on wildlife habitat.</p> <p>GSA would revegetate temporary disturbance areas using a regionally appropriate native seed mix to benefit wildlife habitat by restoring native vegetation and limiting the potential for the introduction or spread of invasive species.</p> <p>If monarch butterfly or any other new species that have the potential to occur in the action area become listed under the Endangered Species Act (ESA) prior to implementation, GSA would consult with U.S. Fish and Wildlife Service, in accordance with Section 7 of the ESA, to identify measures to avoid, minimize, or mitigate impacts. However, GSA would minimize effects to monarch butterfly habitat to the greatest extent practicable regardless of listing status.</p> <p>GSA would incorporate measures to avoid or minimize impacts to migratory birds, bald eagles, and Birds of Conservation Concern to the greatest extent practicable. If evidence of migratory bird nesting is observed during site preparation (e.g., birds are seen carrying nesting material), GSA would conduct brief surveys to confirm the presence or absence of nests in the proposed project area. GSA would implement other BMPs such as minimizing brush clearing and tree removal to the greatest extent practicable during nesting season and establishing an appropriate buffer around any active nests, if found, to protect nests from construction-related disturbance.</p>

Resource	No-Action Alternative	Proposed Action Alternative	Mitigation Measures and Best Management Practices
Cultural Resources	No impacts	<p>Direct, permanent, major, site-specific, adverse and beneficial impacts would occur if cultural resources were discovered during ground-disturbing activities. Adverse effects would occur in the unlikely event that cultural resources were damaged during discovery, and beneficial effects would occur if cultural resources were discovered and preserved.</p> <p>Direct, permanent, major, site-specific, adverse impacts to historic resources due to the proposed demolition of the historic port building. GSA would initiate Section 106 consultation once a preferred project alternative is identified.</p>	<p>Through the Section 106 consultation process, GSA would identify impacts on cultural resources and, if necessary, negotiate measures to avoid, minimize, or mitigate adverse effects.</p> <p>If necessary, to protect potential resources from inadvertent disturbance, GSA would require temporary fencing to be placed at a buffered distance of 50 feet (15.24 meters) around the Archaeologically Sensitive Areas not directly intersected by the Proposed Action. All areas of ground-disturbance within the intersected Archaeologically Sensitive Areas would be subjected to Phase 1B archaeological testing, if required, prior to any ground-disturbing activities to identify any potentially intact subsurface precontact or historic materials that may be eligible for listing in the National Register of Historic Places.</p> <p>In the unlikely event of an unanticipated discovery of cultural resources during construction, GSA would halt work in the immediate vicinity of the suspected cultural resources and protect the resources. Work would not continue in the area of the discovery until a qualified archaeologist could inspect the find and GSA would notify the State Historic Preservation Office and other consulting parties of the discovery and would treat any discovered materials in accordance with applicable state and federal laws.</p>

Resource	No-Action Alternative	Proposed Action Alternative	Mitigation Measures and Best Management Practices
Socioeconomics	No impacts	<p>Indirect, temporary, minor, local adverse and beneficial impacts to local employment and income through potential revenue loss during closure of the Richford LPOE for construction and through increases in temporary employment during construction.</p> <p>Direct, temporary to permanent, moderate, site-specific, and adverse effects to private property owners whose properties would be acquired for, and impacted by, construction of the modernized LPOE.</p> <p>Indirect, permanent, minor, local, beneficial impacts to socioeconomics would occur due to improved efficiency and reduced wait times at the modernized LPOE.</p>	The measures that GSA would implement for Land Use would also mitigate impacts to Socioeconomics.
Traffic, Transportation and Parking	No impacts	<p>Direct, temporary, minor, regional, adverse impacts would occur as a result of the LPOE closure during construction.</p> <p>Direct, permanent, minor, site-specific and local beneficial impacts would occur as a result of improved traffic flow and parking expansion.</p>	GSA would provide alternate routes by implementing traffic detours, using traffic management personnel, posting detour signage, and coordinating with local authorities for effective traffic flow management. Non-commercial traffic would be rerouted to the Pinnacle LPOE (3.3 miles west of the Richford LPOE) or the East Richford LPOE (7 miles east of the Richford LPOE). Commercial traffic would be rerouted to use the West Berkshire LPOE (11 miles west of the Richford LPOE).
Aesthetics (including Dark Skies)	No impacts	No impacts would occur because the proposed modernized facility would follow current design and lighting standards for federal buildings.	GSA would incorporate design features to reduce light pollution and light trespass as reasonably achievable.

Resource	No-Action Alternative	Proposed Action Alternative	Mitigation Measures and Best Management Practices
Solid Waste and Hazardous Materials	No impacts	Direct and indirect, temporary to long-term, negligible to minor, site-specific, adverse effects from accidental spills of hazardous materials, such as from construction vehicles, during the removal of existing fuel storage tanks, or due to the use of paints and cleaners in facility maintenance activities.	<p>GSA would require frequent removal of solid and hazardous materials to minimize any potential runoff.</p> <p>GSA would require that hazardous materials be properly stored.</p> <p>GSA would develop and implement a Spill Prevention, Control, and Countermeasure Plan.</p>
Utilities	No impacts	<p>Direct, temporary, minor, local adverse impacts during construction due to potential temporary outages for adjacent property owners.</p> <p>Direct, permanent, moderate, site-specific, beneficial impacts to utilities due to the sustainable design, upgraded interior utilities, replacement of aging infrastructure, and improved efficiency and reliability.</p>	<p>GSA would require underground utilities be located and marked prior to construction.</p> <p>GSA would coordinate all potential outages in advance with affected parties.</p>
Recreation	No impacts	Direct and indirect, temporary, moderate, regional adverse impacts would occur as a result of LPOE closure during construction due to detours and increased wait times for people crossing the border to recreate, along with reroutes for cyclists crossing the border. Direct and indirect, permanent, minor, regional beneficial impacts because of increased inspection efficiency and improved traffic flow for people crossing the border to recreate.	The marked detour routes that GSA would implement for Traffic, Transportation, and Parking would apply to recreational users, directing them to the next nearest LPOE.

## **1.0 INTRODUCTION**

The U.S. General Services Administration (GSA) New England Region (Region 1) prepared this Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts resulting from the proposed expansion and modernization of the Land Port of Entry (LPOE) located north of the town of Richford, Vermont (the Richford LPOE). Expansion and modernization of the Richford LPOE is needed to improve traffic flow, enhance security, and bring the facility into compliance with current federal facility standards for LPOEs. This EA discloses the direct and indirect environmental impacts that would result from the actions associated with the proposed expansion and modernization of the Richford LPOE, including site acquisition, demolition, disposal, and construction.

This EA has been prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.) and GSA's Public Building Services NEPA Desk Guide (GSA 1999).

### **1.1 Purpose and Need for Proposed Action**

President Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, on November 15, 2021. The IIJA included \$3.4 billion for GSA to undertake 26 construction and modernization projects at LPOEs nationwide (GSA 2025a). Many of the country's LPOEs are outdated, long overdue for modernization, operate at full capacity, and have surpassed the needs for which they were originally designed, including the Richford LPOE.

The purpose of the Proposed Action is to reconfigure, expand, and fully modernize the Richford LPOE. The Proposed Action would improve traffic flow, enhance safety and security, and increase the efficiency of operations at the Richford LPOE.

The Proposed Action is needed to bring the Richford LPOE facility into compliance with federal infrastructure and security requirements and support the mission of U.S. Customs and Border Protection (CBP). The existing facility does not meet the operational needs of CBP due to space constraints and limitations associated with its aging infrastructure.

### **1.2 Background**

GSA's mission is to deliver the best customer experience in real estate, acquisition, and technology services to the federal government and the American people. This includes the design, construction, management, maintenance, custody, and control of federal buildings, including a majority of the country's 167 LPOEs. GSA Public Buildings Service (PBS) assists federal agency customers housed in GSA facilities with their workplace needs based on specific mission requirements. The LPOEs are multi-modal facilities where CBP officers inspect

commercial and private vehicles and pedestrians. CBP's mission is to protect the American people, safeguard America's borders, and enhance the nation's economic prosperity.

As part of a nationwide effort, GSA conducted programmatic feasibility studies for LPOEs and identified their operational deficiencies based on the CBP LPOE Design Standard. The feasibility studies provided alternatives to modernize and expand each LPOE, correct deficiencies, and bring them up to the current standard. The feasibility study for the Richford LPOE, conducted in 2019, identified deficiencies at the Richford LPOE and determined that the existing conditions do not meet the CBP program of requirements.

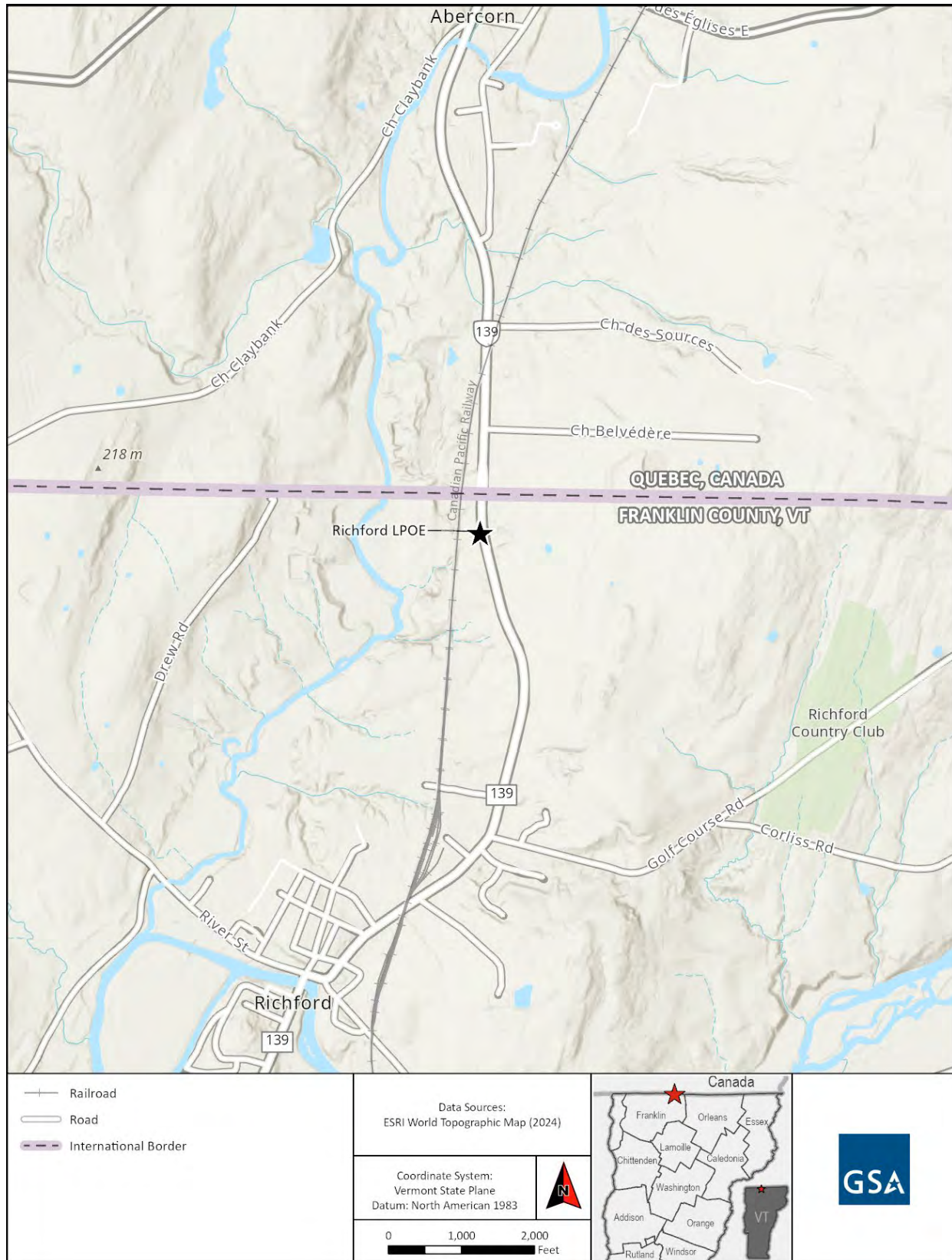
A February 2024 Pre-Design Report was commissioned by GSA that synthesized the results of the 2019 study with CBP's updated 2023 LPOE Design Standard. Preliminary alternative concepts were developed by considering the feasibility of potential solutions for a variety of factors, including site limitations (e.g., wetlands, climate, and historical preservation needs) and CBP needs. These concepts were refined to develop the Proposed Action Alternative that is analyzed in this EA. The Proposed Action Alternative described in this EA is considered preliminary. However, all elements of the final design would fit within the area evaluated in this EA, as described in Section 3.1. GSA and CBP would finalize the layout of the modernized LPOE upon completion of the NEPA process.

### **1.3 Existing Facilities**

The existing Richford LPOE consists of a single building located on a 1.27-acre property approximately 420 feet south of the international border between the United States and Canada and connects the towns of Richford, Vermont, and Abercorn, Quebec. The LPOE is located at 705 Province Street (Vermont Route 139) (Figures 1 and 2). The LPOE processes vehicular traffic and is operational 24 hours a day, 365 days a year. Construction of the Richford LPOE was completed in 1932, and renovations have been made to the LPOE since then, including replacement of the original porte-cochere in 1972 and updates to the building's windows, garage doors, and siding. The Proposed Action aims to modernize the Richford LPOE to bring the facility into compliance with current federal facility standards for LPOEs.

The LPOE property is bounded on the north by the U.S.-Canada border; on the west by forests and open fields, as well as Canadian Pacific Railway tracks; and on the east and south by privately owned parcels. The surrounding area is sparsely populated, with the nearest commercial facilities being in the town of Richford, a short distance south of the LPOE. Further information regarding land use within the surrounding area can be found in Section 3.2.



**Figure 1. Project Area Vicinity**





**Figure 2. Existing Richford LPOE**

Structural deficiencies are a key reason behind opting for demolition over renovation, as the existing building has exhibited deterioration over the course of the LPOE's operation. This has compromised the performance and integrity of the building, with visible issues such as cracking and corrosion. Furthermore, the building does not sufficiently comply with current structural and accessibility standards. In addition to physical shortcomings, the building lacks sustainable design features and is equipped with outdated mechanical systems that result in excessive energy consumption and high operational costs. These deficiencies collectively make demolition and new construction a more viable, long-term solution.

## **1.4 Public Engagement**

### **1.4.1 Public Scoping**

GSA conducted a 30-day public scoping period from September 6, 2024, to October 5, 2024. GSA announced the public scoping period via a notice published in the *Burlington Free Press*, *Newport Dispatch*, and *Saint Albans Messenger* newspapers. GSA also coordinated with the Richford Town Clerk's office to distribute information about the public scoping period and sent notification letters to stakeholders and interested parties by mail and email. The newspaper publications, stakeholder letters, and emails also notified stakeholders of a public scoping meeting being held to provide the opportunity for local communities, government agencies, special interest groups, and the general public to learn about and to express their thoughts regarding the Proposed Action.

A public scoping meeting was held on Tuesday, September 10, 2024, at the Town Hall in Richford, Vermont. Stakeholders could attend the meeting in person or attend virtually via the Zoom online platform. The meeting was attended by 12 individuals (six in-person and six virtual) representing a variety of stakeholder and interest groups, including local citizens and landowners, members of the business community, regional agencies, state agencies, Canadian government agencies, and other organizations. GSA staff gave a presentation on the project background, goals, and plans for community engagement and communication. The presentation also covered the NEPA process and described analysis and compliance efforts for resources such as wetlands, wildlife, and historic resources.

Eight stakeholders submitted 18 individual comments covering various themes related to the Proposed Action during the public scoping period. Comments received during the public scoping period, including during the public scoping meeting on September 10, 2024, are summarized as follows:

- The Northwest Regional Planning Commission noted that the EA should consider bicycle traffic and connectivity coming from Canada.

- Some commenters asked about construction closures. One business owner expressed concern over lack of access to their property during key operational periods during construction closures.
- The Vermont Division for Historic Preservation (VDHP) noted that they seek to continue consultation as plans become more defined in an effort to reduce the adverse impacts to the border crossing.
- Nearby landowners expressed concern over impacts the Proposed Action may have on their properties. One landowner expressed concern over the potential for changes to the LPOE to result in bright lights shining onto their property at night. Other commenters asked that the project work to minimize impacts to their property, such as through vegetation changes, increased traffic, road alignment changes, and privacy.
- One commenter noted concerns over traffic safety at the field entrance near the railroad tracks and emphasized the importance of clear visibility at this crossing.
- Landowners and local citizens asked about the design and location of the LPOE under the Proposed Action. Some commenters requested that the LPOE be moved more north, closer to the Canadian border, while others indicated a preference for a more southern location. Other commenters asked how large the modernized LPOE would be, compared to its current footprint. One commenter noted the importance of a clear line of sight to and from the LPOE.
- The Vermont Agency of Natural Resources noted that any impacts to jurisdictional wetlands or their buffers require a permit from the Wetland Program, with field verification of the wetland delineations prior to application, and provided additional information for compliance coordination.

Additional information about public scoping can be found in the Public Scoping Summary Report (Appendix B).

#### **1.4.2 Draft EA Review**

The Draft EA is available for a 30-day public review period. An electronic copy of the Draft EA is available on the GSA website.<sup>1</sup> A paper copy of the Draft EA will be available during the public review period at the Arvin A. Brown Public Library located at 88 Main Street in Richford, Vermont. A Notice of Availability for the Draft EA announcing the availability of the document and the opening of the 30-day comment period was published in the *Newport Dispatch*, *Saint Albans Messenger*, and *Burlington Free Press* newspapers. At the closing of the public review

---

<sup>1</sup> <https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/richford-land-port-of-entry-vermont>

period, all comments received at the public meeting, via email, or via U.S. mail, will be addressed and included in the Final EA.

Interested parties can submit comments via email containing “Richford LPOE EA” in the subject line to [Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov) or by U.S. mail using the following address:

U.S. General Services Administration – Region 1  
Attention: Alan Bombardier, Project Manager  
GSA New England Region - PBS - Design and Construction Division – 1PCTB  
50 South Main Street, Suite 136  
St. Albans, VT 05478

GSA will hold a public meeting during the EA public comment period. The meeting may be in-person, virtual, or hybrid format. Details about the EA public meeting will be published with the Notice of Availability and on the GSA website.

## **1.5 Compliance with Relevant Environmental Laws and Regulations**

### **1.5.1 National Environmental Policy Act of 1969**

NEPA was signed into law on January 1, 1970. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions (42 United States Code 4321). The primary purpose of an EA is to ensure federal agencies consider environmental impacts in their planning and decision-making. Federal agencies must prepare an EA if the action is not likely to have significant effects or when the significance of the effects is unknown. GSA’s EAs and other NEPA documents are prepared in accordance with GSA Order ADM 1095.1F – Environmental Considerations in Decision Making, and the GSA PBS NEPA Desk Guide (GSA 1999).

### **1.5.2 National Historic Preservation Act of 1966**

The potential effects of the project alternatives on historic resources are evaluated in Section 3.6 of this 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 National Historic Preservation Act. These evaluations can be integrated under the NEPA analysis or completed 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 800.3 once a preferred project alternative is identified, which typically occurs as part of evaluating public comments received on the Draft EA and developing the Final EA. Through the Section 106 consultation process, GSA would identify impacts on cultural resources and, if necessary, negotiate measures to avoid, minimize, or mitigate adverse effects.



### **1.5.3 Tribal Consultation**

Implementing regulations for Section 106 of the National Historic Preservation Act (36 Code of Federal Regulations part 800) require the responsible federal agency to consult with federally recognized Tribes among other interested agencies. GSA has confirmed with the State Historic Preservation Office (SHPO) that there are no federally recognized Tribes in Vermont.

### **1.5.4 Clean Water Act**

Section 404 of the Clean Water Act (CWA) regulates the discharge of dredged or fill material into waters of the United States, including wetlands and streams. Proposed activities are regulated through a regulatory review process and are allowed if an applicable Section 404 Permit, Section 401 Water Quality Certification, or Article 24 Freshwater Wetlands Permit is issued. The U.S. Army Corps of Engineers (USACE) reviews and evaluates permits. USACE reviews individual permits and evaluates applications under a public interest review, as well as the environmental criteria set forth in the CWA Section 404(b)(1) Guidelines. USACE also conducts or verifies Jurisdictional Determinations (JDs) to determine or confirm the presence of wetlands and streams. Because the Proposed Action has the potential to affect wetlands and streams, GSA must consult with USACE and the Vermont Department of Environmental Conservation (DEC). GSA has been in contact with USACE and Vermont DEC and conducted a site visit with representatives from both agencies to verify delineated wetland boundaries on April 16, 2024. GSA submitted a request for a preliminary JD to the USACE New England District on May 8, 2024, and USACE issued a preliminary JD on July 23, 2024. Vermont DEC provided its determination of state wetland jurisdiction and classifications via email on July 19, 2024, and provided a completed Wetland Classification Form to document its determination on December 3, 2024.

Compensatory mitigation is required under CWA Section 404 to offset any unavoidable adverse impacts that remain after all appropriate and practicable avoidance, and minimization has been achieved. Under the regulations, three mechanisms provide compensatory mitigation (listed in order of preference as established by the regulations): mitigation banks, in-lieu fee programs, and permittee-responsible mitigation. Wetland and stream mitigation would be provided in consultation with USACE and Vermont DEC pursuant to CWA Section 404 and in accordance with Executive Order 11990, Protection of Wetlands.

Section 401 of the CWA requires state water quality certification or waiver for any federally permitted action involving discharges into waters of the United States to ensure the permitted action will not violate a state's water quality standards or impair designated uses. Vermont DEC is the agency responsible for administering Vermont's Section 401 program, as well as the Article 24 Freshwater Wetlands Permit.

Agency correspondence related to Section 401 and 404 consultations can be found in Appendix A.

### **1.5.5 Endangered Species Act Section 7 Consultation**

Section 7 of the Endangered Species Act (ESA) requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) when any project or action they authorize, fund, or carry out may affect a species listed as threatened or endangered under the ESA or their designated critical habitat. An official species list, issued by the USFWS New England Ecological Services Field Office, was obtained from the USFWS Information for Planning and Consultation (IPAC) system on April 1, 2025 (Appendix A). The official species list indicated that the only species of concern potentially occurring in the proposed project area is the monarch butterfly (*Danaus plexippus*). The USFWS has proposed monarch butterfly for listing under the ESA (89 Federal Register 100662), but it is not currently listed. Therefore, no federally listed species occur in the proposed project area. Official species lists remain valid for 90 days.

Because no federally listed species occur in the proposed project area, GSA has determined that the Proposed Action would have no effect on federally listed species. No further consultation is required under Section 7 of the ESA at this time. However, if the Proposed Action is selected for implementation and monarch butterfly or any other new species that have the potential to occur in the proposed project area become listed under the ESA prior to implementation, GSA would reinitiate consultation with USFWS in accordance with Section 7 of the ESA.

### **1.6 Other Agency Consultation**

The Proposed Action would disturb more than 5,000 square feet of land and would therefore need to meet the requirements of Section 438 of the Energy Independence and Security Act of 2007 (EISA). Under Section 438, federal agencies are required to reduce stormwater runoff from federal development and redevelopment projects to protect water resources and to restore the redevelopment hydrology to the maximum extent possible regarding temperature, rate, volume, and duration of flow. GSA would use various stormwater management systems to meet the EISA requirements. Additional information about stormwater management under the Proposed Action can be found in Section 3.4, Water Resources.

Because the Proposed Action would permanently convert soils designated as prime farmland and farmland of statewide importance, GSA is required to consult with the U.S. Department of Agriculture, Natural Resources Conservation Service (USDA NRCS) in accordance with the Farmland Protection Policy Act. GSA completed consultation with USDA NRCS on January 16, 2025 (Appendix A).

#### **1.6.1 Other Relevant Laws and Regulations**

Table 1 provides a list of potentially relevant laws and regulations with which GSA must comply as part of the project planning and NEPA processes.



**Table 1. Relevant Laws and Regulations**

<b>Statutes</b>
Archaeological Resources Protection Act of 1979 (16 United States Code [U.S.C.] § 470aa-mm)
Bald and Golden Eagle Protection Act (16 U.S.C. § 668-668d)
Clean Air Act of 1970 as amended (42 U.S.C. § 7401, et seq.)
Clean Water Act of 1977 as amended (33 U.S.C. § 1251, et seq.)
Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. § 9601, et seq.)
Endangered Species Act of 1973 (16 U.S.C. § 1531-1544)
Energy Independence and Security Act (42 U.S.C. § 17001, et seq.)
Migratory Bird Treaty Act (16 U.S.C. § 703, et seq.)
National Energy Conservation Policy Act (42 U.S.C. § 8231, et seq.)
National Historic Preservation Act of 1966 (54 U.S.C. § 300101 et seq.) (89 Public Law 665 (1966))
Native American Graves Protection and Repatriation Act of 1990 (25 U.S.C. § 3001 et seq.)
Resource Conservation and Recovery Act of 1976 (42 U.S.C. § 6901, et seq.)
Safe Drinking Water Act (42 U.S.C. § 300, et seq.)
Inflation Reduction Act of 2022 (Public Law 117-369, 136 Statute 1818)
<b>Regulations</b>
29 CFR 1910.95 – Occupational Noise Exposure
32 CFR 229 – Protection of Archaeological Resources: Uniform Regulations
32 CFR 259 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs
40 CFR 280 Subpart F – Release Response and Corrective Action for Underground Storage Tanks Systems Containing Petroleum or Hazardous Substances
33 CFR 320-330 – U.S. Army Corps of Engineers Regulations
36 CFR 800 – Protection of Historic Properties
40 CFR 300-399 – Hazardous Substance Regulations
40 CFR 6, 51, and 93 – Conformity of General Federal Actions to State or Federal Implementation Plans
<b>Executive Orders</b>
EO 11593 – Protection and Enhancement of the Cultural Environment
EO 11988 – Floodplain Management
EO 12088 – Federal Compliance and Pollution Control
EO 13007 – Indian Sacred Sites
EO 13045 – Protection of Children from Environmental Health Risks and Safety Risks
EO 13112 – Invasive Species
EO 13175 – Consultation and Coordination with Indian Tribal Governments
EO 13287 – Preserve America
EO 13327 – Federal Real Property Asset Management
EO 13589 – Promoting Efficient Spending
EO 13690 – Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input
<b>Other Guidance</b>
Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 Federal Register 44716)

## **2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES**

This EA analyzes the potential impacts of two alternatives: the No-Action Alternative and the Proposed Action Alternative. An overview of the Proposed Action Alternative is provided below. The illustrated Proposed Action Alternative depicted in Figure 3 is considered preliminary. However, all elements of the final design would fit within the area evaluated in this EA, as described in Section 3.1. GSA and CBP would finalize the layout of the modernized LPOE upon completion of the NEPA process.

### **2.1 Description of the Proposed Action**

The proposed project area for the proposed modernized Richford LPOE includes the existing 1.27-acre LPOE property, parts of the surrounding properties, and portions of Vermont Route 139 directly abutting and near the property (Figure 3). The Proposed Action involves demolishing the existing LPOE building and replacing it with a newly constructed facility designed to meet updated operational and capacity requirements. The Proposed Action would help improve traffic flow, enhance security, and increase officer safety and efficiency of inspections. The proposed area of work would encompass the location of the existing Richford LPOE property, portions of the surrounding properties, and the Route 139 right-of-way.

Under the Proposed Action Alternative, GSA would acquire approximately 6.7 acres of private property and design and construct a new LPOE facility. The optimal location and elevation of the new LPOE would require demolition of the historic existing LPOE building. Additionally, GSA would demolish the house located south of the existing LPOE and construct new roads to allow private landowners to continue to access their properties.

The exterior of the new LPOE facility would include two standard inbound lanes, one oversize inbound lane, one outbound lane, primary and secondary inspection canopies, mechanical gates and guardrails, and additional visitor and employee parking. The interior would feature garages with enclosed inspection bays, a new office work area, secure hold and inspection areas, and upgraded utilities. The new facility would also include on-site septic, stormwater retention, and snow storage areas. The new LPOE building would face the border, with its central location providing optimal surveillance of the border and inbound and outbound traffic.



**Figure 3. Proposed Action Alternative**

Inbound traffic entering the United States would stop for primary inspection utilizing one of the inbound traffic lanes before either being cleared for entry into the United States and resuming travel on Route 139 or being directed to the secondary inspection area. Once the soft or hard secondary inspection is complete, the traveler would either proceed south on Route 139, entering the United States, or be denied entry, returning to Canada utilizing the outbound lane, which would loop around the new LPOE building. Outbound traffic approaching the LPOE via Route 139 would utilize the one available outbound lane for primary inspection. Secondary inspection parking spaces would be provided beyond the new inspection booth. If cleared, travelers would continue into Canada via the outbound lane.

The new LPOE would conform to the GSA PBS Interim Core Building Standards, which were issued on February 24, 2025, following the rescission of the GSA PBS P100 Facilities Standards. The PBS Interim Core Building Standards provide a list of mandatory laws, regulations, and codes for projects under design and construction (GSA 2025b).

During construction, the Richford LPOE would close for approximately 24 months, and commercial traffic would be diverted to West Berkshire (approximately 11 miles west). Non-commercial traffic would utilize the Pinnacle LPOE (approximately 3 miles west) or East Richford LPOE (approximately 7 miles east).

## **2.2 No-Action Alternative**

The No-Action Alternative is the alternative that represents no change from current management; the analysis of the No-Action Alternative provides a baseline against which the Proposed Action Alternative and other alternatives are compared. Under the No-Action Alternative, GSA would not construct a new Richford LPOE facility. The existing facility would continue to operate in its current condition, which does not comply with current federal infrastructure and security requirements. Therefore, the No-Action Alternative would not meet the project purpose and need as described in Section 1.3. However, the potential effects of the No-Action Alternative are evaluated as required under NEPA.

## **2.3 Alternatives Considered but Dismissed from Detailed Analysis**

Throughout the project planning process, several alternatives that met the project purpose and need were considered and evaluated. Preliminary concepts were developed in late 2023 and early 2024 to address operational deficiencies at the existing LPOE and meet future CBP needs in alignment with the CBP LPOE Design Standard. GSA refined the preliminary concepts to minimize potential impacts to resources (e.g., wetlands, cultural resources, land use, etc.), conform to budget limitations, and address concerns expressed by stakeholders and the public during the public scoping process. The refinement process resulted in multiple alternative schemes, including two options that were dismissed from detailed analysis. The dismissed schemes and the rationale for their dismissal are described below.

### **2.3.1 Scheme 1**

Scheme 1 included the exterior restoration and interior rehabilitation of the existing LPOE building and construction of a new primary inspection canopy, freestanding inspection booths, and a new two-story port building south of the existing LPOE building. The interior of the new two-story building would have included three inspection bays, garages, a health and fitness area, offices, and holding facilities. The exterior would have provided two inbound lanes, two outbound lanes associated with the existing building and a secondary inspection canopy containing six booths, and visitor parking associated with the new building. The existing canopy would be rebuilt to a smaller footprint to allow for a new canopy over the expanded Route 139 roadway with required 18-foot clearance. Site improvements would have included new access roads west and east of the buildings, three-phase electrical service, and a new septic system. An overview of Scheme 1 is shown in Figure 4.

This alternative was dismissed from detailed analysis because Scheme 1 would not meet CBP's operational goals or the requirements of the CBP LPOE Design Standard. The existing port building has significant structural deficiencies that would require extensive repairs, and the existing garage floor slabs would need substantial enhancement to carry storage loads and function as storage space, the only appropriate program for those garage spaces. In addition, the existing port building obscures views of the border from staff-occupied spaces, thereby creating security issues. Scheme 1 would have the biggest impact on adjacent landowners and wetlands, as the design would cover approximately 5.2 acres and would require substantial site grading. Therefore, Scheme 1 was dismissed from further consideration.

### **2.3.2 Scheme 2**

Scheme 2 would have included the demolition of the existing LPOE building and construction of a new two-story LPOE building. Additionally, Scheme 2 would have involved the demolition of a house located on the parcel south of the existing LPOE and west of Route 139 to support LPOE expansion and provide new access roads to the property located west of the rail line. The interior of the new building would have included two new inspection bays, a garage, a health and fitness area, and holding facilities. The exterior would have included two inbound lanes, two outbound lanes, a secondary inspection canopy with three booths, and visitor parking and employee parking, with a total area of approximately 3.4 acres. An overview of Scheme 2 is shown in Figure 5.

This alternative was dismissed from detailed analysis because the proposed location of the new port building under Scheme 2 would not provide optimal surveillance of the border from staff-occupied spaces and the design would not allow for an attached primary inspection booth. In addition, grade changes to the west of the site would require an inefficient walk-out basement with limited opportunity for surveillance of the west side of the site. Significant retaining walls would be needed to navigate the grade changes. Therefore, Scheme 2 was dismissed from further consideration.





**Figure 4. Scheme 1**





**Figure 5. Scheme 2**



### 3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This section describes the existing environment that may be affected by implementing the Proposed Action and serves as a baseline from which to identify and evaluate potential impacts. The description of the affected environment focuses on those resource areas that are potentially subject to impacts resulting from the Proposed Action.

#### 3.1 Methodologies

##### 3.1.1 Affected Environment Methodology

The affected environment summarizes the current physical, biological, social, and economic environments of the area that would be affected by the Proposed Action. The affected environment is described for each resource area but generally includes three parcels surrounding the Richford LPOE that would be directly or indirectly affected by the Proposed Action. This area, referred to as the NEPA study area, encompasses a broad geographic region that includes not only the location of the Proposed Action but also surrounding areas that could be indirectly affected by its implementation. This larger area is evaluated to fully understand the potential environmental, social, and economic impacts of the Proposed Action. However, the affected environment for some resources extends beyond the NEPA study area. For example, the geographic area of analysis for potential socioeconomic effects extends beyond the NEPA study area to encompass town- or regional-level analysis, while the affected environment for other resources such as geology and soils, water resources, and cultural resources is generally contained within the NEPA study area. Within this study area is the proposed project area, which is more narrowly defined and refers specifically to the locations where direct alterations – such as construction, land disturbance, or infrastructure changes – would occur if the Proposed Action Alternative is carried forward.

##### 3.1.2 Environmental Consequences Methodology

The impacts analysis considers potential impacts on resources from the action alternatives and the No-Action Alternative. The analysis describes the types of impacts that would occur and assigns significance criteria.

##### *Types of Impacts*

The terms “impacts” and “effects” are used interchangeably in this document. For the sake of this document, direct and indirect effects are defined as follows:

- **Direct effects** – Effects which are caused by the action and occur at the same time and place. In other words, direct effects are those that are caused directly and immediately by project-related activities, such as excavation of land during construction that would remove vegetation and expose soils. Most direct effects would be confined to the NEPA study area (e.g., geology, topography, and soils), but some may extend beyond the property boundary (e.g., traffic).

- **Indirect effects** – Effects which are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include induced changes in land use patterns or populations or effects on air quality, water resources, or other natural systems that are delayed or occur outside of the immediate NEPA study area.

Effects resulting from a proposed action can be either adverse or beneficial. Adverse effects have a negative impact on a resource, while beneficial effects have a positive impact.

### *Impact Intensity Thresholds*

Potential impacts are described in terms of effect, duration, intensity, geographic context, and type, as applicable. Definitions for intensity thresholds for the resources analyzed in this chapter are provided in Table 2. Proposed management and mitigation measures that GSA would take to avoid, minimize, or mitigate potential adverse effects of the Proposed Action are presented in Section 5.

Impact intensity thresholds were defined as a means of describing the size of the impact and its significance. The significance of impacts was determined systematically by assessing the duration (how lasting the change is), magnitude (amount of change), and extent (how widespread the change is) of an impact. Table 2 summarizes these thresholds, which are further defined for each resource within their respective sections.

**Table 2. Summary of Environmental Impact Intensity Thresholds**

<b>Duration</b>	
Temporary	Impacts generally occur during construction, with the resources returning to pre-construction conditions almost immediately once construction is complete.
Short-term	Impacts would continue for approximately three years following construction.
Long-term	Impacts would require more than three years to recover, but eventually would recover to pre-construction conditions.
Permanent	Impacts would occur as a result of activities that modify resources to the extent that they may not return to pre-construction conditions, such as with the construction of an aboveground facility.
<b>Magnitude</b>	
Negligible	The impact is not measurable or discernable from current conditions.
Minor	The impact is slight but detectable.
Moderate	The impact is readily apparent, and there would be a noticeable and measurable change from current conditions.
Major	The impact is severe, significant, and highly noticeable; major impacts may be above a threshold of significance.

<b>Geographic Context</b>	
Site-Specific	Impacts are limited to the Richford LPOE and the NEPA study area.
Local	Impacts extend beyond the NEPA study area, affecting the town of Richford and areas in the vicinity of the NEPA study area.
Regional	Impacts affect a larger area such as Franklin County and other nearby communities.

### **3.2 Land Use and Zoning**

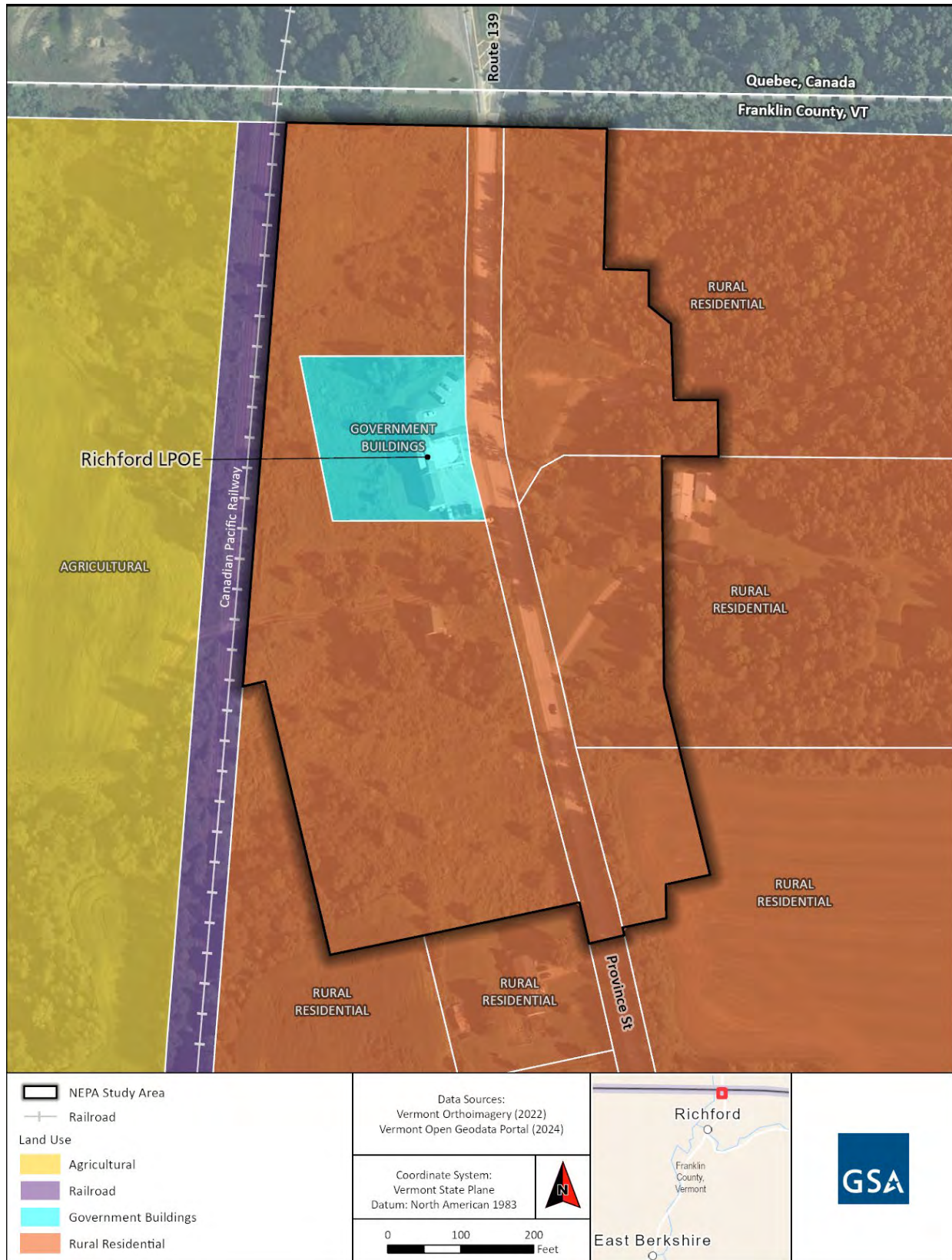
This section assesses the potential for existing land use patterns and development trends within the proposed project area to affect or be affected by the implementation of the Proposed Action. The Proposed Action would take place on parcels that include the existing LPOE and private property located east and south of the LPOE.

#### **3.2.1 Affected Environment**

The Richford LPOE is situated in a rural area with a diverse landscape that includes residential use, agricultural lands, and natural areas. Much of the area around the Richford LPOE is devoted to farming, including both crop and livestock operations, and maple sugar production. The town of Richford itself is a small community with a mix of residential properties. The residential areas near the LPOE are low-density, with single-family homes and small developments. Surrounding the LPOE, the land also consists of forests, natural landscapes, and mountainous terrain.

The NEPA study area covers 13.4 acres and includes portions of two privately owned parcels and the existing LPOE parcel (Figure 6). The Town of Richford zoning map indicates that the entirety of the NEPA study area consists of parcels zoned as Rural Residential, as shown in Figure 6 (Town of Richford 2024a). There are residences within and to the east and south of the study area. The majority of the parcels to the east consist of natural landscape, including forests rich in native tree species, wetlands, and streams. A maple sugaring operation is also located to the east, and the collection facility is located along Route 139, immediately opposite of the existing LPOE. A railroad track is located immediately west of the NEPA study area. Parcels west of the NEPA study area are zoned as agricultural and are actively used for agriculture.

The area of disturbance under the Proposed Action Alternative would be approximately 4.4 acres encompassing the locations of the existing Richford LPOE property, portions of surrounding properties, and the Route 139 right-of-way (Figure 6).



**Figure 6. Land Use within the NEPA Study Area**

### **3.2.2 Environmental Consequences**

#### **Proposed Action Alternative**

Under the Proposed Action Alternative, GSA would acquire approximately 6.7 acres of privately-owned land from two different landowners along Route 139, along with a portion of Route 139, for the construction of the new buildings and paved surfaces. The portions of the tax parcels acquired for the Proposed Action would be merged with the existing LPOE parcel as being identified as “Government Buildings.” Once the land is developed and merged with the LPOE parcel, the change will be ongoing for the life of the facility. The remainder of the tax parcels would continue to be identified as Rural Residential. GSA would also require temporary easements across private property for use during construction. In addition to the small footprint of the project and its presence in a sparsely populated area, the Town of Richford would continue to identify the LPOE parcel as “Government Buildings,” and uses and construction within these areas would be compatible with its zoning designation. Therefore, effects would be minor. Effects would be confined to the immediate area of the acquisition; however, the project may require planning at the local level and coordination with the Town of Richford’s zoning and land use plans. Therefore, the Proposed Action would result in direct, temporary and permanent, minor, site-specific and local, adverse effects. After construction, the modernized and expanded Richford LPOE would continue to operate consistently with its current use.

#### **No-Action Alternative**

A new Richford LPOE facility would not be constructed under the No-Action Alternative. Routine repairs and maintenance of the existing facility would be conducted, and the LPOE would operate under the existing conditions. There would be no change in land use within the NEPA study area, and no impacts would occur.

### **3.3 Geology and Soils**

This section describes effects of the Proposed Action on geology and soils in the proposed project area. Geology is the scientific study of the Earth, its composition, structure, processes, and history. Soil is a collective term for the inorganic and organic substrate covering bedrock which supports vegetation growth and cover, in turn providing habitat and food for living organisms (USDA NRCS 2025). Geology and soil are interrelated as the type of bedrock and parent material in a region influences soil formation. The geologic processes that break down rocks, such as weathering and erosion, provide the mineral content for soils, while the landscape and climate shaped by geological forces affect how soil develops, tying soil properties directly to underlying geology in the area (AHDB 2025).

#### **3.3.1 Affected Environment**

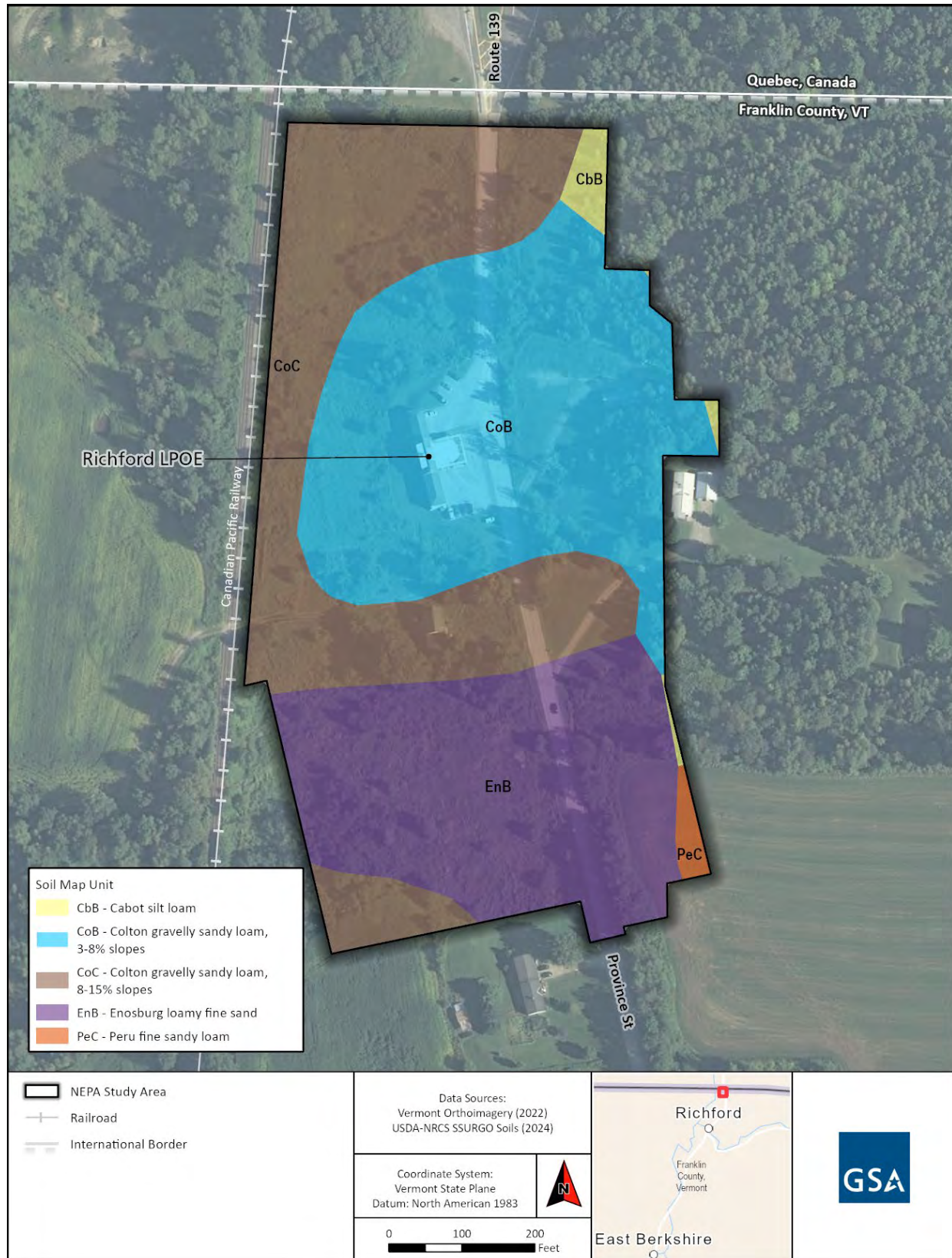
The area of analysis for geology and soils is the NEPA study area, covering approximately 13.4 acres. Of the 13.4 acres, 1.1 acres is impervious cover, containing the footprint of the LPOE

building, roadways, parking areas, and other residential structures. The 12.3 acres of pervious cover contain undisturbed forested and grass covered land. Soils within the 1.1 acres of impervious cover have been previously affected by development associated with the existing LPOE. Expanding impervious cover through implementing pavement, sidewalks, and buildings can permanently alter soil function by preventing water infiltration, resulting in increased runoff and erosion.

Soils in the NEPA study area consist of approximately 3.8 acres of Enosburg loamy fine sand (EnB), 3 to 8 percent slopes; 4.4 acres of Colton gravelly sandy loam (CoC), 8 to 15 percent slopes; and 5.0 acres of Colton gravelly sandy loam (CoB), 3 to 8 percent slopes. A small percentage of the NEPA study area consists of Peru fine sandy loam (PeC), 8 to 15 percent slopes; and very stony Cabot silt loam (CbB), 3 to 15 percent slopes (Figure 7). Enosburg loamy fine sand is classified as prime farmland soil, if drained, and Colton gravelly sandy loam and Peru fine sandy loam are classified as farmland of statewide importance (USDA NRCS 2024). Soils in the NEPA study area vary widely in drainage class, ranging from poorly drained to excessively drained. Cabot silt loam soils as well as Enosburg loam fine sand are classified as poorly draining soils, while Colton gravelly sandy loam soils are classified as excessively drained. All soils within the NEPA study area are considered hydric with the exception of the Colton gravelly sandy loam soils.

The Richford Quadrangle covers portions of Berkshire, Richford, and Montgomery and includes the villages of Richford, South Richford, East Berkshire, and Montgomery. Within the large-scale regional Northern Vermont-Southern Quebec tectonic framework, the Richford Quadrangle is located on the Cambridge-Richford-Valcourt Syncline (synclinorium) between the Enosburg Anticline (anticlinorium) to the west, and the Green Mountain-Sutton Mountain Anticlinorium to the east (Rosencrantz 1997). The NEPA study area is situated within the geological area of the Lower Cambrian rift clastics and volcanics capped by Ordovician phyllites, with the underlying bedrock consisting of schist and phyllite. Both of these are considered metamorphic rocks formed from the alteration of sedimentary rocks under heat and pressure. Schist is a medium-grained metamorphic rock, while phyllite is a foliated metamorphic rock formed from slate with fine-grained mica flakes.





**Figure 7. Soils in the NEPA Study Area**

### 3.3.2 Environmental Consequences

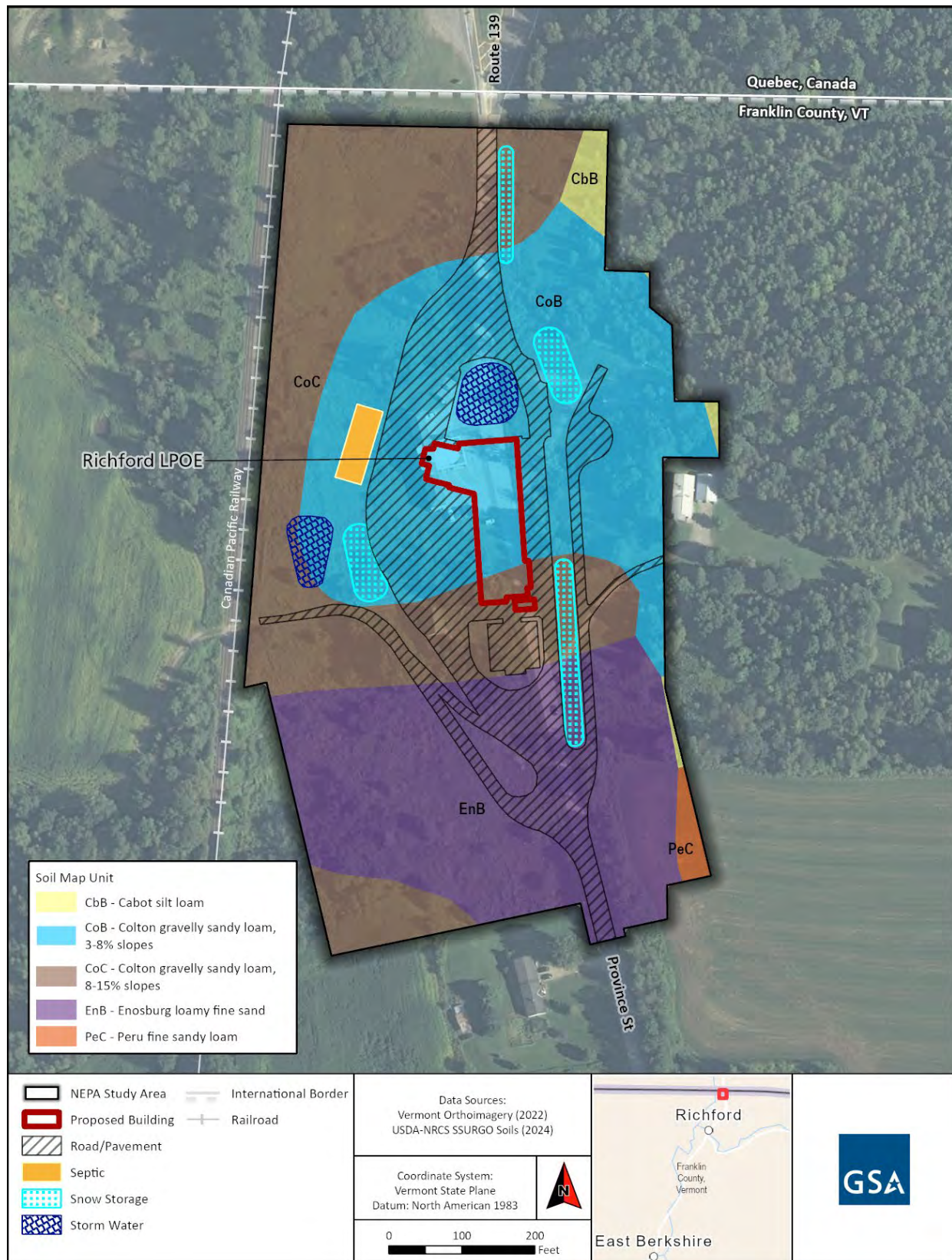
#### Proposed Action Alternative

The Proposed Action would involve the demolition of the existing LPOE building. Demolition of older buildings can lead to contamination of soils if hazardous materials such as asbestos or lead are not properly managed. However, any hazardous waste generated or stored on site by the Proposed Action would follow necessary disposal protocols and procedures as described in Section 3.10, Solid Waste and Hazardous Materials.

The Proposed Action Alternative would involve the disturbance of approximately 4.4 acres of land through activities such as excavation, grading, and clearing during construction, which would impact soils. Of the 4.4 acres of soils that would be impacted, approximately 2.5 acres would be Colton gravelly sandy loam, 3 to 8 percent slopes; 1.1 acres would be Colton gravelly sandy loam, 8 to 15 percent slopes; and 0.8 acres would be Enosburg loamy fine sand, 3 to 8 percent slopes (Figure 8). As noted in Section 1.6, because the Proposed Action would permanently convert soils designated as prime farmland and farmland of statewide importance, GSA consulted with USDA NRCS, in accordance with the Farmland Protection Policy Act. Consultation was completed on January 16, 2025 (Appendix A).

Under the Proposed Action, the impervious area would increase from 1.1 acres to 3.5 acres, with a majority of the impervious area (3 acres) being converted into roadways/pavement. Pervious cover is generally more favorable for soil health as it aids in water absorption and erosion control (Pineo 2024). Increasing the impervious cover can alter the hydrologic cycle of landscapes and increase the demand for hydraulic flow that directly connects developed areas to receiving water bodies. The process of paving compresses the soil, reducing its porosity and ability to support plant life, leading to a decline in soils structure and health. Additionally, increasing roadway cover would ultimately lead to increased surface runoff, which can result in erosion. It is anticipated that approximately 0.5 acres of the pervious area would be designated for snow storage. However, the area needed for snow storage would vary annually depending on snowfall. Snow storage would impact the underlying soils in the form of nutrient leaching, where pollutants such as salts or fertilizers can leach into the soil through snow melt, harming the soil health and water quality (Daly and Wania 2004). Although soils would be disturbed as a result of construction, activities such as blasting that can fracture rocks, impacting their stability, would not take place; therefore, there would be no impact to geology as a result of the Proposed Action. However, grading may impact topography as it can alter the natural land contours, leading to alteration of natural drainage patterns, erosion, and sedimentation, and change in elevation.





**Figure 8. Soil Impacts as a Result of the Proposed Action Alternative**

Erosion and sediment control measures would be developed and implemented prior to and during construction to minimize adverse impacts on soils. After construction is completed, temporarily disturbed areas would be revegetated to reduce the potential for erosion. Due to the permanent loss of soils as a result of increasing impervious cover within the NEPA study area, the Proposed Action is expected to have direct and indirect, permanent, moderate, site-specific adverse impacts to soil. Implementing the best management practices (BMPs) described in Section 5 would reduce impacts related to soil erosion. Construction activities would not affect underlying bedrock; therefore, there would be no impact on geology.

### **No-Action Alternative**

A new Richford LPOE facility would not be constructed under the No-Action Alternative. Routine repairs and maintenance of the existing facility would be conducted and the LPOE would operate under the existing conditions. There would be no change to the existing conditions in the NEPA study area, and no impacts on geology and soils would occur.

## **3.4 Water Resources**

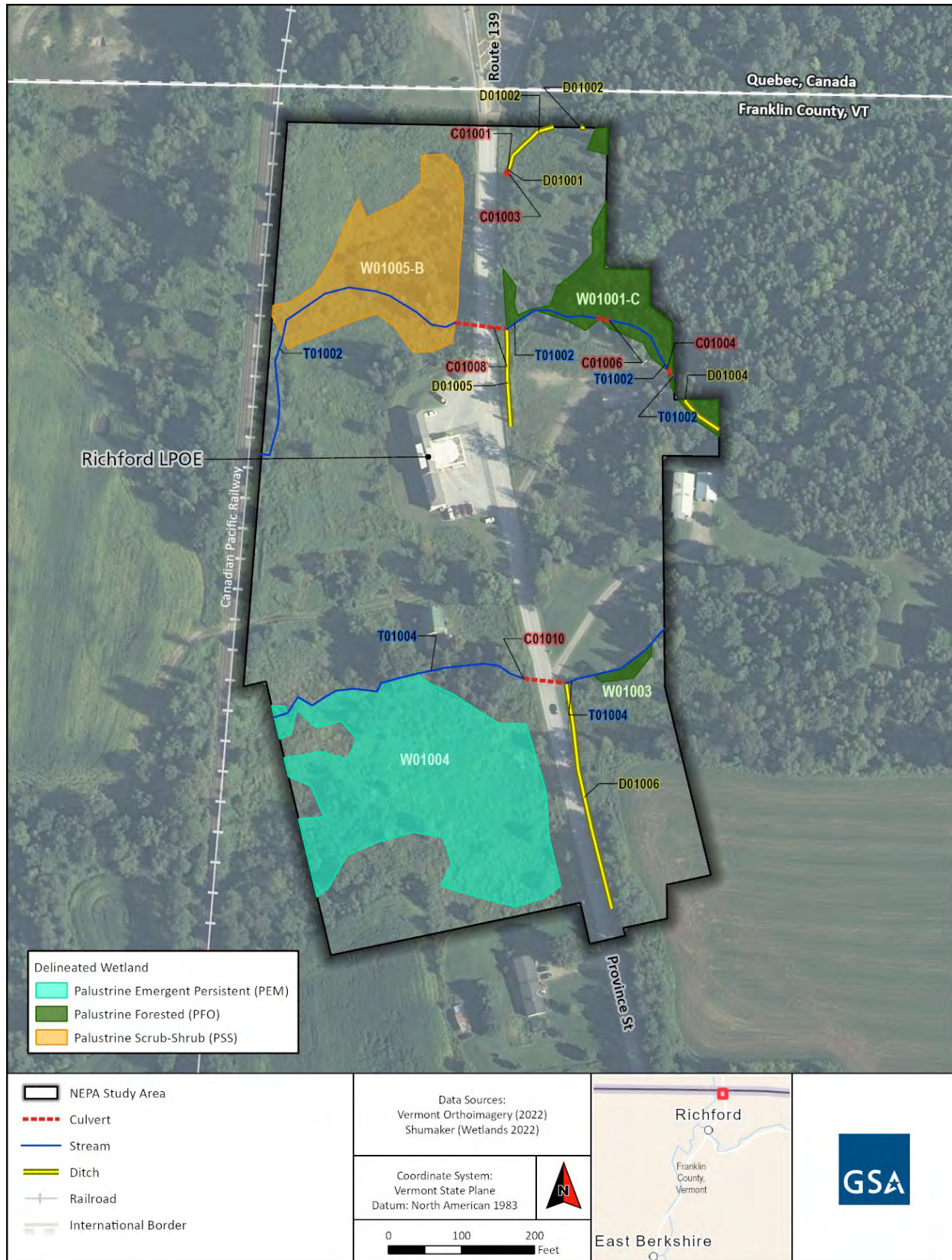
This section discusses the affected environment and environmental consequences that would result under the Proposed Action for water resources in and near the NEPA study area, including surface waters, stormwater, wetlands, and groundwater resources.

### **3.4.1 Affected Environment**

The NEPA study area lies within the Outlet Sutton Rivers sub watershed (Hydrologic Unit Code 043001070209), which is situated in the Richelieu basin (Hydrologic Unit Code 020100) (EPA 2024).

A wetland delineation was performed on October 19, 2023, and October 20, 2023, to determine the jurisdictional boundaries of wetlands in the vicinity of the proposed project area. Wetland boundaries were verified during a site visit with USACE and Vermont DEC on April 16, 2024. The wetland delineation covered an area totaling approximately 19.7 acres, including the entire 13.4-acre NEPA study area. Approximately 6.1 acres of wetlands were delineated during the site visit. However, only 3 acres lie within the NEPA study area. Wetland types present in the proposed area include Palustrine Emergent Persistent (PEM), Palustrine Forested (PFO), and Palustrine Scrub-Shrub (PSS). Wetlands included one PEM wetland (W01004), two PFO wetlands (W01001-C and W1003), and one PSS wetland (W01005-B). Wetlands were identified on both the east and west side of US Route 139 (Figure 9).





**Figure 9. Water Resources in the NEPA Study Area**

USACE issued a preliminary JD on July 23, 2024 (Appendix A), identifying all the delineated features listed in Table 3 as federally jurisdictional wetlands. Vermont DEC provided its determination of state wetland jurisdiction and classifications via email on July 19, 2024. All the delineated features are Class II and jurisdictional under the Vermont Wetlands Rules, with the exception of one PFO feature (W01003), which is a Class III wetland. Class III wetlands are not regulated by the State of Vermont. More information regarding the coordination between GSA, USACE, and Vermont DEC can be found in Section 1.6. A summary of wetlands and water features identified during the field delineation and the amount within the NEPA study area is provided in Table 3.

**Table 3. Summary of Delineated Features in the Proposed Project Area Vicinity**

Feature	Vermont Wetland Class	Cowardin Code	Total Area Delineated (Acres)	Amount within NEPA Study Area (Acres)	Length within Delineated Area (Linear Feet)	Amount within NEPA Study Area (Linear Feet)
W01005-B	Class II	Palustrine Scrub Shrub (PSS)	0.9	0.9	N/A	N/A
W01004	Class II	Palustrine Emergent Persistent (PEM)	2.2	1.7	N/A	N/A
W01001-C	Class II	Palustrine Forested (PFO)	2.9	0.4	N/A	N/A
W01003	Class III	Palustrine Forested (PFO)	<0.1	<0.1	N/A	N/A
T01002	N/A	Riverine, Intermittent (R4)	N/A	N/A	976	701
T01004	N/A	Riverine, Intermittent (R4)	N/A	N/A	1,069	536
D01001	N/A	Riverine Ephemeral (R6)	N/A	N/A	21	21
D01002	N/A	Riverine Ephemeral (R6)	N/A	N/A	132	76
D01004	N/A	Riverine Ephemeral (R6)	N/A	N/A	156	63
D01005	N/A	Riverine Ephemeral (R6)	N/A	N/A	133	133
D01006	N/A	Riverine Ephemeral (R6)	N/A	N/A	315	315
<b>Total</b>			<b>6.1</b>	<b>3.0</b>	<b>2,802</b>	<b>1,845</b>

No ponds or lakes were identified within the NEPA study area. Six drainages directing water flow to two streams that flow west off the NEPA study area were delineated. All streams were intermittent, likely carrying stormwater off the NEPA study area during high periods of precipitation.

### **3.4.2 Environmental Consequences**

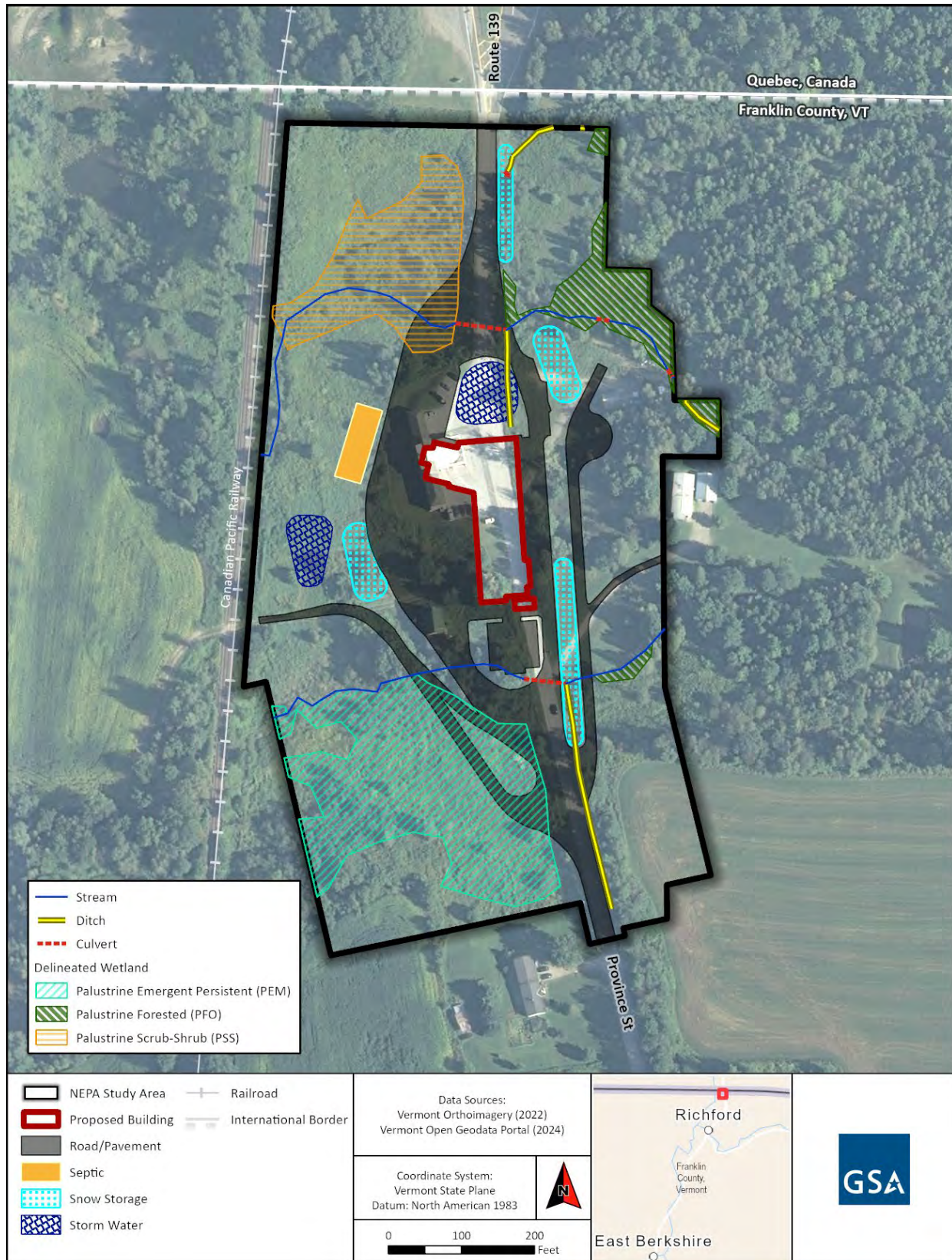
#### **Proposed Action Alternative**

Construction activities for the modernized Richford LPOE facility, including land disturbance, clearing, and grading, would result in direct and indirect, temporary to short-term, moderate, site-specific and local adverse impacts on surface water resources, including wetlands and streams. Additional short-term, indirect, minor, local adverse impacts would potentially result from the operation of construction equipment, which would increase the potential for accidental leaks or spills of fuel, lubricants, or other materials that would contaminate nearby surface water.

The Proposed Action would permanently remove up to 1 acre of PEM and PSS wetlands, resulting in permanent, direct, moderate, site-specific, adverse impacts to wetlands (Figure 10). Permanent loss of wetlands as a result of the placement of fill would be necessary to accommodate the new LPOE building, roadways, and parking areas. Septic and snow storage areas would be placed in upland areas to avoid impacting wetlands.

Additionally, the Proposed Action would result in direct and indirect, temporary to permanent, moderate, site-specific adverse impacts to approximately 236 linear feet of streams within the NEPA study area. Under the Proposed Action, impervious cover would increase to approximately 3.5 acres, which would permanently impact approximately 66.4 linear feet of stream T01002 and 169.4 linear feet of stream T01004 (Figure 10). Increasing impervious cover would result in an increase in stormwater runoff, causing permanent, direct and indirect, minor, local, adverse impacts to water resources. However, these impacts would be minimized by incorporating stormwater bio-retention methods into the final design to manage stormwater on site using landscape features such as native grasses, forbs, and herbaceous species. In addition, stormwater design would be prepared in accordance with the 2017 Vermont Stormwater Management Manual Rule and Guidance as well as the Technical Guidance on Implementing the Stormwater Runoff Requirements for Federal Projects under Section 438 of the EISA. While adverse impacts to wetlands and delineated waterways would be unavoidable, GSA would mitigate adverse impacts to wetlands via payment of fees to a federal “in-lieu fee” program or approved mitigation bank. Compensatory mitigation would be determined by GSA in consultation with USACE and Vermont DEC.





**Figure 10. Wetland Impacts as a Result of the Proposed Action Alternative**

In addition, GSA would implement BMPs to minimize impacts on surface water resources. GSA would develop and implement a Stormwater Pollution Prevention Plan to control stormwater runoff and pollutants, which would include erosion prevention, sediment control, and water quality protection measures. BMPs such as the use of drop cloths, proper storage of chemicals, and immediate treatment of spill areas with absorbents and soil removal are examples of measures that would be implemented in the event of accidental spills. GSA would obtain the required permits and would comply with the associated permit requirements. BMPs and mitigation measures are summarized in Section 5.

Under the Proposed Action, substantial earthwork would be required to prepare the site for construction of the new LPOE facilities. Due to the presence of shallow groundwater throughout the NEPA study area, contaminants could potentially seep into the groundwater following storm events, which may negatively affect groundwater quality. However, this is unlikely to drastically affect groundwater quality or availability within the NEPA study area or beyond because GSA would implement a Spill Prevention, Control, and Countermeasure (SPCC) Plan to minimize the potential for adverse effects. The SPCC Plan would be prepared prior construction. Additionally, the Proposed Action may lead to a slight reduction in groundwater recharge due to the increase in impervious surfaces which can result in reduced infiltration and increased surface runoff. Therefore, the Proposed Action would result in direct, temporary to permanent, minor, local, adverse effects to groundwater.

### **No-Action Alternative**

A new Richford LPOE facility would not be constructed under the No-Action Alternative. Routine repairs and maintenance of the existing facility would be conducted and the LPOE would operate under the existing conditions. There would be no change to the existing conditions in the NEPA study area, and no new impacts on water resources would occur.

## **3.5 Wildlife and Habitat**

This section discusses the affected environment and environmental consequences that would result under each alternative for biological resources in and near the NEPA study area, including vegetation, wildlife, and special status species. Special status species include federal- and state-listed species and migratory birds.

### **3.5.1 Affected Environment**

Of the 13.4-acre NEPA study area, 1.1 acres of the existing land cover is impervious area, leaving 12.3 acres for viable wildlife habitat. As described in Section 3.4, Water Resources, the NEPA study area contains approximately 3 acres of wetland habitat consisting of PEM, PFO, and PSS wetlands, which provides habitat for a variety of wildlife species. The PEM wetland predominantly consists of herbaceous vegetation, including wrinkle-leaf goldenrod (*Solidago rugosa*), Canada goldenrod (*Solidago canadensis*), New England aster (*Symphyotrichum novae-*

*angliae*), and the invasive common reed (*Phragmites australis*). The two PFO wetlands consist primarily of red maple (*Acer rubrum*), American elm (*Ulmus americana*), green ash (*Fraxinus pennsylvanica*), and eastern hemlock (*Tsuga canadensis*). PSS wetland habitat is dominated by black willow (*Salix nigra*). Upland habitats are dominated by northern hardwood forest communities. The NEPA study area also includes two streams that flow westward off the NEPA study area.

Habitats in the NEPA study area provide suitable stopover or nesting habitat for a variety of resident and migratory birds. Migratory birds are protected under the Migratory Bird Treaty Act. According to the USFWS IPAC system, there are 10 species of migratory birds that have the potential to be present in the NEPA study area. These species are bald eagle (*Haliaeetus leucocephalus*), black-billed cuckoo (*Coccyzus erythrophthalmus*), bobolink (*Dolichonyx oryzivorus*), Canada warbler (*Cardellina canadensis*), chimney swift (*Chaetura pelagica*), evening grosbeak (*Coccothraustes vespertinus*), olive-sided flycatcher (*Contopus cooperi*), rose-breasted grosbeak (*Pheucticus ludovicianus*), veery (*Catharus fuscescens fuscescens*), and wood thrush (*Hylocichla mustelina*) (USFWS 2024). Bald eagle was observed in the NEPA study area during field visits. USFWS considers all of these species to be Birds of Conservation Concern except bald eagle, which is protected under the Bald and Golden Eagle Protection Act (USFWS 2021).

The NEPA study area also provides suitable habitat for mammals, including beaver (*Castor canadensis*), chipmunk (*Tamias*), eastern cottontail rabbit (*Sylvilagus floridanus*), eastern coyote (*Canis latrans*), gray fox (*Urocyon cinereoargenteus*), gray squirrel (*Sciurus carolinensis*), red squirrel (*Sciurus vulgaris*), moose (*Alces alces*), muskrat (*Ondatra zibethicus*), raccoon (*Procyon lotor*), red fox (*Vulpes vulpes*), striped skunk (*Mephitis mephitis*), white-tailed deer (*Odocoileus virginianus*), and woodchuck (*Marmota monax*). Wetland and stream habitats may also support amphibians (frogs and salamanders), reptiles (turtles, lizards, and snakes), and small fish. Garter snake (*Thamnophis sirtalis*), wood frog (*Lithobates sylvaticus*), and gray treefrog (*Hyla versicolor*) were observed during field visits. Based on a review of statewide open geodata provided via the Vermont Agency of Natural Resources, there are no known state-listed rare, threatened, or endangered species in the NEPA study area (Vermont ANR 2024).

As noted in Section 1.5, the USFWS IPAC system-generated official species list indicated that there are no federally listed species or critical habitats occurring in the NEPA study area. The monarch butterfly has been proposed for listing under the ESA and has the potential to occur within the NEPA study area. Monarch butterfly breeding and migratory habitat generally consists of meadows with a diversity of nectar-producing flowering vegetation and adequate abundance of milkweed (USFWS 2020). Suitable habitat in the NEPA study area exists along the roadway and around edges of developed or previously disturbed areas. Monarch butterflies are migratory and are most likely to occur in the NEPA study area from May to October (VCE 2024). Monarch butterflies of the eastern population typically leave temperate northern climates



(such as that present in the NEPA study area) in the fall for wintering areas in Mexico (USFWS 2020).

The entirety of the NEPA study area lies adjacent to Vermont Route 139 and the Canadian Pacific Railway tracks and is subject to frequent noise and visual disturbances associated with railway and vehicular traffic. The presence of the railroad tracks and Vermont Route 139, as well as some commercial development and significant agricultural development surrounding the NEPA study area have resulted in fragmentation and slight degradation of habitat quality in the NEPA study area.

### **3.5.2 Environmental Consequences**

#### **Proposed Action Alternative**

Under the Proposed Action Alternative, approximately 3.5 acres of the 12.3 available acres within the study area would be developed to accommodate the modernized and expanded LPOE facility, resulting in a permanent loss or modification of wildlife habitat. The Proposed Action Alternative would require removal of approximately 0.8 acres of trees, and impacts to up to 1 acre of wetlands and approximately 236 linear feet of streams. However, this would not represent a loss of high-quality habitat because the new development would be in or adjacent to currently developed or previously disturbed areas. While the lost habitat is not considered high-quality, it still represents a loss of shelter and potential food sources for species in the surrounding area. Therefore, the Proposed Action is anticipated to have direct, permanent, minor, local, adverse impacts on wildlife habitat.

Tree removal would adversely impact wildlife such as birds and mammals because trees provide shelter, nesting sites, and locations for breeding. Trees also create corridors that facilitate movement and migration for species groups such as birds and bats. Similarly, the removal of wetland habitat would likely result in adverse impacts because wetlands provide shelter, breeding grounds, and vital food resources to various species. Although there would be a permanent loss of wildlife habitat, the relatively small area being affected compared to the available habitat in the region would allow wildlife to continue utilizing nearby habitats. Therefore, no impact is expected to wildlife at the population level. Additionally, trees that would be removed are immediately adjacent to the existing LPOE site and Route 139 and therefore do not provide high-quality habitat for wildlife. GSA would incorporate measures to avoid or minimize impacts to migratory birds, bald eagles, and Birds of Conservation Concern to the extent practical. If evidence of migratory bird nesting is observed during site preparation (e.g., birds are seen carrying nesting material), GSA would conduct brief surveys to confirm the presence or absence of nests in the proposed project area. Other BMPs would be implemented, such as minimizing brush clearing and tree removal to the greatest extent practicable during nesting season and establishing an appropriate buffer around any active nests, if found, to protect nests from construction-related disturbance.

Modifying habitat adjacent to roadways and developed areas would result in direct, short-term, minor, local adverse impacts to the monarch butterfly as these areas commonly provide suitable breeding (milkweed) and migratory habitat (wildflowers and other nectar sources) for the species. However, following construction, revegetation of temporary disturbance using a regionally appropriate native seed mix would help restore native vegetation and limit the potential for the introduction or spread of invasive species over the long term.

Wildlife would also experience impacts that include water degradation and sedimentation. Wetlands act as natural water reservoirs, helping to maintain local water tables as well as providing drinking water for all wildlife. Therefore, increases in turbidity and pollution as a result of construction would have direct, temporary, minor, local, adverse impacts on species. As discussed in Section 3.4, increasing the impervious surface area would result in higher volumes of stormwater runoff, which can carry pollutants into nearby ecosystems, degrading water quality and harming aquatic and terrestrial wildlife. Impacts would be minimized by implementing measures to control soil erosion, sedimentation, and the discharge of any pollutants to surrounding water bodies, as described in Section 5. GSA would mitigate all unavoidable permanent wetland impacts in accordance with federal and state requirements as described above.

Noise and the presence of construction equipment and crews would temporarily disturb or displace wildlife, resulting in direct, temporary, minor, site-specific to local, adverse impacts. While construction would lead to an increase in noise levels beyond baseline conditions, the Richford LPOE is a relatively busy LPOE that regularly experiences traffic and noise associated with LPOE operations. Therefore, species in the surrounding areas are likely accustomed to noise and disturbances. Levels of noise and visual disturbances would return to baseline conditions after construction is complete. Displaced wildlife would likely move to nearby habitats that provide similar resources for shelter, food, and breeding.

Implementation of the Proposed Action would not affect any wildlife species at the population level because of the small amount of habitat that would be removed or modified and the limited quality of wildlife habitat that the site provides because of the existing development. Overall, the Proposed Action Alternative would result in direct, temporary to permanent, minor, site-specific and local adverse impacts to wildlife and wildlife habitat. No threatened or endangered species occur within the NEPA study area; therefore, there would be no impacts on threatened and endangered species. As noted in Section 1.5, if the Proposed Action is selected for implementation and monarch butterfly or any other new species that have the potential to occur in the action area become listed under the ESA prior to implementation, GSA would reinstate consultation with USFWS in accordance with Section 7 of the ESA.

## **No-Action Alternative**

A new Richford LPOE facility would not be constructed under the No-Action Alternative. Routine repairs and maintenance of the existing facility would be conducted and the LPOE would operate under the existing conditions. There would be no change to the existing conditions in the NEPA study area, and no new impacts on wildlife or wildlife habitat would occur.

## **3.6 Cultural Resources**

This section discusses the affected environment and environmental consequences that would result under each alternative for cultural resources, which are associated with the human use of an area and may include archaeological sites, locations of ethnographic interest, or historic properties associated with the past and present use of an area. A cultural resource can represent past cultures or modern-day cultures, and can be composed of physical remains, intangible traditional use areas, or an entire landscape. Buried cultural resources are usually referred to as archaeological sites.

### **3.6.1 Affected Environment**

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to consider the effects of their undertakings on cultural resources, including historic and archaeological resources, and to consult with the Vermont SHPO and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on ways to avoid, minimize, or mitigate adverse effects on cultural resources.

The NEPA study area for the proposed modernized Richford LPOE is approximately 13.4 acres and includes the existing property, parts of the surrounding properties, and portions of Vermont Route 139 directly abutting and near the properties. The Area of Potential Effects (APE) for cultural resources includes all portions of the study area that would be directly or indirectly affected by the Proposed Action Alternative. The Proposed Action Alternative would involve both ground-disturbing and aboveground activities which have the potential for impacts on archaeological and historic resources within the study area.

### **Archaeology**

The physical environment of an area is significant for determining the sensitivity of the APE for archaeological resources. Precontact and historic groups often favored level, well-drained areas near wetlands and waterways. Therefore, topography, proximity to wetlands, and soils are examined to determine if there are landforms in the APE that are more likely to contain archaeological resources. In addition, bedrock formations may contain chert or other resources that may have been quarried by precontact groups.

Soil conditions can provide a clue to past climatic conditions, as well as changes in local hydrography. There are no alluvial, colluvial, aeolian, or fill soils present (Hartgen 2024). Therefore, any archaeological deposits present are likely to be located at shallow depths.

An Archaeological Resources Assessment was conducted by Hartgen Archeological Associates, Inc. (Hartgen) in August 2024. This investigation included documentary research using the Vermont Online Resource Center (ORC), which is maintained by the VDHP, as well as consultation of historic mapping. The ORC contains an inventory of previously conducted cultural resource surveys, previously recorded archaeological sites, historic properties listed in both the National Register of Historic Places (NRHP) and State Register, and properties determined eligible for listing in the NRHP.

Additionally, Hartgen consulted the VDHP Environmental Predictive Model, which evaluates the precontact archaeological sensitivity of a given area, and the Vermont Archaeology Inventory Precontact Use Analysis Map Tool. This assessment resulted in the identification of eight Archaeologically Sensitive Areas (ASAs) within the APE. Five of the ASAs are located on the western side of Province Street. The remaining three ASAs are located on the eastern side of the APE within an open agricultural field in the southeast corner, along the eastern side of Province Street, and in the northeast corner.

Areas of historic sensitivity are identified based on proximity to previously documented historic archaeological sites, map-documented structures, or other documented historical activities (e.g., battlefields). The investigation also identified that four of the eight ASAs are sensitive for historic cultural materials in addition to precontact materials. These four ASAs include the area of land immediately along the border with Canada and three areas containing map-documented structures.

## **Historic Resources**

Pursuant to Section 106 of the NHPA, a Historic Resources Identification (HRI) assessment was completed to identify historic properties listed or eligible for listing in the NRHP that would be affected by the Proposed Action (Hartgen 2024). The HRI assessment included background research using the Vermont ORC, which maintains records for the VDHP, and a site visit conducted on June 25 and 26, 2024, to observe and photograph existing conditions within the study area. The HRI assessed a 13.2-acre study area encompassing the existing Richford LPOE property, parts of the surrounding properties, and portions of Vermont Route 139 directly abutting and near the properties. The HRI identified four resources within the study area. Two resources do not meet the age requirement for NRHP evaluation, one resource was not eligible due to lack of integrity, and one resource was previously listed in the NRHP. This historic resource, the U.S. Inspection Station—Richford, Vermont (also known as the Richford Inspection Station or Richford Border Inspection Station), was listed in the NRHP in 2014 under Criterion A (Starzak et al. 2011).

The existing LPOE was built in 1932 and consists of a one-and-one-half-story, Colonial Revival style, brick-veneer station building flanked by symmetrical one-story wings containing inspection bays. The elongated station building faces east/northeast toward Route 139. A circa-1972 metal porte-cochere or inspection canopy supported on metal posts extends east from the front eave of the station over two vehicle lanes. The southbound lanes of Route 139 bend west for inspection adjacent to the building before returning to the Route 139 alignment. Because the resource occupies a sharply descending grade, the west side of the building has an exposed lower level with exterior access.

As a result of changes to the building's windows, garage doors, and siding, and the replacement of the original porte-cochere, the existing Richford LPOE was not determined eligible for the NRHP under Criterion C, for architecture. However, the Richford facility retains the associative attributes required to convey significance under Criterion A, as defined in the Multiple Property Documentation Form for U.S. Border Inspection Stations, within the context of "Combined Customs and Immigration Inspection at Land Crossings Along the International Borders, 1930-1943." The existing Richford LPOE demonstrates one of several plan types developed in the late 1920s by the U.S. Department of the Treasury for the first purpose-built U.S. border inspection stations at international land crossings. The programmatic need for standardized border inspection stations arose from the convergence of several historical trends: increased motor vehicle use and improved road access at land borders, increased illegal immigration stemming from immigration laws passed in 1917 and 1921, and increased smuggling activity during Prohibition (1920-1933) (Starzak et al. 2011:E6, F28).

### **3.6.2 Environmental Consequences**

#### **Proposed Action Alternative**

##### **Archaeology**

The areas of disturbance for the Proposed Action Alternative, as currently designed, would intersect with two areas of archaeological sensitivity. If necessary, to protect potential resources from inadvertent disturbance, temporary fencing would be placed at a buffered distance of 50 feet (15.24 meters) around the ASAs not directly intersected by the Proposed Action.

Additionally, all areas of ground-disturbance within the intersected ASAs would be subjected to Phase 1B archaeological testing, if required, prior to any ground-disturbing activities to identify any potentially intact subsurface precontact or historic materials that may be eligible for listing in the NRHP.

Through the Section 106 consultation process, GSA would identify impacts on cultural resources and, if necessary, negotiate measures to avoid, minimize, or mitigate adverse effects.

In the unlikely event of an unanticipated discovery of cultural resources during construction, GSA would halt work in the immediate vicinity of the suspected cultural resources and protect

the resources. Work would not continue in the area of the discovery until a qualified archaeologist could inspect the find. GSA would notify the SHPO and other consulting parties of the discovery and would treat any discovered materials in accordance with applicable state and federal laws. Additional investigation is needed to determine if there are archaeological resources that would be affected by the Proposed Action Alternative. If cultural resources are discovered during ground-disturbing activities, effects would be permanent, direct, major, site-specific, and adverse or beneficial. Adverse effects would occur in the unlikely event that cultural resources were damaged during discovery. Beneficial effects would occur if cultural resources were discovered and preserved.

### **Historic Resources**

The Proposed Action Alternative would require full demolition of the existing NRHP-listed Richford LPOE to accommodate construction of new inbound lanes and a new and larger two-story LPOE building between the inbound and outbound lanes of Route 139. The Proposed Action Alternative would result in permanent, direct, major, site-specific, adverse impacts to historic resources.

### **No-Action Alternative**

#### **Archaeology**

A new Richford LPOE facility would not be constructed under the No-Action Alternative. Routine repairs and maintenance of the existing facility would be conducted and the LPOE would operate under the existing conditions. There would be no change to the existing conditions in the NEPA study area, and no impacts to archaeological resources would occur.

### **Historic Resources**

Under the No-Action Alternative, the existing Richford LPOE would continue to operate in its current condition, and GSA would neither rehabilitate the historic resource nor demolish it to build a new Richford LPOE facility. The No-Action Alternative would potentially result in direct, long-term, moderate, site-specific, adverse impacts to historic resources due to potential ongoing structural deterioration.

## **3.7 Socioeconomics**

This section describes the socioeconomic environment in the vicinity of the NEPA study area in Franklin County and in the state of Vermont. Socioeconomic areas of discussion include local and county demographic and employment information. It considers potential changes in socioeconomics during both construction and long-term operations at the LPOE.

### 3.7.1 Affected Environment

#### Demographics

Demographic characteristics of Franklin County and the state of Vermont are provided in Table 4. The percentage of individuals under age 18 and the percentage of the population over age 65 are similar between Franklin County and the state of Vermont. Franklin County has a higher percentage of high school graduates than the state of Vermont. Franklin County has a slightly lower minority population percentage than the state of Vermont. The percentage of veterans is higher in Franklin County than in the state of Vermont.

**Table 4: Demographics for Franklin County, Vermont**

Area	All Individuals	Population Under 18 Years of Age	Population over 65 Years of Age	Minority*	High School Graduates	Veterans
<b>Franklin County</b>	50,101	21.6%	16.8%	11%	37.5%	6.8%
<b>State of Vermont</b>	643,816	18.1%	20.3%	12%	26.0%	6.5%

Source: U.S. Census Bureau 2022a-d

\* Minority populations include all races that are non-White and Hispanic populations that are White.

#### Employment and Income

Franklin County and the state of Vermont employment and income characteristics are detailed in Table 5. Franklin County has a slightly lower median household income than the state of Vermont. Additionally, a higher percentage of the population in Franklin County is below the poverty level than in the state of Vermont. However, the unemployment rate in Franklin County is slightly lower than the unemployment rate in the state of Vermont.

**Table 5. Employment and Income for Franklin County, Vermont**

Area	Number of Households	Median Household Income	Households Below Poverty Level	Unemployment Rate (2022)
<b>Franklin County</b>	19,233	73,633	7.2%	2.2%
<b>State of Vermont</b>	265,858	74,014	5.9%	2.5%

Source: U.S. Census Bureau 2022e

One local business located within the NEPA study area, Pleasant Valley Farms, utilizes Province Street as the primary point of access to their property, including their commercial facilities and personal home. The business uses both railway lines west of the LPOE and a driveway east of the existing LPOE to access their operations, move equipment, and transport goods. Pleasant

Valley Farms operates within and around the NEPA study area. Pleasant Valley Farms owns a rental residential property and a private road south of the existing Richford LPOE, on the west side of Province Street. The private road is used to access active farmland and a gravel pit on the west side of the railroad tracks. Pleasant Valley Farms owns a maple syrup operation and active farmland on the east side of Province Street.

### **Commuting Patterns**

A high percentage (87 percent) of workers in Franklin County use private vehicles for commuting to work, either driving alone or in a carpool. The average commuting time in Franklin County is approximately 26 minutes (U.S. Census Bureau 2022e).

### **Protection of Children**

Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, requires that federal actions be assessed for health impacts to children. No schools, daycares, or other public or private facilities known to be frequently occupied by children are in the vicinity of the NEPA study area.

## **3.7.2 Environmental Consequences**

### **Proposed Action Alternative**

The Proposed Action Alternative would include land acquisition and construction within the study area. The Proposed Action Alternative would require the acquisition of private property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs 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. There would be direct, temporary to permanent, moderate, site-specific, and adverse effects to private property owners whose properties would be acquired for, and impacted by, construction of the modernized LPOE.

The Proposed Action Alternative is anticipated to result in indirect, temporary, minor, local adverse impacts to local employment and income through potential revenue loss during closure of the Richford LPOE for construction. Under the Proposed Action Alternative, the Richford LPOE would be closed for approximately 24 months. Local businesses relying on visitors traveling through the LPOE may experience decreased patronage. Commuters looking to enter or exit the United States at the Richford LPOE would have to extend their travel time and detour to another Port of Entry. Two LPOEs, Pinnacle and East Richford, are located within 7 miles of the Richford LPOE. It is unlikely that many visitors planning to visit Richford by car would be deterred by a 3-mile or 7-mile detour. Primarily, visitors traveling to the town of Richford by bicycle may be deterred by longer travel times to Richford using the available detour routes. Commercial trucks would be diverted to utilize the West Berkshire LPOE during construction



and may experience longer wait times for entrance because the LPOE is smaller and typically accustomed to lower volumes of commercial traffic. Noncommercial traffic would utilize the Pinnacle LPOE or East Richford LPOE. Longer wait times at the alternate LPOEs are not anticipated to adversely impact socioeconomics because the increased traffic congestion is not likely to deter commercial trucks or visitors from using the LPOE. Upon project completion, traffic and commuting patterns at both LPOEs are expected to resume as normal.

As discussed in Section 3.12, closure of the Richford LPOE during construction would require visitors to Richford and the surrounding area to detour through the Pinnacle or East Richford LPOEs to reach their destination. Increased traffic, and therefore increased wait times, at the two alternate LPOEs may deter or delay some visitors from traveling to the area. However, this is unlikely due to the proximity of the LPOEs. The Jay Peak Resort is a popular destination for skiers and acts as a significant source of economic activity in the region. Visitors to the Jay Peak Resort often travel across the U.S.-Canada border (Jay Peak Resort 2024a). During construction, if either of the two nearby LPOEs identified as a detour were to experience extensive delays or closures, this may have an adverse impact on Jay Peak Resort, along with other businesses in the area. No extended delays or closures at either the Pinnacle LPOE or East Richford LPOE are anticipated.

GSA would maintain points of access to the Pleasant Valley Farms property and railroad tracks throughout construction, as needed for both business and residential uses. Pleasant Valley Farms may still experience periodic access disruptions during construction. Upon project completion, traffic patterns and access to the property are expected to resume as normal.

The approximate number of acres to be acquired from each parcel under the Action Alternative are outlined in Table 6.

**Table 6. Acquisition Acreage Per Tax Parcel**

<b>Parcel</b>	<b>Acquisition Acreage (approximate)</b>
<b>PS0693 (706 Province Street, South)</b>	0.10
<b>PS0696 (696 Province Street)</b>	0.80
<b>PS0693 (706 Province Street, North)</b>	0.60
<b>PS0693 (693 Province Street)</b>	4.00

During construction, direct, temporary, minor, local, beneficial impacts to local employment and income would be anticipated through increases in temporary employment. During operation, the modernized LPOE is anticipated to improve efficiency and reduce wait times for commercial vehicles and visitors traveling through the LPOE through the construction of additional lanes and service infrastructure. Overall, the Proposed Action Alternative is expected to have direct and indirect, temporary to permanent, minor, local adverse and beneficial impacts to socioeconomics.

## **No-Action Alternative**

A new LPOE facility would not be constructed under the No-Action Alternative. As a result, there would be no change in employment and income because neither temporary nor permanent jobs would be created. Routine repairs and maintenance of the existing facility would be conducted and the LPOE would operate under the existing conditions. There would be no impacts to socioeconomics as a result of the No-Action Alternative.

### **3.8 Traffic, Transportation, and Parking**

This section assesses current traffic and transit elements at the Richford LPOE and evaluates how these may be affected by the construction of a new LPOE facility. It considers potential changes in traffic volume, circulation, and parking demand during both construction and long-term operations, and acknowledges public transit in the surrounding area.

#### **3.8.1 Affected Environment**

The following sections discuss existing conditions at the Richford LPOE, with focus on public transit, the regional train network, parking, and vehicular traffic.

##### **Public Transit**

The Richford LPOE is located in a rural area of northern Vermont with limited public transportation. Green Mountain Transit, the only regional transit authority in the state of Vermont, offers transit services to the town of Richford with one route available connecting St. Albans and Richford. The nearest stop to the Richford LPOE is situated in downtown Richford, approximately 1.5 miles south of the Richford LPOE.

There is no commuter train service in Richford. The nearest commuter train station is located in St. Albans. Situated west of the NEPA study area is the Canadian Pacific Railway, which primarily serves as a freight railway.

##### **Parking**

Ten parking spaces are provided at the Richford LPOE, with five on the north side of the building and five on the south. All parking is enclosed by the driving lanes that direct traffic into inspection booths, which can create confusing traffic patterns and potential traffic hazards. Additionally, due to the parking configuration, spaces are limited for both northbound and southbound visitors, as barricades currently separate the northern and southern parking spaces.

##### **Traffic**

According to data from the Bureau of Transportation Statistics, the Richford LPOE receives a relatively low volume of traffic compared to larger border crossings in Vermont. The Richford LPOE trails well behind both the Derby Line LPOE (located at the terminus of Interstate 91) and

the Highgate Springs LPOE (located at the terminus of Interstate 89) in overall traffic volume. In 2024, a total of 92,270 vehicles crossed the Richford LPOE, comprising a diverse mix of vehicle types, including 84,318 personal vehicles and 7,952 commercial vehicles (Bureau of Transportation Statistics 2025). This port averages about 300 cars and 15 trucks per day, although it is higher in the summer and less traveled in the winter months. CBP staff commute primarily via passenger vehicle. The town of Richford's population has experienced minimal fluctuations in recent years, with a slight increase from 2,331 in 2022 to 2,337 in 2023, and a projected 2,343 in 2024 (Neilsberg 2024). This growth rate of approximately 0.26 percent annually is negligible and does not significantly impact traffic volumes at the Richford LPOE. Regardless of population trends in Richford, the Richford LPOE has seen an overall decline in number of crossings since 1996 (Bureau of Transportation Statistics 2025). Consequently, local population trends appear to have a minimal effect on border crossing operations at the Richford LPOE.

### **3.8.2 Environmental Consequences**

#### **Proposed Action Alternative**

Under the Proposed Action Alternative, no impacts to the transit are anticipated. The Proposed Action would expand and improve parking for both visitors and employees and includes the addition of seven visitor parking spaces and 13 employee spaces, as well as three soft secondary parking spaces for additional inspections, if needed. Furthermore, the new LPOE building would offer garage parking for employees and one parking space for trucks, located on the east side of the building. These changes would meet the need for facility expansion and partially address the existing issue of space constraints. Quantities and configuration are currently considered estimates that are subject to change during final design.

Under the Proposed Action Alternative, the Richford LPOE would be closed for approximately 24 months. During that time, people entering the United States at the Richford LPOE would have to extend their travel time and detour to another Port of Entry. Noncommercial traffic would be detoured to use the Pinnacle LPOE, which is 3.3 miles west of the Richford LPOE, and the East Richford LPOE, which is 7 miles east of the Richford LPOE. Commercial trucks would be diverted to use the West Berkshire LPOE during construction, which is approximately 11 miles west of the Richford LPOE, and may experience longer wait times for processing, as the LPOE is smaller and typically accustomed to lower volumes of commercial traffic. Because people would need to use other nearby Ports of Entry, traffic would likely increase at these Ports of Entry, potentially increasing wait times to cross the border. However, the proposed improvements to the Richford LPOE would improve traffic flow and increase inspection efficiency over the long term for both commercial and noncommercial traffic by adding inbound and outbound lanes, as well as a new inspection plaza and canopy where additional secondary inspection booths would be provided. Upon completion of the Proposed Action, capacity is expected to increase for both commercial and passenger vehicles (GSA 2024). Overall, the

Proposed Action Alternative is expected to have direct, temporary, minor, regional adverse impacts and direct, permanent, minor, site-specific and local beneficial impacts on traffic, transportation and parking.

### **No-Action Alternative**

A new Richford LPOE facility would not be constructed under the No-Action Alternative. Routine repairs and maintenance of the existing facility would be conducted and the LPOE would operate under the existing conditions. However, not constructing the new LPOE facility would exacerbate parking issues, as the current facility lacks sufficient spaces for visitors and employees. The proposed increase in parking capacity is intended to support both visitor access and employee convenience, ultimately enhancing overall site functionality and user experience. Without these improvements, there could be continued limitations in parking availability and reduced accessibility. Therefore, the No-Action Alternative would result in direct, long-term, minor, site-specific, adverse impacts on parking.

## **3.9 Aesthetics (including Dark Skies)**

This section assesses current aesthetics (including dark skies) at the Richford LPOE and surrounding vicinity and evaluates how aesthetics and dark skies may be affected by the construction and operation of a new LPOE facility. It considers potential changes in lighting, design, and overall appearance of the LPOE during both construction and long-term operations.

### **3.9.1 Affected Environment**

The existing Richford LPOE was built in 1932 and consists of a one-and-one-half-story, Colonial Revival style, brick-veneer station building. It is aesthetically similar to other LPOEs throughout the region and its style and appearance are typical of LPOEs that were constructed as a part of the federal building campaign from 1930 to 1943. The historic LPOE is described under Section 3.6, Cultural Resources.

The Richford LPOE follows typical modern design and lighting standards for federal buildings. The Richford LPOE is located in a relatively rural area and has a low level of light pollution. The Canadian Abercorn LPOE is visible just north of the U.S.-Canada border. There is a clear line of sight between the two LPOEs, and they share similar lighting and design features. There are few residences in the area that are visible from the LPOE. Lighting from the Richford LPOE may be visible to some surrounding residences at night, but does not have a significant impact on overall light pollution or night sky quality in the area.

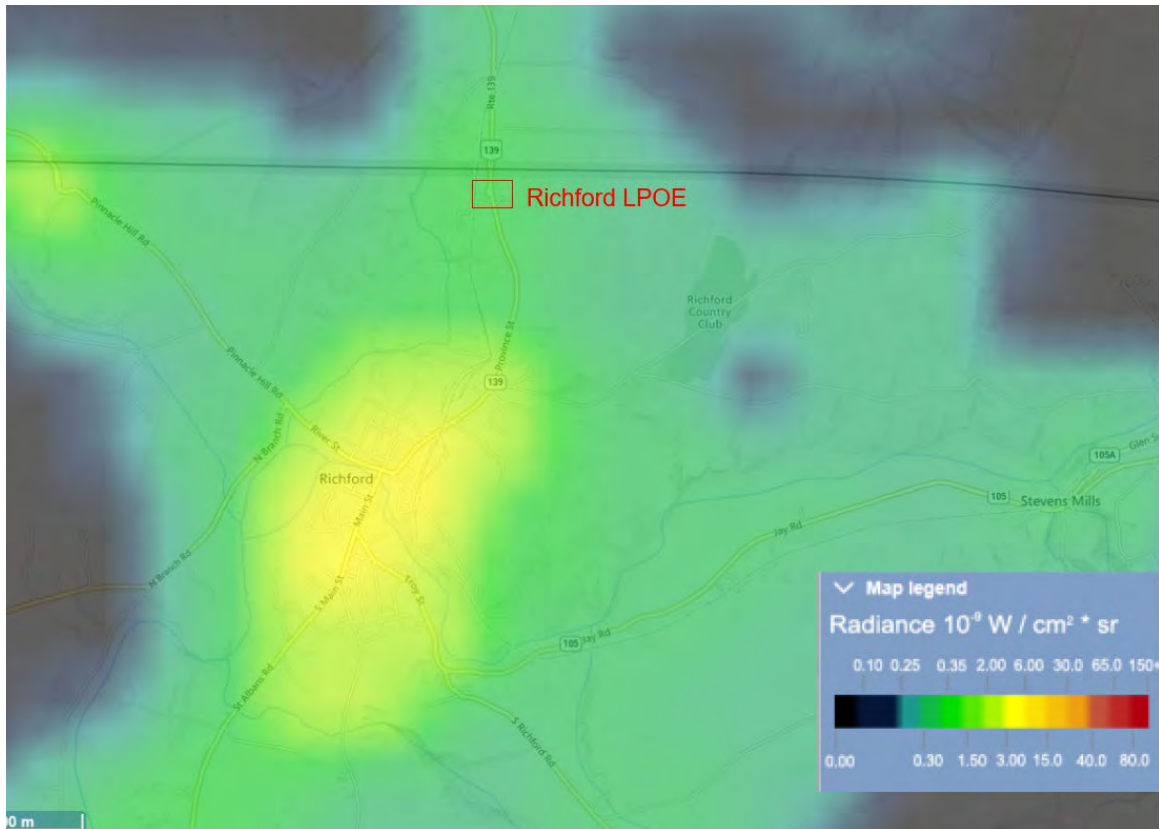
The proposed project area is approximately 6 miles from the Jay State Forest and other natural areas in both the United States and Canada. The vast majority of the broader region is remote, forested, and undeveloped.

Table 7 includes Bortle Dark-Sky scale classifications, a system that measures the night sky's brightness. The LPOE is designated as a class 4.5 on the Bortle scale. A class 4.5 can be characterized as rural/suburban transition. At this scale, the sky is noticeably brighter than the surrounding terrain and the Milky Way is visible but lacks finer detail. Closer to the center of the town of Richford, light pollution domes are slightly more visible and objects on the ground are partly lit. This is because there are more lighted structures located closer together. Farther away from the LPOE, outside of the town of Richford, the Milky Way appears brighter and more detailed to onlookers. Domes of light pollution are visible along the horizon and objects on the ground are vaguely visible. North of the LPOE in Canada, bands of light pollution are apparent on the outskirts of the city of Montreal and surrounding suburbs and nearby towns. Figure 11 depicts light pollution in the town of Richford and the greater region.

**Table 7: Bortle Dark-Sky Scale Classifications**

Class	Description	Observing Conditions
1	excellent dark-sky site	Excellent seeing, ideal for observing faint deep-sky objects, galaxies, and nebulae.
2	rural or remote site	Very good seeing, fainter deep-sky objects are visible, but some light pollution may still be present on the horizon.
3	rural sky	Good seeing, but light pollution is still a factor.
4	rural/suburban transition	Moderate seeing, the Milky Way is still visible, but light pollution is a significant factor.
5	suburban sky	Poor seeing, the Milky Way is barely visible, and only the brightest Messier objects are visible.
6	bright suburban sky	Very poor seeing, only the brightest stars are visible, and the sky appears washed out.
7	suburban/urban transition	Extremely poor seeing, only the Moon, planets, and a few bright stars are visible.
8	city sky	Virtually no seeing, only the Moon and a few planets are visible, and the sky appears yellow or orange.
9	inner-city sky	No seeing, only the Moon and a few planets are visible, and the sky appears red or yellow.

Source: Lens Astrophotography 2024



**Figure 11. Light Pollution in the Project Region**

Source: Clear Dark Sky 2024

### 3.9.2 Environmental Consequences

#### Proposed Action Alternative

The Proposed Action Alternative would alter the existing visual landscape by replacing the existing Richford LPOE with a larger, modernized facility. The new building would be located within and adjacent to the existing building footprint and would follow modern design and lighting standards for federal buildings. The exterior of the building would be altered to include inbound and outbound lanes, a secondary inspection canopy, and additional parking, with an overall site disturbance of up to 4.4 acres. The visual impact of the new LPOE would be consistent with the existing commercial development in the vicinity and would look dramatically different from the existing LPOE, which was constructed in 1932, though the NEPA study area would still appear relatively rural. Although, the exact location, quantity, and intensity of lighting at the new LPOE would be determined during the final design process, the NEPA study area would still be categorized as rural/suburban on the Bortle scale. The improved facility would be designed to reduce light pollution and light trespass as reasonably achievable, and would be consistent with the PBS Interim Core Building Standards (GSA 2025b) and the CBP LPOE Standard. The adverse or beneficial impact resulting from the change from the existing LPOE design to the modernized LPOE design would depend on individual preference and perspective. Some may prefer the look of the existing LPOE, while some may prefer the look of



the new modernized LPOE. Overall, the Proposed Action Alternative would not result in any direct or indirect, short- or long-term, beneficial or adverse impacts on aesthetics, including dark skies.

### **No-Action Alternative**

A new Richford LPOE facility would not be constructed under the No-Action Alternative. Routine repairs and maintenance of the existing facility would be conducted and the LPOE would operate under the existing conditions. There would be no change to the existing conditions in the NEPA study area. Therefore, no impacts on aesthetics (including dark skies) would occur.

## **3.10 Solid Waste and Hazardous Materials**

The following section assesses solid waste and hazardous materials in the vicinity of the NEPA study area. It considers solid waste and hazardous materials that would be generated during demolition, construction, and long-term operation of a modernized Richford LPOE.

### **3.10.1 Affected Environment**

A Phase I Environmental Site Assessment was completed for each of the parcels in the vicinity of the proposed project area, and site reconnaissance was conducted in November 2023. A Phase I Environmental Site Assessment was completed in October 2024 at the existing Richford LPOE and properties within the NEPA study area. The assessment was performed in accordance with the American Society of Testing and Materials (ASTM) Standard Practice for the Phase I Environmental Site Assessment Process (ASTM Designation: E1527–21) and the U.S. Environmental Protection Agency Standard Practice for All Appropriate Inquiries (40 Code of Federal Regulations part 312) under the Comprehensive Environmental Response, Compensation, and Liability Act. The main objective of the Phase I Environmental Site Assessment was to identify recognized environmental conditions (RECs) in the study area. 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. A REC that has been addressed to the satisfaction of regulatory authorities and is allowed to remain in place subject to controls, is referred to as a controlled REC (CREC). A previous REC that has been addressed to the satisfaction of regulatory authorities and meets the criteria for unrestricted use without any controls, is referred to as a historical REC (HREC).

The Phase I Environmental Site Assessment assessed the likelihood of site contamination through visual observations, historical use reviews, and regulatory records. No RECs, CRECs, or HRECs were identified at the existing Richford LPOE or the portions of the properties identified for land acquisition under the Action Alternative.

The LPOE uses a garbage dumpster located on the north end of the property for waste disposal. The state of Vermont currently has one operational landfill, located in Coventry, Vermont, approximately 35 miles east of the Richford LPOE.

There are two 250-gallon fuel oil aboveground storage tanks (ASTs) and five 100-gallon propane ASTs at the existing LPOE. The ASTs appeared to be in good condition. There is likely a heating oil tank in the residence to be acquired south of the existing Richford LPOE.

### **3.10.2 Environmental Consequences**

#### **Proposed Action Alternative**

Under the Proposed Action Alternative, the demolition of the existing Richford LPOE may require the removal and disposal of toxic materials such as lead paint and asbestos, which are likely present due to the age of the existing buildings. Throughout demolition and construction, GSA would comply with applicable federal and state laws governing the use, generation, storage, transportation, and disposal of solid and hazardous materials. It is assumed that all non-hazardous waste generated as a result of the Proposed Action Alternative would be disposed of in-state at the landfill in Coventry, Vermont. While there are no RECs, CRECs, or HRECS at the existing Richford LPOE or the portions of the properties identified for land acquisition under the Proposed Action Alternative, planned demolition and construction activities have the potential to disturb hazardous materials. Lead and asbestos, heating oil from the ASTs, and any other solid and hazardous, or non-hazardous materials encountered during demolition activities would be managed in place and disposed of in accordance with state and federal regulations.

BMPs (Table 8) would be in place to minimize the release of building materials into the environment, and 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. BMPs would include frequent removal of solid and hazardous materials to minimize any potential runoff. Hazardous materials would be properly stored, and an SPCC Plan would be implemented. The SPCC Plan would be prepared prior to construction.

During construction, the amount of generated solid waste would not be substantial and would be easily accommodated by existing waste disposal contractors. The disposal of universal waste would follow current standards and regulations. Therefore, demolition and construction under the Action Alternative may result in direct, temporary to long-term, negligible to minor, site-specific, adverse effects from accidental spills of hazardous materials, such as from construction vehicles or during the removal of existing fuel and other storage tanks.

During operation, direct and indirect, long-term, negligible to minor, local and site-specific, adverse impacts associated with hazardous materials and waste handling associated with use of paints and cleaners in facility maintenance activities would be anticipated. All hazardous materials would be stored, used, and disposed of in accordance with applicable federal, state, and

local regulations. Solid waste generation during normal operation of the LPOE would be similar to current levels.

### **No-Action Alternative**

A new Richford LPOE facility would not be constructed under the No-Action Alternative. Routine repairs and maintenance of the existing facility would be conducted and the LPOE would operate under the existing conditions. There would be no change to the existing conditions in the NEPA study area and no solid waste or hazardous materials would be generated. Therefore, no impacts on solid waste and hazardous materials would occur.

## **3.11 Utilities**

This section provides an overview of the existing utility infrastructure within the proposed project area and evaluates the potential impacts that demolition and construction of a modernized LPOE may have on these systems. The analysis includes water, electricity, and telecommunications services, and considers both temporary disruptions during construction and long-term implications for utility capacity and service capability.

### **3.11.1 Affected Environment**

The Richford LPOE is served by municipal water services provided by the Town of Richford and electricity services provided by the Vermont Electric Co-op. The building is currently served by single phase electrical service. Heating is provided via fuel from two 250-gallon fuel oil ASTs and five 100-gallon propane ASTs. The existing LPOE has an on-site sewage system (a septic tank). The site is not connected to a municipal sewage system. The LPOE is also served by internet and telecommunications services.

### **3.11.2 Environmental Consequences**

#### **Proposed Action Alternative**

Under the Proposed Action Alternative, the demolition of the existing LPOE building may necessitate temporary disconnection of utilities such as water, electricity, and telecommunications. Demolition may expose old utilities that may contain hazardous materials, requiring careful handling. However, GSA would comply with applicable federal and state laws governing the use, generation, storage, transportation, and disposal of solid and hazardous materials. For the new LPOE building, existing utility systems may need to be relocated, upgraded, or expanded to accommodate the new demand of services. For example, the existing power supply to the site would be upgraded from single to three-phase for roughly 0.8 miles. The full extent of utility relocations and upgrades would be determined during final design. Rerouting the existing utility infrastructure and connections would be coordinated with utility providers. Additionally, advanced notice would be provided to all adjacent property owners of any planned outages. The Proposed Action would not require connection to new utility services.

The Proposed Action would be consistent with the laws, executive orders, codes, regulations, and standards listed in the PBS Interim Core Building Standards (GSA 2025b). Design concepts that would be incorporated in the new Richford LPOE would include renewable and high energy efficiency systems that would be expected to reduce on-site waste and on-site stormwater. The building would include low embodied carbon materials, wrapped in a high-performance envelope, heated and cooled by a hybrid electric and geothermal heat pump system, with supplemental site-generated power from solar panels. Additionally, the Proposed Action would include an upgraded septic system to meet current and future operational needs.

Although there would be direct, temporary, minor, local adverse impacts to utilities, the new facility would be a sustainable design, with upgraded interior utilities, including mechanical, electrical, and plumbing, improving efficiency and reliability and resulting in direct, permanent, moderate, site-specific, beneficial impacts to utilities.

### **No-Action Alternative**

A new Richford LPOE facility would not be constructed under the No-Action Alternative. Therefore, aging infrastructure would not be upgraded, which would lead to increased risk of service disruptions as outdated systems are more prone to failures, leaks, or breakdowns. Over time, this can cause inefficiencies, higher maintenance costs, and reduced reliability, affecting access to essential utilities such as water, electricity, or gas and leading to potential safety hazards. Routine repairs and maintenance of the existing facility would be conducted and the LPOE would operate under the existing conditions. Therefore, the No-Action Alternative would result in direct, long-term, minor, site-specific, adverse impacts.

## **3.12 Recreation**

This section discusses the affected environment and environmental consequences that would result under each alternative for recreation, which is associated with the recreation resources, activities, and opportunities available in or accessible through an area.

### **3.12.1 Affected Environment**

The area around the Richford LPOE is rich with recreational opportunities. Bicycling, kayaking, canoeing, cross-country skiing, snowmobiling, and hiking trails are abundant in the area, along with destinations for downhill skiing, camping, hunting, and fishing (Town of Richford 2024b).

The Missisquoi Valley Rail Trail's northeastern terminus is located 2.1 miles south of the Richford LPOE at 204 Troy Street in Richford, Vermont. The 26.4-mile trail stretches between Richford, Vermont, and St. Albans, Vermont, and is used by cyclists, walkers, runners, and horseback riders. Snowmobiles also use the trail in the winter, and it is groomed by local snowmobile clubs (Missisquoi Valley Rail Trail 2023). Cyclists were observed crossing through the Richford LPOE during site visits, heading toward the Missisquoi Valley Rail Trail.

The Vermont Agency of Transportation (VTrans) is developing a Management Plan for the Missisquoi Valley Rail Trail that is expected to enhance recreation opportunities for trail users. The Missisquoi Valley Rail Trail Management Plan will identify approaches to support management, maintenance, community connections, and economic development opportunities along the trail (VTrans 2025a). In 2021, VTrans completed their Bicycle and Pedestrian Strategic Plan, which identified strategies to expand the inclusion of bicycling and walking throughout the agency's projects and activities. The Bicycle and Pedestrian Strategic Plan's vision and recommendations emphasize promoting walking and bicycling by improving safety, connectivity, and infrastructure throughout Vermont (VTrans 2021). These ongoing and recent plans are expected to improve the existing recreation opportunities in the region.

The Northern Forest Canoe Trail, a 700-mile water trail from Old Forge, New York, to Fort Kent, Maine, passes near the Richford LPOE where the Missisquoi River runs through Richford, Vermont. There are two access points to the Northern Forest Canoe Trail in Richford, each located approximately 1.6 miles from the Richford LPOE. While the Northern Forest Canoe Trail crosses the border at the East Richford LPOE, some users of the canoe trail may drive across the U.S.-Canada border at the Richford LPOE with their canoes or kayaks to put in at the access points in Richford. (Northern Forest Canoe Trail 2023, 2024).

The Richford LPOE is also located near popular hiking, camping, hunting, fishing, and downhill skiing destinations. Jay Peak Resort, which offers downhill skiing and snowboarding, along with golf, disc golf, an ice arena, and an indoor waterpark, is a 30-minute, 22-mile drive southeast from the Richford LPOE in Jay, Vermont (Jay Peak Resort 2024b). Mont Sutton, a resort offering skiing, snowboarding, and other activities, including mountain biking, disc golf, hiking, and ziplining, is a 25-minute, 13-mile drive from the Richford LPOE in Sutton, Quebec (Mont Sutton 2025). International users of both resorts can cross the border at the Richford, Pinnacle, East Richford, and North Troy LPOEs. The Long Trail, a 272-mile trail spanning the state of Vermont and connecting to the Appalachian Trail, has its northern terminus a 21-mile drive west of the Richford LPOE (Green Mountain Club 2024).

Additional recreational opportunities, including hiking, camping, snowmobiling, and cross-country skiing, abound in the area on both sides of the U.S.-Canada border. People seeking to recreate in the region on the U.S. and Canadian sides often cross the border at the Richford LPOE.

### **3.12.2 Environmental Consequences**

#### **Proposed Action Alternative**

The Proposed Action Alternative would result in a temporary, approximately 24-month closure of the Richford LPOE during construction. During the closure, people would need to cross the border at either the Pinnacle LPOE, which is 3.3 miles west of the Richford LPOE, or the East Richford LPOE, which is 7 miles east LPOE. There would be more traffic at the adjacent LPOEs

during the closure of the Richford LPOE, which would increase wait times to cross the border. For people driving over the border to access recreational opportunities, the impacts of needing to cross at the adjacent LPOEs would likely add a minimal amount of time and distance to their trips, given the close proximity of the Pinnacle and East Richford LPOEs.

However, the detour would be more time-intensive and impactful for cyclists who cross the border on their bicycles to access the Missisquoi Valley Rail Trail. Cyclists who are rerouted at the Richford LPOE would need to travel an additional 3.7 miles to reach the Pinnacle LPOE.

Users of the Northern Forest Canoe Trail who drive across the border at the Richford LPOE to put in at one of the two access points in Richford would either need to cross the border at the East Richford or Pinnacle LPOEs or choose a different access point along the trail during the construction period.

During the 24-month closure, there would be marked detour routes directing recreationists to the nearest LPOE to help people plan ahead and minimize impacts on people crossing the border while recreating or to access recreation opportunities (Table 8). Following the 24-month closure of the Richford LPOE during construction, the proposed improvements to the LPOE would increase inspection efficiency and improve traffic flow for people crossing the border, including those seeking recreational opportunities. This would lead to permanent benefits for people who travel from the United States to Canada or from Canada to the United States to recreate. Overall, the Proposed Action Alternative would result in direct and indirect, temporary, moderate, regional adverse impacts as well as direct and indirect, permanent, minor, regional beneficial impacts on recreation.

### **No-Action Alternative**

A new Richford LPOE facility would not be constructed under the No-Action Alternative. Routine repairs and maintenance of the existing facility would be conducted and the LPOE would operate under the existing conditions. There would be no changes in access to recreational opportunities, and no impacts on recreation would occur.

## **3.13 Resources Dismissed from Full Analysis in this Environmental Assessment**

The following resources have been dismissed from full analysis in this EA.

### **3.13.1 Air Quality**

The NEPA study area is located in an attainment area for all national ambient air quality standards. The proposed modernization of the Richford LPOE would result in temporary emissions of criteria pollutants through fugitive dust and exhaust from vehicles and equipment. Construction equipment would generate fugitive dust on disturbed soils, including during grading and filling activities. Fugitive dust would affect nearby residences and businesses during



construction activities. Although fugitive dust from excavation and grading and construction vehicle exhaust would occur, these emissions would be short-term in duration, occurring only during portions of the two-year construction period, and would not be expected to affect the surrounding air quality in the long term. BMPs (see Section 5, Management and Mitigation Measures) would be implemented during construction to avoid or minimize any potential effects to air quality, including implementing dust control measures, covering open equipment when conveying or transporting soil, and turning off vehicles and equipment when not in use. Emissions during the construction period would be temporary and would not be anticipated to have a noticeable effect on air quality. Operation of the proposed new facility would not result in increased emissions compared to existing conditions because traffic volume through the Richford LPOE is not expected to increase. Additionally, sustainable design concepts that would be incorporated into the new Richford LPOE would include renewable and high energy efficiency systems. Therefore, this resource was dismissed from detailed analysis.

### **3.13.2 Noise**

The Proposed Action would result in temporary increases in noise levels associated with construction (e.g., clearing, demolition, and construction vehicle traffic) during daytime working hours. Noise-sensitive receptors in the immediate vicinity of the NEPA study area include four residences, a maple sugaring operation, and a farm. No schools or other public or private facilities are located in the vicinity of the NEPA study area. Increased noise would be limited to the construction period, and noise levels would return to baseline conditions after construction is complete. Noise-related disturbances would be minimized by limiting construction to daytime hours, shutting down heavy equipment when not in use, and maintaining equipment per manufacturer recommendations to minimize noise generation. The NEPA study area receives frequent noise disturbances under baseline conditions because it is located next to railroad tracks that receive daily railroad traffic. The Proposed Action would not noticeably alter the existing acoustic environment over the long term because traffic volume through the LPOE is not expected to increase. Therefore, this resource was dismissed from further analysis in this EA.

## 4.0 REASONABLY FORESEEABLE ACTIONS

To identify ongoing and reasonably foreseeable actions that could overlap with impacts from the Richford LPOE modernization and expansion project, GSA coordinated with VTrans and the Town of Richford and conducted a desktop analysis. GSA considered reasonably foreseeable actions within 5 miles of the Richford LPOE.

VTrans currently lists one ongoing project in the vicinity of the Richford LPOE (VTrans 2025b, c). The St. Albans-Richford Missisquoi Valley Rail Trail project consists of resurfacing the St. Albans-Richford segment of the trail with aggregate surface, clearing trees and brush along the trail, and constructing a trail extension into St. Albans. Only a minor portion of the VTrans project would occur within 5 miles of the Richford LPOE. The VTrans project is scheduled to begin in spring 2025 and is anticipated to be completed by winter 2025.

Two planned future VTrans projects were identified (VTrans 2025b, c). The Richford Missisquoi Valley Rail Trail project would construct a 0.5-mile extension of the trail into downtown Richford, approximately 1.5 miles south of the Richford LPOE. The project is anticipated to begin in spring 2026 and is anticipated to be completed by winter 2026. The second planned project consists of improvements at the Central Maine and Quebec Railroad crossing on Eastern Avenue in Richford. This project is scheduled to begin in spring 2027 and is anticipated to be completed by fall 2027.

The reasonably foreseeable actions described above are small in scope and would not be expected to contribute adverse impacts on resources potentially affected by the Proposed Action. Planned improvements at the Central Maine and Quebec Railroad crossing on Eastern Avenue have the potential to cause temporary localized delays for local traffic. However, this action would not be anticipated to affect potential detour routes associated with the temporary closure of the Richford LPOE under the Proposed Action because Eastern Avenue is a mostly residential dead-end side street off Vermont Route 139 that would not be suitable for potential detour routes.

## 5.0 MANAGEMENT AND MITIGATION MEASURES

This section summarizes the proposed management and mitigation measures to avoid, minimize, or mitigate potential adverse effects of the Proposed Action. Under the Proposed Action Alternative, GSA and its contractors would implement the BMPs listed in Table 8 and satisfy all applicable federal, state, and local regulatory requirements associated with the design, construction, and operation of the proposed modernized LPOE. Additional management and mitigation measures may be adopted or required through ongoing agency consultations and stakeholder engagement.

**Table 8. Best Management Practices and Mitigation Measures**

Resource	Mitigation Measures and Best Management Practices
<b>Land Use</b>	<p>GSA would maintain access points to the Pleasant Valley Farms property and railroad tracks throughout construction.</p> <p>GSA would provide relocation assistance for applicable stakeholders in accordance with the Uniform Act.</p>
<b>Geology and Soils</b>	<p>GSA would implement BMPs to minimize erosion and sedimentation, including temporary seeding, use of silt fencing and sediment traps, installing gravel construction entrances/exits, and other methods as determined during detailed design.</p> <p>GSA would revegetate areas temporarily cleared of vegetation with regionally appropriate native plant species.</p>
<b>Water Resources (Surface Waters and Wetlands)</b>	<p>GSA would develop and implement a Stormwater Pollution Prevention Plan to control stormwater runoff and pollutants, which would include erosion prevention, sediment control, and water quality protection measures. The use of drop cloths, proper storage of chemicals, and immediate treatment of spill areas with absorbents and soil removal are examples of measures that would be implemented in the event of accidental spills.</p> <p>GSA would obtain the required permits and would comply with the associated permit requirements.</p> <p>GSA would mitigate potential adverse impacts to wetlands via payment of fees to a federal “in-lieu fee” program or approved mitigation bank. Compensatory mitigation would be determined by GSA in consultation with the USACE and Vermont DEC.</p> <p>GSA would implement a Spill Prevention, Control, and Countermeasure Plan to minimize the potential for adverse effects to groundwater.</p>
<b>Wildlife and Habitat</b>	<p>The management and mitigation measures that GSA would implement for Water Resources would also minimize or mitigate impacts on wildlife habitat.</p> <p>GSA would revegetate temporary disturbance areas using a regionally appropriate native seed mix to benefit wildlife habitat by restoring native vegetation and limiting the potential for the introduction or spread of invasive species.</p> <p>If monarch butterfly or any other new species that have the potential to occur in the action area become listed under the Endangered Species Act (ESA)</p>

Resource	Mitigation Measures and Best Management Practices
	<p>prior to implementation, GSA would consult with the U.S. Fish and Wildlife Service, in accordance with Section 7 of the ESA, to identify measures to avoid, minimize, or mitigate impacts. However, GSA would minimize effects to monarch butterfly habitat to the greatest extent practicable regardless of listing status.</p> <p>GSA would incorporate measures to avoid or minimize impacts to migratory birds, bald eagles, and Birds of Conservation Concern to the greatest extent practicable. If evidence of migratory bird nesting is observed during site preparation (e.g., birds are seen carrying nesting material), GSA would conduct brief surveys to confirm the presence or absence of nests in the proposed project area. GSA would implement other BMPs such as minimizing brush clearing and tree removal to the greatest extent practicable during nesting season and establishing an appropriate buffer around any active nests, if found, to protect nests from construction-related disturbance.</p>
<b>Cultural Resources</b>	<p>Through the Section 106 consultation process, GSA would identify impacts on cultural resources and, if necessary, negotiate measures to avoid, minimize, or mitigate adverse effects.</p> <p>If necessary, to protect potential resources from inadvertent disturbance, GSA would require temporary fencing to be placed at a buffered distance of 50 feet (15.24 meters) around the Archaeologically Sensitive Areas (ASAs) not directly intersected by the Proposed Action. All areas of ground-disturbance within the intersected ASAs would be subjected to Phase 1B archaeological testing, if required, prior to any ground-disturbing activities to identify any potentially intact subsurface precontact or historic materials that may be eligible for listing in the National Register of Historic Places.</p> <p>In the unlikely event of an unanticipated discovery of cultural resources during construction, GSA would halt work in the immediate vicinity of the suspected cultural resources and protect the resources. Work would not continue in the area of the discovery until a qualified archaeologist could inspect the find, and GSA would notify the SHPO and other consulting parties of the discovery and treat any discovered materials in accordance with applicable state and federal laws.</p>
<b>Socioeconomics</b>	<p>The measures that GSA would implement for Land Use would also mitigate impacts to Socioeconomics.</p>
<b>Traffic, Transportation, and Parking</b>	<p>GSA would provide alternate routes by implementing traffic detours, using traffic management personnel, posting detour signage, and coordinating with local authorities for effective traffic flow management. Noncommercial traffic would be rerouted to the Pinnacle LPOE (3.3 miles west of the Richford LPOE) or the East Richford LPOE (7 miles east of the Richford LPOE). Commercial traffic would be rerouted to use the West Berkshire LPOE (11 miles west of the Richford LPOE).</p>
<b>Aesthetics (including Dark Skies)</b>	<p>GSA would incorporate design features to reduce light pollution and light trespass as reasonably achievable.</p>
<b>Solid Waste and Hazardous Materials</b>	<p>GSA would require frequent removal of solid and hazardous materials to minimize any potential runoff.</p> <p>GSA would require that hazardous materials would be properly stored.</p> <p>GSA would develop and implement a Spill Prevention, Control, and Countermeasure Plan., and the Spill Prevention, Control, and Countermeasure Plan would be implemented.</p>

Resource	Mitigation Measures and Best Management Practices
<b>Utilities</b>	GSA would require underground utilities to be located and marked prior to construction.  GSA would coordinate all potential outages in advance with affected parties.
<b>Recreation</b>	The marked detour routes that GSA would implement for Traffic, Transportation, and Parking would apply to recreational users, directing them to the next nearest LPOE.

## 6.0 REFERENCES

Agriculture and Horticulture Development Board (AHDB)

- 2025 Geology and soil formation. Accessed March 2025. <https://ahdb.org.uk/knowledge-library/geology-and-soil-formation>

Bureau of Transportation Statistics

- 2025 Query Tool & Data Tables. Accessed April 15, 2025. <https://data.bts.gov/stories/s/Tables-Query-Tool/6rt4-smhh>

Daly, M. and G.L. Wania

- 2004 “Simulating the Influence of Snow on the Fata of Organic Compounds.” *Environmental Science & Technology*. 38 (15): 4176–4186.

Green Mountain Club

- 2024 The Long Trail. Accessed October 25, 2024. <https://www.greenmountainclub.org/the-long-trail/>

Hartgen Archeological Associates, Inc. (Hartgen)

- 2024 Historic Resources Identification: Richford Land Port of Entry, Town of Richford, Franklin County, VT. Prepared by Hartgen Archeological Associates, Inc., for Gannett Fleming, Audubon, PA.

Jay Peak Resort

- 2024a Trip Planning: Getting There. Border Crossing. Accessed October 25, 2024. <https://jaypeakresort.com/trip-planning/getting-here>
- 2024b About Jay. Accessed October 25, 2024. <https://jaypeakresort.com/resort/about-jay>

Lens Astrophotography

- 2024 Bortle Scale: The Light Pollution Scale. Accessed October 30, 2024. <https://astrophotographylens.com/blogs/astro/bortle-scale>

Missisquoi Valley Rail Trail

- 2023 Traveling the Rail Trail. Accessed October 25, 2024. <https://www.mvrailtrail.org/trail-facts-regulations>

Mont Sutton

- 2025 Mont Sutton. Accessed May 8, 2025. <https://montsutton.com/en/>

Neilsberg Research (Neilsberg)

- 2024 Richford, Vermont Population by Year. August 1, 2024. <https://www.neilsberg.com/insights/richford-vt-population-by-year/>



## Northern Forest Canoe Trail

- 2023 Discover the Northern Forest Canoe Trail Factsheet. Accessed October 25, 2024. <https://www.northernforestcanoetrail.org/wp-content/uploads/2023/11/nfct-fact-sheet-updated-2023.pdf>
- 2024 Trail Overview: Vermont/Québec. Accessed October 25, 2024. <https://www.northernforestcanoetrail.org/discover/trail-overview/>

## Pineo, Rebecca

- 2024 University of Delaware. Permeable Vs. Impermeable Surfaces. Accessed November 5, 2024. <https://www.udel.edu/canr/cooperative-extension/fact-sheets/permeable-impermeable-surfaces/>

## Rosencrantz, Eric

- 1997 Bedrock Geology of the Richford Quadrangle, Franklin County – Vermont. Vermont Geological Survey. November 1997.

## Starzak, R., D. Paul, and E. Weaver

- 2011 U.S. Border Inspection Stations. Multiple Property Documentation Form. National Park Service, U.S. Department of the Interior, Washington, DC. Accessed October 9, 2024. [https://history.idaho.gov/wp-content/uploads/2018/09/US\\_Border\\_Inspection\\_Stations.pdf](https://history.idaho.gov/wp-content/uploads/2018/09/US_Border_Inspection_Stations.pdf).

## Town of Richford, Vermont

- 2024a Town of Richford Municipal Plan 2017 Amended by Richford Selectboard May 8, 2024. Accessed July 23, 2024. [https://www.richfordvt.org/uploads/1/2/0/4/120478017/town\\_plan\\_-\\_adopted-2024.pdf](https://www.richfordvt.org/uploads/1/2/0/4/120478017/town_plan_-_adopted-2024.pdf)
- 2024b Outdoor Recreation. Accessed October 25, 2024. <https://www.richfordvt.org/outdoor-recreation.html>

## U.S. Census Bureau

- 2022a 2018–2022 American Community Survey 5-Year Estimates, Table ID: S0101, Age and Sex. Accessed July 22, 2024. [https://data.census.gov/table?q=s0101&g=040XX00US50\\_050XX00US50011\\_060XX00US5001159125\\_1400000US50011010300&y=2022](https://data.census.gov/table?q=s0101&g=040XX00US50_050XX00US50011_060XX00US5001159125_1400000US50011010300&y=2022)
- 2022b 2018–2022 American Community Survey 5-Year Estimates, Table ID: B03002, Hispanic or Latino Origin by Race. Accessed July 22, 2024. [https://data.census.gov/table/ACS5Y2022.B03002?q=b03002&g=040XX00US50\\_050XX00US50011\\_060XX00US5001159125\\_1400000US50011010300&y=2022](https://data.census.gov/table/ACS5Y2022.B03002?q=b03002&g=040XX00US50_050XX00US50011_060XX00US5001159125_1400000US50011010300&y=2022)
- 2022c 2018–2022 American Community Survey 5-Year Estimates, Table ID: S1501, Educational Attainment. Accessed July 22, 2024. [https://data.census.gov/table/ACS5Y2022.S1501?q=s1501&g=040XX00US50\\_050XX00US50011\\_060XX00US5001159125\\_1400000US50011010300&y=2022](https://data.census.gov/table/ACS5Y2022.S1501?q=s1501&g=040XX00US50_050XX00US50011_060XX00US5001159125_1400000US50011010300&y=2022)
- 2022d American Community Survey 5-Year Estimates, Table ID: S2101, Veteran Status. Accessed July 22, 2024.

- [https://data.census.gov/table/ACSST5Y2022.S2101?q=s2101&g=040XX00US50\\_050XX00US50011\\_060XX00US5001159125\\_1400000US50011010300&y=2022](https://data.census.gov/table/ACSST5Y2022.S2101?q=s2101&g=040XX00US50_050XX00US50011_060XX00US5001159125_1400000US50011010300&y=2022)
- 2022e 2018–2022 American Community Survey 5-Year Estimates, Table ID: DP03, Selected Economic Characteristics. Accessed July 22, 2024.  
[https://data.census.gov/table/ACSDP5Y2022.DP03?q=dp03&g=040XX00US50\\_050XX00US50011\\_060XX00US5001159125\\_1400000US50011010300&y=2022](https://data.census.gov/table/ACSDP5Y2022.DP03?q=dp03&g=040XX00US50_050XX00US50011_060XX00US5001159125_1400000US50011010300&y=2022)
- U.S. Department of Agriculture, Natural Resources Conservation Service (USDA NRCS)
- 2024 Custom Soil Resource Report for Franklin County, Vermont. Accessed December 17, 2024. <https://websoilsurvey.nrcs.usda.gov/app/>
- 2025 What is Soil? Accessed March 2025.  
<https://www.nrcs.usda.gov/resources/education-and-teaching-materials/what-is-soil>
- U.S. Environmental Protection Agency (EPA)
- 2024 EPA WATERS GeoViewer. Accessed July 24, 2024.  
<https://www.epa.gov/waterdata/waters-geoviewer>
- U.S. Fish and Wildlife Service (USFWS)
- 2020 Monarch (*Danaus Plexippus*) Special Status Assessment Report, version 2.1. September 2020. Accessed July 23, 2024.  
<https://ecos.fws.gov/ServCat/DownloadFile/191345>
- 2021 Birds of Conservation Concern 2021. USFWS Migratory Bird Program. Accessed July 18, 2024. <https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf>
- 2024 Information for Planning and Consultation (IPaC) Resource List. Accessed July 23, 2024.  
<https://ipac.ecosphere.fws.gov/location/7EUN5MMTGVCW5I43XLN4RQMXGQ/resources#migratory-birds>
- U.S. General Services Administration (GSA)
- 1999 PBS NEPA Desk Guide. October 1999.
- 2024 Richford Land Port of Entry, Vermont. Accessed March 20, 2025.  
<https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/richford-land-port-of-entry-vermont>
- 2025a Infrastructure Investment and Jobs Act and LPOEs. Accessed May 8, 2025.  
<https://www.gsa.gov/real-estate/gsa-properties/land-ports-of-entry-and-the-infrastructure-investment-and-jobs-act/infrastructure-investment-and-jobs-act-and-lpoes>
- 2025b PBS Core Building Standards Memorandum. February 2025. Accessed April 24, 2025.  
[https://www.gsa.gov/system/files/PBS\\_Core\\_Building\\_Standards\\_Memorandum%2024FEB.25.pdf](https://www.gsa.gov/system/files/PBS_Core_Building_Standards_Memorandum%2024FEB.25.pdf)

## Vermont Center for Ecostudies (VCE)

- 2024 Monarch (*Danaus Plexippus*). Vermont Atlas of Life. Accessed July 23, 2024.  
<https://val.vtecostudies.org/projects/vermont-butterfly-atlas/monarch/>

## Vermont Agency of Natural Resources (Vermont ANR)

- 2024 VT Rare, Threatened, and Endangered Species. Accessed July 23, 2024.  
[https://geodata.vermont.gov/datasets/1d7ed0d93a05473d8a34c831200f378c\\_0/expl ore](https://geodata.vermont.gov/datasets/1d7ed0d93a05473d8a34c831200f378c_0/expl ore)

## Vermont Agency of Transportation (VTrans)

- 2021 VTrans Bicycle and Pedestrian Strategic Plan. March 2021. Accessed January 28, 2025.  
[https://vtrans.vermont.gov/sites/aot/files/planning/bikeplan/VTrans\\_BPSP\\_Report\\_FINAL\\_20210310-FullReportAndAppendices.pdf](https://vtrans.vermont.gov/sites/aot/files/planning/bikeplan/VTrans_BPSP_Report_FINAL_20210310-FullReportAndAppendices.pdf)
- 2025a Vermont Rail Trail System: Management Plans. Accessed January 28, 2025.  
<https://railtrails.vermont.gov/information/management-plan/>
- 2025b Find a Project: Richford. Accessed January 29, 2025.  
<https://vtrans.vermont.gov/find-a-project>
- 2025c VTrans Construction Projects. Accessed January 29, 2025.  
<https://vtrans.maps.arcgis.com/apps/webappviewer/index.html?id=9c9cdde7d30b4d0390513b8e2d030485>

## **7.0 LIST OF PREPARERS**

### **U.S. General Services Administration**

Alan Bombardier, Project Manager – Region 1

Pam Howe, Director, Public Buildings Service, Land Port of Entry PMO – Region 1

Lindsey Veas, Acting Urban Planning and NEPA Branch Chief – Office of Planning & Design  
Quality

Sara Massarello, Realty Specialist – Region 1

Elizabeth Mees, Regional Historic Preservation Officer – Region 1

Carol Chirico, Senior Assistant Regional Counsel – Region 1

John Maurer, Project Executive – Region 1

### **CBP**

Melissa Wiedenfield, Historic Preservation Specialist

### **WSP USA, Inc.**

Joe Dalrymple, Project Manager

Ryan Long, Deputy Project Manager

Madison Reckman, Environmental Planner

Gabriella Benacquisto, Environmental Planner

Margaret Stover, Environmental Planner

Nancy Holst, Architectural Historian

Kaylee Swords, Archaeologist

Linda Green, GIS Analyst

Patrick McKittrick, Technical Editor

## **APPENDIX A—AGENCY CONSULTATION**



U.S. General Services Administration

**Critical Action Determination Letter**

Thomas C. Brown, Jr.  
U.S. Customs and Border Protection  
6650 Telecom Drive, Suite 210  
Indianapolis, IN 46278

**Subject:** Flood Mitigation - Determination of Richford LPOE Facility as a Critical Action Facility or Non-Critical Action Facility

Dear Mr. Brown:

We are requesting a determination from CBP on whether the future Richford LPOE facility will be considered a "Critical Action" facility.

The Department of Homeland Security Federal Emergency Management Agency has defined a facility as "Critical Action" when even a slight chance of flooding is too great.

We have provided additional information to assist you in determining whether or not your facility is a Critical Action facility below. This determination is necessary because GSA's P100 sets requirements for Building enclosure and electrical equipment placement based on whether a facility is a "critical action" or not.

GSA's baseline requirement for a building enclosure is to locate the Non-Critical facilities above the 100-year base flood elevation + 2 feet. **Critical Action facilities** must be elevated above the 1% annual chance (100-year) base flood elevation + 3 feet, or the 0.2% annual chance flood (500-year) elevation, whichever is higher. In addition, the P100 requires that electrical equipment for facilities classified as **Critical Action Facilities** must be located five feet above the 500 year flood plain.

Please use the enclosed form to designate whether or not your agency considers its proposed use to be a critical action, sign in the space provided, and return to me via e-mail no later than December 21, 2023.

If you have any questions, please contact me at (802) 309-2705 or [Alan.Bombardier@gsa.gov](mailto:Alan.Bombardier@gsa.gov).

Sincerely,

Alan Bombardier Project Manager  
U.S. General Services Administration

**Enclosure to Critical Action Determination Letter**

Thomas P. O'Neil, Jr. Federal Building  
10 Causeway Street, 11<sup>th</sup> Floor  
Boston, MA 02114  
[www.gsa.gov](http://www.gsa.gov)



Based on the definition of critical actions below, please have your agency's national or regional facilities representative or other designated official indicate their selection and sign in the space provided.

A **critical action** is any activity for which even a slight chance of flooding would be too great.

Examples of actions that may be critical actions include, but are not limited to:

- Storage of national strategic and critical material
- Storage of irreplaceable records
- Acquisition of health facilities for client agencies
- Child care facilities
- Public benefit conveyances for schools, prisons, and some other institutional uses
- Site acquisition and construction of new courthouses
- Storage of volatile, toxic, or water-reactive materials
- Construction or operation of hospitals and schools
- Construction or operation of utilities and emergency services that would be inoperative if flooded

Additional considerations for critical actions include:

- If flooded, would the proposed action create an added dimension or consequence to the hazard?
  - Is the action a structure or facility producing or storing highly volatile, toxic, radioactive, or water-reactive materials?
- If the action involves structures such as hospitals, nursing homes, prisons, and schools, would occupants of these structures be sufficiently mobile and have available transport capability to avoid loss of life and injury given the flood warning lead times available?
  - Would emergency services functions be delayed or unavailable as a result of the location of the action?
  - Are there routes to and from the structure that would be inaccessible during a flood and hinder evacuation?
  - Would the location of the structure result in unacceptable hazards to human safety, health, and welfare of the occupants?
- Would essential or irreplaceable resources, utilities, or other functions be damaged beyond repair, destroyed, or otherwise made unavailable?
  - Would utilities, critical equipment, systems, networks, or functions be damaged beyond repair or destroyed?
  - Would physical or electronic records without backups or copies be destroyed or made unavailable as a result of where these items are located in a structure?
  - Would national laboratory research activities or items of significant value to research communities be damaged or destroyed as a result?
  - Would items or structures of substantial cultural significance be damaged, destroyed, or otherwise harmed?

- Would the damage or disruption from a local flooding event lead to regional or national catastrophic impacts (e.g., a port being closed for a period following a storm event, which has an impact on transportation of goods nationally)?
- Would damage or disruption to a given facility or infrastructure component have potential for cascading damage or disruption to other facilities and infrastructure classes, some of which may already be stressed by flood conditions (e.g., electricity outage due to substation damage resulting in wastewater treatment facility shutdown or gasoline pump outage)?

On behalf of U.S. Customs and Border Protection:

  X   This agency DOES consider its proposed use (as described above and based on the definition) to be a Critical Action.

       This agency DOES NOT consider its proposed use (as described above and based on the definition) to be a Critical Action.

**ANTHONY J**  
**PALAZZETTI**

Digitally signed by  
ANTHONY J PALAZZETTI  
Date: 2023.12.08  
10:39:48 -05'00'

Date 12-8-2023

Signature

Anthony J Palazzetti

Assistant Director Field Operations, Mission Support

Boston Field Office



# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
New England Ecological Services Field Office  
70 Commercial Street, Suite 300  
Concord, NH 03301-5094  
Phone: (603) 223-2541 Fax: (603) 223-0104



In Reply Refer To:  
Project Code: 2024-0129687  
Project Name: Richford LPOE Project

04/01/2025 13:03:08 UTC

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:

*Updated 4/12/2023 - Please review this letter each time you request an Official Species List, we will continue to update it with additional information and links to websites may change.*

## **About Official Species Lists**

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. Federal and non-Federal project proponents have responsibilities under the Act to consider effects on listed species.

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 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. 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 by returning to an existing project's page in IPaC.

## **Endangered Species Act Project Review**

Please visit the “**New England Field Office Endangered Species Project Review and Consultation**” website for step-by-step instructions on how to consider effects on listed

species and prepare and submit a project review package if necessary:

<https://www.fws.gov/office/new-england-ecological-services/endangered-species-project-review>

**\*NOTE\*** Please do not use the **Consultation Package Builder** tool in IPaC except in specific situations following coordination with our office. Please follow the project review guidance on our website instead and reference your **Project Code** in all correspondence.

**Northern Long-eared Bat - (Updated 4/12/2023)** The Service published a final rule to reclassify the northern long-eared bat (NLEB) as endangered on November 30, 2022. The final rule went into effect on March 31, 2023. You may utilize the **Northern Long-eared Bat Rangewide Determination Key** available in IPaC. More information about this Determination Key and the Interim Consultation Framework are available on the northern long-eared bat species page:

<https://www.fws.gov/species/northern-long-eared-bat-myotis-septentrionalis>

For projects that previously utilized the 4(d) Determination Key, the change in the species' status may trigger the need to re-initiate consultation for any actions that are not completed and for which the Federal action agency retains discretion once the new listing determination becomes effective. If your project was not completed by March 31, 2023, and may result in incidental take of NLEB, please reach out to our office at [newengland@fws.gov](mailto:newengland@fws.gov) to see if reinitiation is necessary.

#### *Additional Info About Section 7 of the Act*

Under section 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to determine whether projects may affect threatened and endangered species and/or designated critical habitat. If a Federal agency, or its non-Federal representative, determines 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 Federal agency also may need to consider proposed species and proposed critical habitat in the consultation. 50 CFR 402.14(c)(1) specifies the information required for consultation under the Act regardless of the format of the evaluation. 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/service/section-7-consultations>

In addition to consultation requirements under Section 7(a)(2) of the ESA, please note that under sections 7(a)(1) 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. Please contact NEFO if you would like more information.

**Candidate species** that appear on the enclosed species list have no current protections under the ESA. The species' occurrence on an official species list does not convey a requirement to

consider impacts to this species as you would a proposed, threatened, or endangered species. The ESA does not provide for interagency consultations on candidate species under section 7, however, the Service recommends that all project proponents incorporate measures into projects to benefit candidate species and their habitats wherever possible.

### **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>

<https://www.fws.gov/library/collections/bald-and-golden-eagle-management>

Please feel free to contact us at **newengland@fws.gov** with your **Project Code** in the subject line if you need more information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat.

Attachment(s): Official Species List

Attachment(s):

- Official Species List

## **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:

### **New England Ecological Services Field Office**

70 Commercial Street, Suite 300

Concord, NH 03301-5094

(603) 223-2541

## PROJECT SUMMARY

Project Code: 2024-0129687

Project Name: Richford LPOE Project

Project Type: Border Security

Project Description: The U.S. General Services Administration (GSA) proposes to reconfigure, expand, and fully modernize the Land Port of Entry (LPOE) located north of the town of Richford, Vermont on the United States-Canada border. The GSA is preparing an environmental assessment (EA) in accordance with the National Environmental Policy Act (NEPA) to evaluate the effects of its proposed action on the natural and human environment. If the proposed action is selected for implementation, GSA anticipates awarding a construction contract in winter 2026.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@45.013477300000005,-72.66266646059778,14z>



Counties: Franklin County, Vermont



## ENDANGERED SPECIES ACT SPECIES

There is a total of 1 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is <b>proposed</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Proposed Threatened

## CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

## IPAC USER CONTACT INFORMATION

Agency: Private Entity  
Name: Joe Dalrymple  
Address: 10 Al Paul Lane  
Address Line 2: Suite 103  
City: Merrimack  
State: NH  
Zip: 03054  
Email: joe.dalrymple@wsp.com  
Phone: 4384090984

## LEAD AGENCY CONTACT INFORMATION

Lead Agency: General Services Administration

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

U.S. Army Corps of Engineers (USACE) <b>REQUEST FOR JURISDICTIONAL DETERMINATION (JD)</b> For use of this form, see Sec 404 CWA, Sec 10 RHA, Sec 103 MPRSA; the proponent agency is CECW-COR.		<b>Form Approved -</b> <b>OMB No. 0710-0024</b> <b>Expires 2024-04-30</b>
<b>DATA REQUIRED BY THE PRIVACY ACT OF 1974</b>		
<b>Authority</b>	Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332.	
<b>Principal Purpose</b>	The information that you provide will be used in evaluating your request to determine whether there are any aquatic resources within the review area that are or that may be subject to federal jurisdiction under the regulatory authorities referenced above.	
<b>Routine Uses</b>	This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public, and may be made available as part of a public notice or FOIA request as required by federal law. Your name and property location where federal jurisdiction is to be determined will be included in any approved jurisdictional determination (AJD), which will be made available to the public on the District's website and on the Headquarters USACE website.	
<b>Disclosure</b>	Submission of requested information is voluntary, however, if the information is not provided there may be some delay in processing your request. Failure to provide this information will not result in an adverse action. System of Record Notice (SORN): The information received is entered into our permit tracking database and a SORN has been completed (SORN #A1145b) and may be accessed at the following website: <a href="http://dpcld.defense.gov/Privacy/SORNsIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx">http://dpcld.defense.gov/Privacy/SORNsIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx</a>	
<b>The Agency Disclosure Notice (ADN)</b>		
The Public reporting burden for this collection of information, 0710-0024, is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at <a href="mailto:whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil">whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil</a> . Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.		
1. To ( <i>District Name</i> ): New England District - Vermont Project Office		
2. I am requesting a JD on property located at ( <i>Street Address</i> ): Richford Land Port of Entry (LPOE) - VT Route 139, at US – Canada border		
City/Township/Parish: <u>Richford</u> County: <u>Franklin</u> State: <u>Vermont</u>		
Acreage of Parcel/Review Area for JD: <u>19.72 acres</u>		
Section: _____ Township: _____ Range: _____		
Latitude ( <i>decimal degrees</i> ): <u>45.344° North</u> Longitude ( <i>decimal degrees</i> ): <u>72.4115° West</u> ( <i>For linear projects, please include the center point of the proposed alignment.</i> )		
3. Please attach a survey/plat map and vicinity map identifying location and review area for the JD.		
4. <input type="checkbox"/> I currently own this property. <input type="checkbox"/> I plan to purchase this property. <input checked="" type="checkbox"/> I am an agent/consultant acting on behalf of the requester. <input type="checkbox"/> Other ( <i>please explain</i> ):		

5. Reason for request: (check as many as applicable)

- ☐ I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all aquatic resources.
- ☐ I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all jurisdictional aquatic resources under Corps authority.
- ☒ I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps, and the JD would be used to avoid and minimize impacts to jurisdictional aquatic resources and as an initial step in a future permitting process.
- ☐ I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps; this request is accompanied by my permit application and the JD is to be used in the permitting process.
- ☐ I intend to construct/develop a project or perform activities in a navigable water of the U.S. which is included on the district Section 10 list and/or is subject to the ebb and flow of the tide.
- ☐ A Corps JD is required in order to obtain my local/state authorization.
- ☐ I intend to contest jurisdiction over a particular aquatic resource and request the Corps confirm that jurisdiction does/does not exist over the aquatic resource on the parcel.
- ☐ I believe that the site may be comprised entirely of dry land.
- ☐ Other:

6. Type of determination being requested:

- ☐ I am requesting an approved JD.
- ☒ I am requesting a preliminary JD.
- ☐ I am requesting a "no permit required" letter as I believe my proposed activity is not regulated.
- ☐ I am unclear as to which JD I would like to request and require additional information to inform my decision.

7. Typed or Printed Name: Justin Baker

Daytime Phone No.: 914-462-9912

Company Name: WSP

Email Address: justin.baker@wsp.com

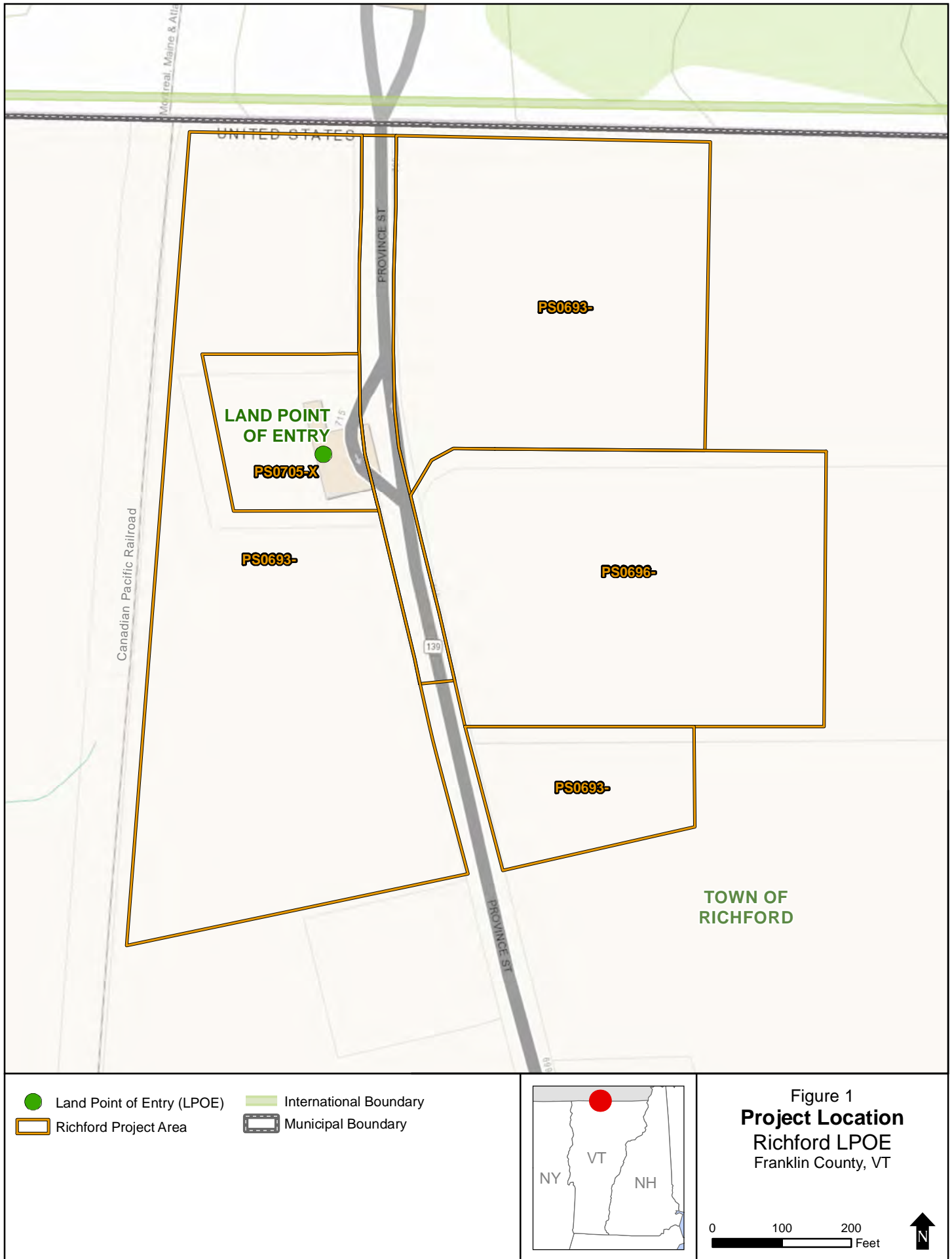
Address: 500 Summit Lake Drive, Suite 450  
Valhalla, NY 10595

By signing below, you are indicating that you have the authority, or are acting as the duly authorized agent of a person or entity with such authority, to and do hereby grant Corps personnel right of entry to legally access the site if needed to perform the JD. Your signature shall be an affirmation that you possess the requisite property rights to request a JD on the subject property.

Signature:



Date: 05/08/2024





U.S. Army Corps of Engineers (USACE) <b>PRELIMINARY JURISDICTIONAL DETERMINATION (PJD)</b> For use of this form, see Sec 404 CWA, Sec 10 RHA, Sec 103 MPRSA; the proponent agency is CECW-COR.						Form Approved - OMB No. 0710-0024 Expires 2024-04-30	
DATA REQUIRED BY THE PRIVACY ACT OF 1974							
Authority		Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Program of the U.S. Army Corps of Engineers; Final Rule for 33 CFR Parts 320-332.					
Principal Purpose		The information that you provide will be used in evaluating your request to determine whether there are any aquatic resources within the review area that may be subject to federal jurisdiction under the regulatory authorities referenced above.					
Routine Uses		This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public, and may be made available as part of a public notice or FOIA request as required by federal law. Your name and property location where federal jurisdiction is to be determined will be included in any resulting jurisdictional determination (JD), which may be made available to the public on the District's website and/or on the Headquarters USACE website.					
Disclosure		Submission of requested information is voluntary; however, if information is not provided, the request for a JD cannot be evaluated nor can a PJD be issued.					
The Agency Disclosure Notice (ADN)							
The public reporting burden for this collection of information, 0710-0024, is estimated to average 25 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.							
SECTION I - BACKGROUND INFORMATION							
A. REPORT COMPLETION DATE FOR PJD: 2024-07-23							
B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Justin Baker, WSP, 500 Summit Lake Drive, Suite 450, Valhalla, NY 10595							
C. DISTRICT OFFICE, FILE NAME, AND NUMBER: CENAE-RNH/VT, United States General Services Administration / Richford LPOE, NAE-2024-00855							
D. PROJECT LOCATION AND BACKGROUND INFORMATION: (USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)							
State: Vermont County/Parish/Borough: Franklin City: Richford							
Center coordinates of site (lat/long in degree decimal format): Latitude: 45.013659 ° Longitude: -72.46623 °							
Universal Transverse Mercator: UTM19							
Name of nearest waterbody: Unnamed Tributary to the North Branch Missisquoi River							
E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):							
<input checked="" type="checkbox"/> Office (Desk) Determination. Date: 2024-07-23							
<input checked="" type="checkbox"/> Field Determination							
Date(s): 2024-04-16							
TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.							
	Site Number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)	
	W01005-C	45.0143480	-72.6633170	0.9	PSS Wetland	Section 404	

	Site Number	Latitude ( <i>decimal degrees</i> )	Longitude ( <i>decimal degrees</i> )	Estimated amount of aquatic resource in review area ( <i>acreage and linear feet, if applicable</i> )	Type of aquatic resource ( <i>i.e., wetland vs. non-wetland waters</i> )	Geographic authority to which the aquatic resource "may be" subject ( <i>i.e., Section 404 or Section 10/404</i> )
	W01004	45.0127280	-72.6624890	2.2 acres	PEM Wetland	Section 404
	W01002-A	45.0131780	-72.6600870	0.2 acre	PEM Wetland	Section 404
	W01002-C	45.0128980	-72.6606040	0.6 acre	PFO Wetland	Section 404
	W01001-C	45.0142990	-72.6614000	2.9 acres	PFO Wetland	Section 404
	W01003	45.0129900	-72.6617760	<0.10	PFO Wetland	Section 404
	T01001	45.0145844	-72.6609140	132.5 LF	R4	Section 404
	T01002	45.0143099	-72.6620964	976.2 LF	R4	Section 404
	T01003	45.0142147	-72.6612336	87.7	R4	Section 404
	T01004	45.0129773	-72.6618973	1069.3	R4	Section 404
	D01001	45.0148866	-72.6623975	21.4 LF	R6	Section 404
	D01002	45.0150206	-72.6621815	131.9	R6	Section 404
	D01003	45.0139132	-72.6607650	44.2	R6	Section 404
	D01004	45.0139077	-72.6613350	155.6	R6	Section 404
	D01005	45.0140809	-72.6624143	133.2	R6	Section 404
	D01006	45.0125102	-72.6620018	314.7	R6	Section 404

1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.

2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "preconstruction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD or no JD whatsoever, which do not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the USACE has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD or reliance on no JD whatsoever; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of USACE permit authorization based on a PJD or no JD whatsoever constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the USACE will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "may be" waters of the U.S. and/or that there "may be" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

F. SUPPORTING DATA. Data reviewed for PJD (*check all that apply*)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

☒ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:

Map: Figure 5, Delineated Features, GSA LPOE (dated 4/24/2024)

☒ Data sheets prepared/submitted by or on behalf of the PJD requestor.

☒ Office concurs with data sheets/delineation report.

☐ Office does not concur with data sheets/delineation report.

Rationale: \_\_\_\_\_

☐ Data sheets prepared by the USACE:

☐ Corps navigable waters' study:

☐ U.S. Geological Survey Hydrologic Atlas:

☒ USGS NHD data.

☐ USGS 8 and 12 digit HUC maps.

☒ U.S. Geological Survey map(s). Cite scale & quad name:

Figure 2, Topographic, Richford LPOE (in report titled, "Wetlands and Waterbodies Delineation Report Richford Land Port of Entry Town of Richford Franklin County Vermont" dated "May 1, 2024")

☒ USDA Natural Resources Conservation Service Soil Survey.

Citation: Figure 3, Soils, Richford LPOE (in report titled, "Wetlands and Waterbodies Delineation Report Richford Land Port of Entry Town of Richford Franklin County Vermont" dated "May 1, 2024")

☒ National Wetlands Inventory map(s).

Cite Name: Figure 3, NWI Wetlands and NHD Flowlines (in report titled, "Wetlands and Waterbodies Delineation Report Richford Land Port of Entry Town of Richford Franklin County Vermont" dated "May 1, 2024")

☐ State/Local Wetland Inventory map(s):

☐ FEMA/FIRM maps:

☐ 100-year Floodplain Elevation is: \_\_\_\_\_ . (National Geodetic Vertical Datum of 1929)

☒ Photographs: ☐ Aerial (*Name & Date*): In report titled, "Wetlands and Waterbodies Delineation Report Richford Land Port of Entry Town of Richford Franklin County, Vermont," dated "May 1, 2024"

or ☐ Other (*Name & Date*): USACE photos during 2024-04-16 site visit

☐ Previous determination(s). File no. and date of response letter:

N/A

☐ Other information (*please specify*):

**IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the USACE and should not be relied upon for later jurisdictional determinations.**

Name of Regulatory Staff Member Completing PJD

Angela C. Repella

Date

2024-07-23

Signature of Regulatory Staff Member Completing PJD

Name of Person Requesting PJD

Justin A. Baker

Date

2024-07-25

Signature of Person Requesting PJD (*REQUIRED, unless obtaining the Signature is Impracticable*)



<sup>1</sup> Districts may establish timeframes for requester to return signed PJD forms. If the requester does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.



## Wetland Classification Form

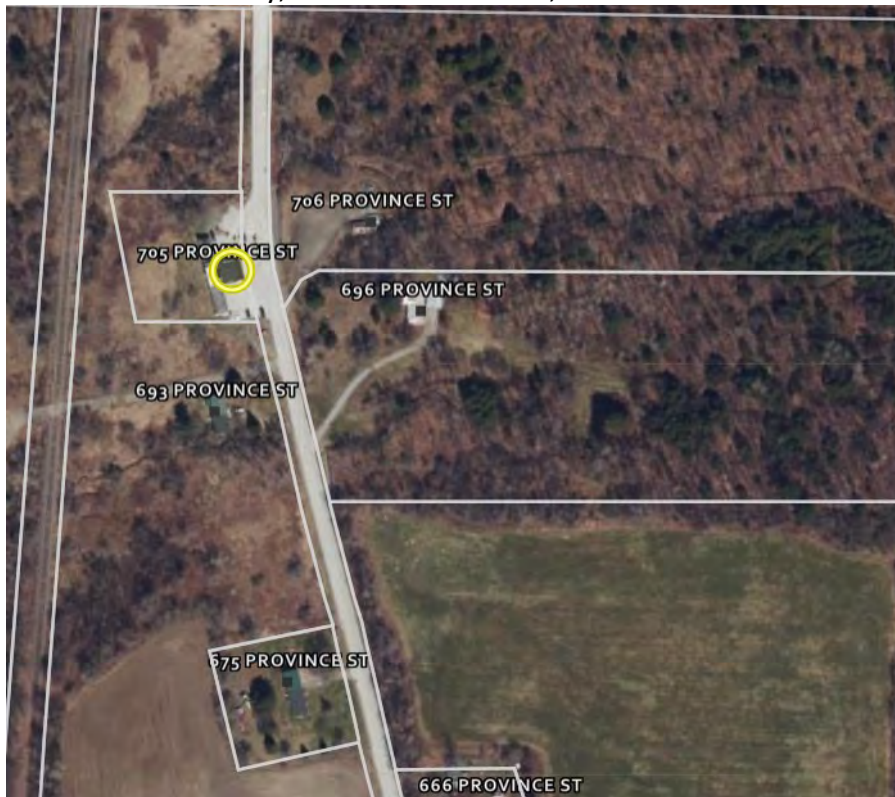
**2024-0201\_Richford LPOE\_115 Route 147 N**

**Field assessment date:** April 17, 2024

**Present:** GSA, WSP, ACOE, VT DEC Wetlands

**District Wetland Ecologist:** Krystal T. Sewell

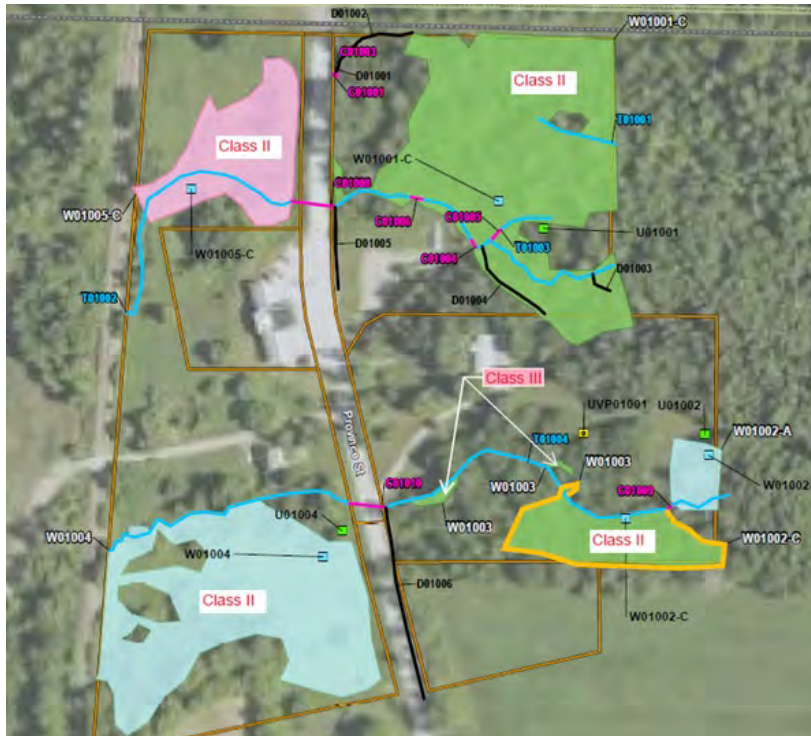
**Location:** CBP facility, 705 Province Street, Richford VT



Wetlands W01005-C, W01004, W01002-A, W01002-C, W01001-C, W01003 were assessed in the field.

**Summary of Classifications:**





Delineation polygons shown in this image reflect the final approved wetland boundaries within the proposed project area and VT DEC Wetlands Program jurisdictional decisions.

### Wetland W01005-C

- ☒ Class II  
☐ Class III  
☐ No wetland present





**Check one of the following:**

- ☒ The entire wetland was assessed in the field.
- ☐ The wetland extends off the property and I have used imagery and mapping to complete my assessment.

**The wetland was found to have the following characteristics (check all that apply):**

- ☐ Wetland area assessed was within a Vermont Significant Wetlands Inventory (VSWI) mapping unit.
- ☐ Wetland area is contiguous with a VSWI mapping unit.
- ☒ §4.6(a) The wetland is of the same type and threshold size as those mapped on the VSWI maps: i.e.; open water (pond); emergent marsh; shrub swamp; forested swamp; wet meadow; beaver pond or beaver meadow; bog or fen; and is greater than 0.5 acres in size.
- ☒ §4.6(b) The wetland contains dense, persistent non-woody vegetation or a prevalence of woody vegetation; is adjacent to a stream, river, or open body of water; and is over 2,500 square feet in size.
- ☐ §4.6(c) The wetland is a vernal pool that provides amphibian breeding habitat.
- ☐ §4.6(d) The wetland is a headwater wetland.
- ☐ §4.6(e) The wetland contains a species that appears in the Vermont Natural Heritage Inventory (VNHI) database as rare, threatened, endangered or uncommon; or is an exemplary natural community as mapped by VNHI.
- ☐ The wetland is adjacent to streams, rivers, or any open body of water and does not meet the 2,500 square foot size threshold in subparagraph b above and should be evaluated for significance by a wetland ecologist before work is done.
- ☐ None of the above.

**Wetland Characteristic Notes:**

Palustrine Scrub-Shrub/Emergent, seasonally saturated/flooded and underlain by Cabot silt loam. This wetland is located on the west side of Province Street/Route 139 in the northwestern project area and is associated with a perennial stream flowing east to west underneath Route 139.

**Wetland W01004**

- ☒ Class II
- ☐ Class III
- ☐ No wetland present



**Check one of the following:**

- ☒ The entire wetland was assessed in the field.
- ☐ The wetland extends off the property and I have used imagery and mapping to complete my assessment.

**The wetland was found to have the following characteristics (check all that apply):**

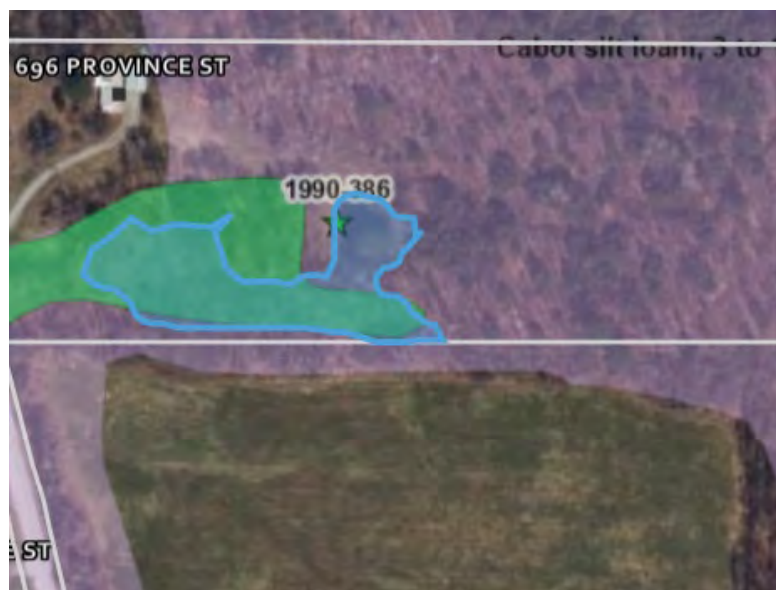
- ☐ Wetland area assessed was within a Vermont Significant Wetlands Inventory (VSWI) mapping unit.
- ☒ Wetland area is contiguous with a VSWI mapping unit;
- ☒ §4.6(a) The wetland is of the same type and threshold size as those mapped on the VSWI maps: i.e.; open water (pond); emergent marsh; shrub swamp; forested swamp; wet meadow; beaver pond or beaver meadow; bog or fen; and is greater than 0.5 acres in size.
- ☒ §4.6(b) The wetland contains dense, persistent non-woody vegetation or a prevalence of woody vegetation; is adjacent to a stream, river, or open body of water; and is over 2,500 square feet in size.
- ☐ §4.6(c) The wetland is a vernal pool that provides amphibian breeding habitat.
- ☐ §4.6(d) The wetland is a headwater wetland.
- ☐ §4.6(e) The wetland contains a species that appears in the Vermont Natural Heritage Inventory (VNHI) database as rare, threatened, endangered or uncommon; or is an exemplary natural community as mapped by VNHI.
- ☐ The wetland is adjacent to streams, rivers, or any open body of water and does not meet the 2,500 square foot size threshold in subparagraph b above and should be evaluated for significance by a wetland ecologist before work is done.
- ☐ None of the above.

**Wetland Characteristic Notes:**

Palustrine Emergent, seasonally flooded/saturated and dominated by Wrinkle-leaf goldenrod, New England Aster and Sensitive Fern, underlain by Cabot silt loam soils. This wetland is located on the west side of Province Street/Route 139 in the southwestern project area and is associated with a perennial stream flowing east to west underneath Route 139.

**Wetland W01002-A/W01002-C/W01003**

- ☒ Class II  
☐ Class III  
☐ No wetland present

**Check one of the following:**

- ☒ The entire wetland was assessed in the field.  
☐ The wetland extends off the property and I have used imagery and mapping to complete my assessment.

**The wetland was found to have the following characteristics (check all that apply):**

- ☒ Wetland area assessed was within a Vermont Significant Wetlands Inventory (VSWI) mapping unit.  
☒ Wetland area is contiguous with a VSWI mapping unit;  
☒ §4.6(a) The wetland is of the same type and threshold size as those mapped on the VSWI maps: i.e.; open water (pond); emergent marsh; shrub swamp; forested swamp; wet meadow; beaver pond or beaver meadow; bog or fen; and is greater than 0.5 acres in size.  
☒ §4.6(b) The wetland contains dense, persistent non-woody vegetation or a prevalence of woody vegetation; is adjacent to a stream, river, or open body of water; and is over 2,500 square feet in size.  
☐ §4.6(c) The wetland is a vernal pool that provides amphibian breeding habitat.

- ☐ §4.6(d) The wetland is a headwater wetland.
- ☐ §4.6(e) The wetland contains a species that appears in the Vermont Natural Heritage Inventory (VNHI) database as rare, threatened, endangered or uncommon; or is an exemplary natural community as mapped by VNHI.
- ☐ The wetland is adjacent to streams, rivers, or any open body of water and does not meet the 2,500 square foot size threshold in subparagraph b above, and should be evaluated for significance by a wetland ecologist before work is done.
- ☐ None of the above.

**Wetland Characteristic Notes:**

Palustrine Forested and Emergent, seasonally flooded/saturated and dominated by eastern hemlock, red maple, reed canary grass and common reed; underlain by organic and Cabot silt loam soils. This wetland is located on the east side of Province Street/Route 139 in the southeastern project area and is associated with a jurisdictional farm pond and perennial stream flowing east to west underneath Route 139.

**Wetland W01001-C**

- ☒ Class II
- ☐ Class III
- ☐ No wetland present



**Check one of the following:**

- ☐ The entire wetland was assessed in the field.

☒The wetland extends off the property and I have used imagery and mapping to complete my assessment.

**The wetland was found to have the following characteristics** (check all that apply):

☐ Wetland area assessed was within a Vermont Significant Wetlands Inventory (VSWI) mapping unit.

☐ Wetland area is contiguous with a VSWI mapping unit;

☒§4.6(a) The wetland is of the same type and threshold size as those mapped on the VSWI maps: i.e.; open water (pond); emergent marsh; shrub swamp; forested swamp; wet meadow; beaver pond or beaver meadow; bog or fen; and is greater than 0.5 acres in size.

☒§4.6(b) The wetland contains dense, persistent non-woody vegetation or a prevalence of woody vegetation; is adjacent to a stream, river, or open body of water; and is over 2,500 square feet in size.

☐§4.6(c) The wetland is a vernal pool that provides amphibian breeding habitat.

☐§4.6(d) The wetland is a headwater wetland.

☐§4.6(e) The wetland contains a species that appears in the Vermont Natural Heritage Inventory (VNHI) database as rare, threatened, endangered or uncommon; or is an exemplary natural community as mapped by VNHI.

☐ The wetland is adjacent to streams, rivers, or any open body of water and does not meet the 2,500 square foot size threshold in subparagraph b above, and should be evaluated for significance by a wetland ecologist before work is done.

☐None of the above.

**Wetland Characteristic Notes:**

Palustrine Forested, seasonally flooded/saturated and dominated by eastern hemlock, red maple, and bigtooth aspen; underlain by organic and Cabot silt loam soils. This is a large wetland complex on the east side of Province Street/Route 139 in the northeastern project area and is associated with significant intermittent drainages flowing east to west underneath Route 139.

**W01003**

☐Class II

☒Class III

☐No wetland present



**Check one of the following:**

- ☐ The entire wetland was assessed in the field.
- ☒ The wetland extends off the property and I have used imagery and mapping to complete my assessment.

**The wetland was found to have the following characteristics (check all that apply):**

- ☒ Wetland area assessed was within a Vermont Significant Wetlands Inventory (VSWI) mapping unit.
- ☐ Wetland area is contiguous with a VSWI mapping unit;
- ☐ §4.6(a) The wetland is of the same type and threshold size as those mapped on the VSWI maps: i.e.; open water (pond); emergent marsh; shrub swamp; forested swamp; wet meadow; beaver pond or beaver meadow; bog or fen; and is greater than 0.5 acres in size.
- ☐ §4.6(b) The wetland contains dense, persistent non-woody vegetation or a prevalence of woody vegetation; is adjacent to a stream, river, or open body of water; and is over 2,500 square feet in size.
- ☐ §4.6(c) The wetland is a vernal pool that provides amphibian breeding habitat.
- ☐ §4.6(d) The wetland is a headwater wetland.
- ☐ §4.6(e) The wetland contains a species that appears in the Vermont Natural Heritage Inventory (VNHI) database as rare, threatened, endangered or uncommon; or is an exemplary natural community as mapped by VNHI.
- ☐ The wetland is adjacent to streams, rivers, or any open body of water and does not meet the 2,500 square foot size threshold in subparagraph b above and should be evaluated for significance by a wetland ecologist before work is done.
- ☒ None of the above.

**Wetland Characteristic Notes:**

Palustrine Emergent, seasonally flooded/saturated and dominated by reed canary grass; underlain by Cabot silt loam soils. These wetland swales associated with the pond and stream south of 696 Province St are Class III.



**Notes:**

All wetland mapping on this Classification Report is estimated based on field and desktop reviews. Some mapping may be outside of the project and field review area. If a delineation has been verified and approved by a District Wetland Ecologist, see the associated approved delineation map.

Wetland delineation approval and classifications provided by the Vermont Wetlands Program are valid for project planning and permitting for up to five years. After this period, the wetlands will need to be reevaluated, and the project reassessed for compliance with the Vermont Wetland Rules.

**Class II:** Please be advised that I have confirmed that one or more wetlands on your property have characteristics that make it a Class II significant wetland. Class II significant wetlands and their 50 ft buffers are protected under the Vermont Wetland Rules (VWR). This report outlines the reasons for this decision and serves as notice that any activity in the wetland or 50ft buffer zone may need a Vermont wetland permit before you start work. If you disagree with this decision, you can appeal it pursuant to 10 V.S.A. § 917 and petition for a wetland classification determination of Class III as outlined under the petition section of this report. The following table(s) document the reasons for this decision.

**Class III:** Please be advised that I have confirmed that you have one or more Class III wetlands on your property. Class III wetlands are not protected under the Vermont Wetland Rules (VWR). No State Wetland permit is required for activities occurring in Class III wetlands. This report outlines the reasons for this decision. Because wetland character, size, and function can change over time, the Wetlands Program recommends seeking a reevaluation of wetland status every 5 years, to avoid a potential violation of the VWR. If you disagree with this decision, you can appeal it pursuant to 10 V.S.A. § 917 and petition for a wetland classification determination of Class II as outlined under the petition section of this report. The following table(s) document the reasons for this decision.

**Other Wetland Permit Obligations**

In addition, the U.S. Army Corps of Engineers ([Corps](#)) regulates the discharge of dredged and/or fill material, including mechanized land clearing and grading, in all waters of the United States, including inland rivers, lakes, streams and wetlands. For detailed information on Corps permits and regulations call (802) 872-2893. It is the applicant's responsibility to determine if your project also requires an Corps permit. In addition, your town may have local regulations regarding wetland protection. Please call your town clerk to verify any local regulations.



## **APPENDIX B— PUBLIC SCOPING SUMMARY REPORT**

# **Public Scoping Summary Report**

for the

## **United States General Services Administration Environmental Assessment to Modernize the Land Port of Entry in Richford, Vermont**

**December 2024**

Prepared for:



U.S. General Services Administration –  
Region 1

GSA New England Region – PBS  
Design and Construction Division – 1PCTB  
50 South Main Street, Suite 136  
St. Albans, VT 05478

Prepared by:



WSP USA  
5411 Skycenter Drive, Suite 650  
Tampa, Florida 33067

# Table of Contents

<u>Chapter</u>		<u>Page</u>
	Appendices .....	iii
	List of Tables .....	iv
	Acronyms and Abbreviations.....	v
<b>1</b>	<b>Introduction .....</b>	<b>1-1</b>
	1.1 Purpose of Public Scoping.....	1-1
	1.2 Description of Proposed Action .....	1-1
<b>2</b>	<b>Public Scoping Process .....</b>	<b>2-1</b>
	2.1 Public Scoping Period .....	2-1
	2.2 Public Scoping Notification .....	2-1
	2.2.1 Newspaper Public Notice .....	2-1
	2.2.2 Notification Letters .....	2-1
<b>3</b>	<b>Public Scoping Meeting.....</b>	<b>3-1</b>
	3.1 Public Scoping Meeting Format.....	3-1
	3.2 Public Scoping Meeting Attendance .....	3-1
<b>4</b>	<b>Public Scoping Comment Summary .....</b>	<b>4-1</b>
	4.1 Comment Methods .....	4-1
	4.2 Stakeholder Groups.....	4-1
	4.3 Summary of Comments .....	4-2

# Appendices

- A Public Notification Documentation**
  - A.1 Newspaper Notice and Affidavit**
  - A.2 Mailing List**
  - A.3 Stakeholder Notification Letters**
  - A.4 Stakeholder Notification Email**
  - A.5 Public Meeting Flyer**
  - A.6 Social Media Posts**
  
- B Public Scoping Meeting Materials**
  - B.1 Meeting Presentation**
  - B.2 Banners**
  - B.3 Comment Sheet**
  - B.4 Sign-in Sheets**
  
- C Comments Received During Public Scoping Period**
  - C.1 Public Meeting Transcript**
  - C.2 Virtual Public Meeting Comments**
  - C.3 Emailed Comments**

## List of Tables

<u>Table</u>		<u>Page</u>
4-1	Comments Received During the Public Scoping Period .....	4-1
4-2	Commenting Stakeholder Groups .....	4-2
4-3	Comments by Subject .....	4-2

# Acronyms and Abbreviations

CBP	U.S. Customs and Border Protection
CFR	Code of Federal Regulations
EA	Environmental Assessment
GSA	U.S. General Services Administration
LPOE	Richford Land Port of Entry
NEPA	National Environmental Policy Act

# 1 Introduction

The United States (U.S.) General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze the potential impacts of the proposed modernization of the land port of entry (LPOE) in Richford, Vermont, as required by the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] 4321-4347), the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] 1500-1508), and the GSA Public Buildings Service's NEPA Desk Guide. This Public Scoping Summary Report presents an overview of the public scoping conducted as part of the NEPA process associated with developing the EA.

The report is organized as follows: *Chapter 2* discusses the public scoping process including notification methods used by GSA to inform the public of opportunities for involvement during the public scoping period; *Chapter 3* summarizes the public scoping meeting including location, attendance, and format; and *Chapter 4* describes the methods by which comments were received, the number of comments received, and the stakeholders who provided them.

## 1.1 Purpose of Public Scoping

Under NEPA, scoping is defined as the process by which lead agencies solicit input from the public and interested agencies on the nature and extent of issues and impacts to be evaluated. The scoping process also provides an opportunity for the public and agencies to learn about and comment on the modernization of the Richford LPOE in Vermont (Proposed Action) and proposed alternatives. This public scoping summary report identifies stakeholders and outreach efforts, showcases meeting materials, and summarizes the public input obtained during the scoping period. Although this report identifies the comments received during the scoping period, it does not describe the decision-making process regarding the Proposed Action, nor does it set forth policies.

## 1.2 Description of Proposed Action

The purpose of the project is to reconfigure, expand, and fully modernize the Richford LPOE. The Proposed Action would improve traffic flow, enhance safety and security, and increase the efficiency of operations at the Richford LPOE. The Proposed Action is needed to bring the Richford LPOE facility into compliance with federal infrastructure and security requirements and support the mission and needs of U.S. Customs and Border Protection (CBP). The existing facility does not meet the operational needs of the CBP due to its space constraints and limitations associated with its aging infrastructure.

Under the Proposed Action, GSA would award a contract to modernize and expand the Richford LPOE to meet CBP operational requirements. The Proposed Action would bring the LPOE into compliance with current federal infrastructure and security requirements and improve traffic flow, increase the efficiency of commercial and noncommercial traffic inspections, and enhance safety and security. The GSA intends to prepare an EA to evaluate the potential environmental impacts of the Proposed Action and inform a decision on the modernization of the LPOE in Richford, Vermont. The EA will consider the potential effects and impacts of the Proposed Action.



## 2 Public Scoping Process

### 2.1 Public Scoping Period

GSA initiated a 30-day public scoping period, from September 6, 2024, to October 5, 2024, in a published notice in the Federal Register.

### 2.2 Public Scoping Notification

The following methods were used to notify the public of opportunities for involvement and comment during the scoping period:

- A press release
- Vermont delegation notifications
- Social media posts (Facebook and X)
- Newspaper public notices
- A stakeholder notification letter
- Coordination with the Town of Richford Clerk's Office
- Letters to stakeholders and landowners in and adjacent to the NEPA study area<sup>1</sup>

Notification method details are outlined in the following subsections and copies of these materials are provided in Appendix A.

#### 2.2.1 Newspaper Public Notice

A legal notice announced the opening of the formal public scoping period, as well as the date, time, location, and purpose of the public scoping meeting (see Appendix A). The legal notice was published on September 6, 2024, in the *Newport Dispatch* and *Saint Albans Messenger* and on September 8, 2024, in the *Burlington Free Press* newspaper.

#### 2.2.2 Notification Letters

An interested party notification letter described the nature of the scoping process including the scoping period, meeting details; methods to comment; general project information; and instructions for obtaining additional information. The notification letter also included a map depicting the NEPA study area for the Proposed Action. A second email and letter were sent to stakeholders and meeting attendees informing them that the public scoping meeting materials and a video recording of the presentation were available online. GSA compiled a stakeholder list of government officials, federal and state agencies, utility providers, non-governmental organizations, corporations, citizen groups, and potentially impacted property owners. This letter was emailed to all stakeholders with an email address on file; others received a letter by U.S. mail. Landowners in and adjacent to the NEPA study area received both an email and a hard-copy letter. The notification letters, including a map of the NEPA study area, and mailing list are provided in Appendix A.

---

<sup>1</sup> The NEPA study area is the area in which potential impacts to resources from the Proposed Action are being considered for the purpose of the EA. The NEPA study area consists of the existing LPOE property and portions of adjacent parcels (see Appendix A).

## **3 Public Scoping Meeting**

GSA held a public scoping meeting to provide the opportunity for the public to learn about the project and to submit comments related to the Proposed Action. The meeting was held Tuesday, September 10, 2024, in Richford, Vermont, and online via Zoom.

### **3.1 Public Scoping Meeting Format**

The public scoping meeting included a brief presentation on the Proposed Action and the NEPA process, followed by an open comment period. The meeting used a hybrid format, meaning stakeholders could attend in person or via Zoom. The goal of the meeting was to introduce the community to the EA process, provide available project information, answer questions, and solicit public input on important issues.

A sign-in table at the meeting room's entrance included a comment station where attendees were able to write comments. Banner posters were displayed throughout the venue. The posters described the project's purpose and need, the NEPA process flowchart and timeline, and information on how attendees could submit their comments.

The meeting was filmed and livestreamed on Northwest Access TV, which broadcasts throughout Franklin County, Vermont. A recording of the meeting, as well as materials presented at the public scoping meeting, were posted on the GSA project website (<https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/richford-land-port-of-entry-vermont>) and are provided in Appendix B.

### **3.2 Public Scoping Meeting Attendance**

The public scoping meeting was held on September 10, 2024, at the Richford Town Office at 94 Main Street in Richford, Vermont. The meeting began at 6:00 p.m. Six stakeholders attended the meeting in person. Six stakeholders attended the meeting virtually via Zoom.

## 4 Public Scoping Comment Summary

### 4.1 Comment Methods

The public had multiple avenues to provide comments during the public scoping period by submitting a form at the public meeting, sending an email, and mailing a physical letter. Meeting attendees were able to provide verbal comments that were captured by a stenographer. Virtual meeting attendees could type their comments into the meeting chat. GSA advertised these methods in the local newspaper notice, notification letter, public scoping meeting comment sheets, and on display boards at the public scoping meeting and verbally during the presentation.

Eight stakeholders submitted 18 individual comments covering various themes related to the project during the public scoping period (see Table 4-1). *Chapters 4.2 and 4.3* describe the commenters' concerns and interests. Their comments are included in Appendix C.

**Table 4-1 Comments Received During the Public Scoping Period**

Comment Method	Number of Comments Received
Public Scoping Meeting (in-person)	6
Public Scoping Meeting (virtual)	1
Mail	0
Email	11
<b>Total</b>	<b>18</b>

### 4.2 Stakeholder Groups

During the public scoping period, comments were received from a variety of stakeholder and interest groups including local citizens and landowners, members of the business community, regional agencies, state agencies, Canadian federal agencies, and other organizations. Table 4-2 lists the various stakeholder groups that submitted comments.

Some commenters used multiple commenting methods to voice their questions, concerns, and opinions. No comments were received via U.S. mail. It is important to note that the numbers discussed in this chapter represent all the comments received. All comments are provided in Appendix C.

**Table 4-2 Commenting Stakeholder Groups**

Stakeholder	Comment Method		Totals
	Meeting	Emailed	
Landowner/Citizen	6	7	<b>13</b>
Regional Agency	1	0	<b>1</b>
State Agency	0	2	<b>2</b>
Canadian Federal Agency	0	2	<b>2</b>
<b>Totals</b>	<b>7</b>	<b>11</b>	<b>18</b>

### 4.3 Summary of Comments

The comments heard and received in writing were categorized by GSA according to the primary subject of the comment, as summarized in Table 4-3.

**Table 4-3 Comments by Subject**

Subject	Number of Comments Received
Land Port of Entry Design	<b>5</b>
Nearby property impacts	<b>2</b>
Traffic	<b>2</b>
Wetlands	<b>2</b>
Recreation	<b>1</b>
Construction	<b>1</b>
Historic Resources	<b>1</b>
Lighting	<b>1</b>
Port closure	<b>1</b>
Road alignment	<b>1</b>
Stakeholder involvement	<b>1</b>
<b>Total</b>	<b>18</b>

Five comments were received concerning the design of the LPOE. Commenters suggested preferred locations for the new LPOE, asked for specifics on the size and layout of the new LPOE, and noted that there should be a clear line of sight to the Canadian LPOE. Two comments were received on potential impacts to nearby property, including the potential removal of vegetation and the relocation of residences and driveways. Two comments were received on potential traffic changes at the new LPOE and safety considerations. Two comments were submitted relating to wetlands in the study area, and it was noted that any impacts to wetlands or their buffers require a permit from the Vermont DEC Wetland Program. One comment was received on safety considerations for bicycle traffic. One comment was received on construction impacts to access to adjacent properties. One comment was received on consultation and preservation efforts for the existing historic LPOE. One comment was received requesting that the new LPOE not have bright lights that disturb nearby residences at night. One commenter asked if the LPOE would be closed during construction. One commenter asked about changes to the alignment of the roadway. One commenter noted that they missed

***Public Scoping Summary Report***

the public scoping meeting and requested meeting materials be forwarded to them. Concerns identified during the public scoping period will be considered as GSA develops the EA. Each subject identified by the public will be evaluated as part of the analysis for various resource areas.

# **Appendix A**

## **Public Notification Documentation**

**A.1 Newspaper Notice and Affidavit**

**A.2 Mailing List**

**A.3 Stakeholder Notification Letters**

**A.4 Stakeholder Notification Email**

**A.5 Public Meeting Flyer**

**A.6 Social Media Posts**

**Appendix A  
Public Notification Documentation**

**Appendix A.1  
Newspaper Notice and Affidavit**



**AFFIDAVIT OF PUBLICATION**

WSP USA  
325 John Knox Road Building F Suite 140  
Tallahassee FL 32304

STATE OF WISCONSIN, COUNTY OF BROWN

The Burlington Free Press, a newspaper published in the city of Burlington, Chittenden County, State of Vermont, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

09/08/2024

and that the fees charged are legal.  
Sworn to and subscribed before on 09/08/2024



Legal Clerk



Notary, State of WI, County of Brown

4-6-27

My commission expires

Publication Cost:	\$485.52	
Tax Amount:	\$0.00	
Payment Cost:	\$485.52	
Order No:	10543411	# of Copies:
Customer No:	1481749	0
PO #:	LBUR0153411	

**THIS IS NOT AN INVOICE!**

*Please do not use this form for payment remittance.*

DENISE ROBERTS  
Notary Public  
State of Wisconsin

## Public Scoping Meeting

### Proposed Modernization of the Land Port of Entry in Richford, Vermont

The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze the potential impacts from the proposed modernization project at the Land Port of Entry located on Province Street (Route 139) in Richford, Vermont. 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.

GSA is hosting a public meeting to provide project information, and to obtain comments on the proposed project and scope of the EA on Tuesday, September 10, 2024, from 6:00 PM - 8:00 PM ET at:

**Richford Town Office**  
**94 Main St.**  
**Richford, VT 05476**

The meeting may be attended virtually via Zoom. The meeting can be accessed by going to [www.zoom.com/join](https://www.zoom.com/join) and entering Meeting ID: 869 6112 5700; Passcode: 724398

The meeting will begin with a project presentation, with a public comment period to follow.

The public comment period runs from September 6 through October 5, 2024. Comments can be submitted using one of the following methods:

**In-Person:** Submit written or verbal comments in person/virtually at the public scoping meeting. There will be a stenographer to capture comments voiced during the meeting.

**Email:** [Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov) with subject line "Richford LPOE EA"

---

**Mail:** General Services Administration – Region 1  
Alan Bombardier, Project Manager  
Design & Construction Division - 1PCTB  
50 South Main Street, Suite 136  
St. Albans, VT 05478

Project information, including the meeting materials, will be available at the project website: <https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/richford-land-port-of-entry-vermont>.

If you would like more information, have an accommodation request such as an American Sign Language interpreter or other audio/visual aids, or have specific questions relating to this project, please email [Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov).

September 8 2024

LBUR0153411



# Vermont Public Notices



## Need to submit a public notice?

Get started



### Search notices

Keyword

hearing, probate, court, bank name

Publication name

Burlington Free Press

Start date

End date

Search Clear

### Most Recent Notices

THE STATE OF NEW HAMPSHIRE  
JUDICIAL BRANCH  
SUPERIOR COURT  
Sullivan Superior Court  
22 Main St....

09/11/2024

STATE OF VERMONT  
  
SUPERIOR COURT  
CIVIL DIVISION  
CHITTENDEN UNIT...

09/10/2024

NOTICE OF SALE OF ABANDONED PROPERTY  
Notice Is Hereby Given That Pursuant to VT Title 9 Commerce and Trade  
Chapter 098: Storage Units 3905, Enforcement of Lien.  
APS Burlington (All Purpose Storage), 46 & 55 Swift St, South Burlington  
VT 05403 State of Vermont Will be having an Online Sale/Auction on ...

09/09/2024

Public notices, delivered

From foreclosures to bids and proposals, the latest notices straight to your inbox

Email Address

→

STATE OF VERMONT  
SUPERIOR COURT  
Chittenden Unit  
PROBATE DIVISION  
Docket No.: 24-PR-04855...

09/08/2024

Public Scoping Meeting

09/08/2024

Proposed Modernization of the Land Port of Entry in Richford, Vermont  
The U.S. General Services Administration (GSA) is preparing an  
Environmental Assessment (EA) to analyze the potential impacts from th...

AGENCY OF NATURAL RESOURCES  
DEPARTMENT OF  
ENVIRONMENTAL CONSERVATION  
WATERSHED  
MANAGEMENT DIVISION...

09/06/2024

Program Requirement Revisions Related to the Public Water System  
Supervision Program for the State of Vermont  
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
Region 1\*New England  
Boston, MA 02109...

09/06/2024

ADVERTISEMENT  
FOR BIDS  
RECEIPT OF BIDS: Sealed bids on forms prepared by the Engineer will be  
received on behalf of the City of Essex Junction at the offices of Donald L.  
Hamlin Consulting Engineers, Inc., located at 136 Pearl Street in Essex ...

09/06/2024

AGENCY OF NATURAL RESOURCES  
DEPARTMENT OF  
ENVIRONMENTAL CONSERVATION  
WATERSHED  
MANAGEMENT DIVISION...

09/06/2024

Program Requirement Revisions Related to the Public Water System  
Supervision Program for the State of Vermont  
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
Region 1\*New England  
Boston, MA 02109...

09/06/2024

ADVERTISEMENT  
FOR BIDS  
RECEIPT OF BIDS: Sealed bids on forms prepared by the Engineer will be  
received on behalf of the City of Essex Junction at the offices of Donald L.  
Hamlin Consulting Engineers, Inc., located at 136 Pearl Street in Essex ...

09/06/2024

Public Notice  
Industrial Tower & Wireless is proposing to construct a 173ft lattice  
telecommunications tower facility located at Town Farm Hill Rd approx.  
1/4 mile S of Weed Rd, Hartland, Windsor Co., VT 05048. Any interested  
party wishing to submit comments regarding the potential effects the ...

09/05/2024

THE STATE OF NEW HAMPSHIRE  
JUDICIAL BRANCH  
SUPERIOR COURT  
Sullivan Superior Court  
22 Main St....

09/04/2024

STATE OF VERMONT  
  
SUPERIOR COURT  
CIVIL DIVISION  
CHITTENDEN UNIT...

09/03/2024

STATE OF VERMONT  
  
SUPERIOR COURT  
CIVIL DIVISION  
CHITTENDEN UNIT...

09/03/2024

Public Meetings Regarding Draft Service Reduction plan  
GMT is holding a series of public meetings to receive public comment on the  
draft service reduction plan, which can be found online at  
RideGMT.com/service-reductions.  
...

09/01/2024

STATE OF VERMONT  
SUPERIOR COURT  
Orange Unit Case  
FAMILY DIVISION  
Case Nos. 22-JV-01110...

08/30/2024

STATE OF VERMONT  
SUPERIOR COURT  
Orange Unit Case  
FAMILY DIVISION  
Case Nos. 22-JV-01110...

08/30/2024

STATE OF VERMONT  
SUPERIOR COURT  
PROBATE DIVISION  
Chittenden Unit  
Docket No.: 24-PR-05232...

08/29/2024

STATE OF VERMONT  
SUPERIOR COURT  
PROBATE DIVISION  
Chittenden Unit  
Docket No.: 24-PR-05232...

08/29/2024

### Public Notices

09/08/2024

Share



Print

#### Public Scoping Meeting

Proposed Modernization of the Land Port of Entry in Richford, Vermont  
The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze the potential impacts from the proposed modernization project at the Land Port of Entry located on Province Street (Route 139) in Richford, Vermont. 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.

GSA is hosting a public meeting to provide project information, and to obtain comments on the proposed project and scope of the EA on Tuesday, September 10, 2024, from 6:00 PM - 8:00 PM ET at:

Richford Town Office  
94 Main St.  
Richford, VT 05476

The meeting may be attended virtually via Zoom. The meeting can be accessed by going to [www.zoom.com/join](https://www.zoom.com/join) and entering Meeting ID: 869 6112 5700; Passcode: 724398

The meeting will begin with a project presentation, with a public comment period to follow.

The public comment period runs from September 6 through October 5, 2024. Comments can be submitted using one of the following methods:

In-Person: Submit written or verbal comments in person/virtually at the public scoping meeting. There will be a stenographer to capture comments voiced during the meeting.

Email: [Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov) with subject line Richford LPOE EA

Mail: General Services Administration\*Region 1  
Alan Bombardier, Project Manager  
Design & ConstructionDivision - 1PCTB  
50 South Main Street, Suite 136  
St. Albans, VT 05478

Project information, including the meeting materials, will be available at the project website: <https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/richford-land-port-of-entry-vermont>.

If you would like more information, have an accommodation request such as an American Sign Language interpreter or other audio/visual aids, or have specific questions relating to this project, please email [Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov).  
Publication Dates  
LBUR0153411

Need to submit a legal notice? We're here to help →



FRANKLIN COUNTY / HEADLINE / RICHFORD / SPONSORED POST / VERMONT

## GSA to hold public scoping meeting for the Land Port of Entry project in Richford

by Daniel DuricSeptember 6, 20241 min read



RICHFORD — The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze the potential impacts from the proposed modernization project at the Land Port of Entry located on Province Street (Route 139) in Richford, Vermont.

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.

View PDF

PDFZonePro

Download

GSA is hosting a public meeting to provide project information, and to obtain comments on the proposed project and scope of the EA on **Tuesday, September 10, 2024**, from 6:00 PM – 8:00 PM ET at:

**Richford Town Office**  
94 Main St.  
Richford, VT 05476

Last chance to get 2024 rates.

Time's ticking—choose your membership rate before it's too late!

AARP Membership

Join Now

The meeting may be attended virtually via Zoom. The meeting can be accessed by going to [www.zoom.com/join](https://www.zoom.com/join) and entering **Meeting ID: 869 6112 5700; Passcode: 724398**

The meeting will begin with a project presentation, with a public comment period to follow.

Last chance to get 2024 rates.

Time's ticking—choose your membership rate before it's too late!

AARP Membership

Join Now

The public comment period runs from September 6 through October 5, 2024. Comments can be submitted using one of the following methods:

Last chance to get 2024 rates.

Time's ticking—choose your membership rate before it's too late!

AARP Membership

Join Now

**In-Person:** Submit written or verbal comments in person/virtually at the public scoping meeting. There will be a stenographer to capture comments voiced during the meeting.

**Email:** [Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov) with subject line **"Richford LPOE EA"**

Mail:  
**General Services Administration – Region 1**  
**Alan Bombardier, Project Manager**  
**Design & Construction Division – 1PCTB**  
50 South Main Street, Suite 136  
St. Albans, VT 05478

Vrbo

Private Vacation Rentals

Book now

Project information, including the meeting materials, will be available at the project website: <https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/richford-land-port-of-entry-vermont>

If you would like more information, have an accommodation request such as an American Sign Language interpreter or other audio/visual aids, or have specific questions relating to this project, please email [Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov).

SHARE THIS



**Daniel Duric**  
Author

Leave a Reply

Write your comment...

Name

Email

Website

☐ Save my name, email, and website in this browser for the next time I comment.

Post Comment

build with FERGUSON

MOEN

Leak Detection Essentials to Protect Your Home

Shop Now

SON OF THE SEASON: METAMORPHIC

Start free trial

Adobe Acrobat Pro



# Free Trial Visit!

The best way to see if our adult day center is what your loved one needs is to have them come spend one day, FREE of charge.

Limit one coupon per person



# CarePartners ADULT DAY CENTER

LET US BE YOUR PARTNER

Learn More

Call 802-527-0548 today for a tour and to learn more about how we can be a partner in caring for your loved one. Limited spaces available.

Sign In

# SAINT ALBANS MESSENGER

Search...

Search

## Legal Announcements

Home / Classifieds

## Public Scoping Meeting Proposed

### Details for Public Scoping Meeting Proposed

10 hrs ago

Public Scoping Meeting

Proposed Modernization of the Land Port of Entry in Richford, Vermont

The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze the potential impacts from the proposed modernization project at the Land Port of Entry located on Province Street (Route 139) in Richford, Vermont. 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.

GSA is hosting a public meeting to provide project information, and to obtain comments on the proposed project and scope of the EA on Tuesday, September 10, 2024, from 6:00 PM - 8:00 PM ET at:

Richford Town Office

94 Main St.

Richford, VT 05476

The meeting may be attended virtually via Zoom. The meeting can be accessed by going to [www.zoom.com/join](https://www.zoom.com/join) and entering Meeting ID: 869 6112 5700; Passcode: 724398

The meeting will begin with a project presentation, with a public comment period to follow.

The public comment period runs from September 6 through October 5, 2024. Comments can be submitted using one of the following methods:

In-Person: Submit written or verbal comments in person/virtually at the public scoping meeting. There will be a stenographer to capture comments voiced during the meeting.

Email: [Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov) with subject line "Richford LPOE EA"

Mail: General Services Administration – Region 1

Alan Bombardier, Project Manager

Design & Construction Division - 1PCTB

50 South Main Street, Suite 136

St. Albans, VT 05478

Project information, including the meeting materials, will be available at the project website:

<https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/richford-land-port-of-entry-vermont>

If you would like more information, have an accommodation request such as an American Sign Language interpreter or other audio/visual aids, or have specific questions

relating to this project, please email [Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov).

Categories

Legal



Join the conversation

Log In | Sign Up



## OMGHired Vermont

Job Title, Keyword or Company

Job Title, Keyword or Company

Location, or Zip Code

Tallahassee, FL

Search Radius

10 Miles

Find Jobs

Are you an employer looking to hire?

Post a job

good for your wallet,  
the community,  
and the planet.



## Employment Ads



## Business & Service Ads



## About Us

*St Albans Messenger* is a twice-weekly newspaper established in 1861 covering Franklin County, Vermont. Samessenger.com publishes new content daily. Our beat reporters are on the ground covering local government, schools, sports, business and culture.

- Advertise With Us
- Promote Your Event
- Submission Forms
- Subscription Services
- Contact Us

## SAINT ALBANS MESSENGER

samessenger.com  
281 North Main Street  
Saint Albans, VT 05478  
Phone: 802-524-9771  
Email: [news@samessenger.com](mailto:news@samessenger.com)



# Classifieds

Contact us to get a free quote or place an ad!  
**802.524.9771 x2**  
**classifieds@samessenger.com**  
 www.samessenger.com  
 281 North Main Street, St. Albans VT 05478


**FREE Listing  
\$100 or Less**

SOMETIMES ERRORS OCCUR. After placing an ad, it is your responsibility to check your ad on the first day of publication for any errors. Refunds are not issued for classified ads, but if notification is given to our department after the first day of publication, we will run your corrected ad for one extra day. We will not be responsible for more than one incorrect publication of each ad. Paid advertisement will take priority over free listings.

**NEED SOME HELP  
WRITING YOUR  
CLASSIFIED?**  
 CALL US AND WE WILL  
 HELP WRITE YOUR AD &  
 DESIGN IT FOR FREE

**DEADLINES**  
 Tuesday paper ..... Noon Monday  
 Friday paper ..... Noon Thursday  
 For display ads or ads requiring a  
 proof please allow us extra time.

## Employment, Legals and Real Estate



**TOWN OF SWANTON  
SELECTBOARD VACANCY**

The Town of Swanton has a vacancy on its five-member Selectboard due to a resignation. Interested individuals who would be willing to serve their community as a member of the Selectboard are invited to send a letter of interest and a brief resume to the address below, no later than Thursday, September 26, 2024. This appointment would be from the date of appointment to the Annual Town Meeting to be held on March 4, 2025 that is also the expiration of the term.

**To serve as a member of the Selectboard you must be a registered voter and reside in the Town or Village of Swanton with the desire to serve the community.**

**Selectboard Search**  
 Town of Swanton  
 Attn: Brian Savage  
 Town Administrator  
 PO Box 711  
 Swanton, VT 05488

### 1 Bedroom Apartment

*Newly Renovated*



**VILLAGE GREEN APARTMENTS**

Elderly and Disabled Housing  
 On-Site laundry  
 24 hour maintenance  
 Federally subsidized - must meet income guidelines

Please contact Foxfire Property Management for an application at  
 (603)228-2151 ext. 312 or (TDD) 800-545-1833 ext. 102  
[www.foxfirenh.com](http://www.foxfirenh.com)

*This is an equal opportunity provider & employer*



### AFFORDABLE HOMES FOR SALE

**ANDCO MOBILE HOME COOPERATIVE**  
**23 VIRGINIA LANE & 63 VIRGINIA LANE, SWANTON, VT 05488**






**NEW SINGLE-WIDE MOBILE HOMES FEATURING:**

- 870 - 902 Square Feet
- 2 Bedrooms
- 2 Bathrooms
- Upgraded Insulation

**FOR MORE INFO OR TO DISCUSS FINANCING OPTIONS, CONTACT:**  
 Shana (347)385-3902  
 Siegel ssiegel@cdi.coop

**TO OBTAIN A PARK APPLICATION:**  
 Silvia (401)765-7300 x 116  
 lannetta silvia@firstchoiceri.com

Interested buyers must complete a park application, background, and credit check. The ANDCO Mobile Home Cooperative does not discriminate for reasons of race, religious creed, color, sex, sexual orientation, gender identity, marital status, disability, national origin, or because a person is a recipient of public assistance. The ANDCO Mobile Home Cooperative also does not discriminate based on age or the presence of one or more minor children in the household.



**EMPLOYMENT**

**Now Hiring**  
**Vermont Student Assistance Corporation (VSAC)** is hiring an Outreach Counselor in our Talent Search program to serve Caledonia & Washington Counties. Our Outreach Counselors provide career and college readiness services to students at public middle and high schools, individually and in small groups. The goal of the program is to help students to plan for and to continue their education beyond high school. This is a full-time, grant-funded position with generous benefits and time off during the summer (9 weeks). Personal vehicle required. Visit [VSAC.org/Careers](http://VSAC.org/Careers) for full job description and to apply today.

**Help Wanted**  
 Living in care giver to assist with elderly patient with mid stages of Alzheimer's. Room and board included with pay. Location in Champlain, NY. Please call Suzanne at 802-578-0761.

fitness facilities, massage, reiki, and acupuncture! Offering \$1500 sign-on bonuses for Assemblers! Check out all of our open jobs and apply online at [www.msivt.com/careers](http://www.msivt.com/careers).

**Staff Accountant Needed**  
 Essex Junction  
 Staff Accountant Needed With Small Cpa Firm, Available Right Away. 3-5 Years Experience Required. Health Insurance And Vacation Time Available After 30 Days. Employment Is Based Solely On A Person's Merit And Qualifications Directly Related To Professional Competence. Please Call Linda K. Alger, Cpa 802-879-7465



**LEGALS**

**MISSISQUOI VALLEY SCHOOL DISTRICT**  
 FRANKLIN, HIGHGATE, SWANTON SCHOOLS, MISSISQUOI VALLEY HIGH SCHOOL AND CENTRAL OFFICE  
**SNOWPLOWING, REMOVAL, SALTING INVITATION TO BID**  
 The Missisquoi Valley School District is seeking bids for 3-year snow plowing, removal, salting service contract(s) for the 2024-2025, 2025-2026, 2026-2027 seasons (October - April) for the Franklin, Highgate, and Swanton Schools, Missisquoi Valley High School, and MVSD Central Office. Qualified bidders may bid on any or all locations. Requirements and specifications will be indicated on bid form for each location. Bid form and additional information will be provided at mandatory site-visit(s).  
**Mandatory site visit(s) will be held Friday, September 20, 2024 at the following locations and times:**  
 Franklin School (15 School Street, Franklin) - 8:30AM  
 Highgate School (219 Gore Road, Highgate Center) - 9:15AM  
 MVUHS (175 Thunderbird Drive, Swanton) - 10:00AM  
 Swanton School (24 Fourth Street and 113 Grand Avenue, Swanton) - 10:45AM  
 MVSD Central Office (100 Robinhood Drive, Suite 2, Swanton) - 11:15AM  
 Proof of adequate equipment, labor, and insurance must be provided prior to contracting. If you have any questions, please contact Director of Finance and Operations, Lora McAllister, MVSD, (802)868-2436 or [lora.mcallister@mvsd-schools.org](mailto:lora.mcallister@mvsd-schools.org).  
**Bids will be accepted in person, by email to [lora.mcallister@mvsd-schools.org](mailto:lora.mcallister@mvsd-schools.org) or via fax (802)868 4265 prior to Friday, October 4, 2024 at 1:00pm, at which time, bids will be opened at MVSD Central Office, 100 Robinhood Drive, Suite 2, Swanton, VT 05488.** The board reserves the right to award or reject any and all bids in what appears to be in the best interest of the Missisquoi Valley School District.

**NOW HIRING**  
 Your future career is here at Manufacturing Solutions in Morrisville! Join us for on-the-spot interviews and factory tours every Friday, now through October 4th from 9 to 2 @ 153 Stafford Ave. We offer exciting employee perks, including on-site physical therapy,

and specifications will be indicated on bid form for each location. Bid form and additional information will be provided at mandatory site-visit(s).  
**Mandatory site visit(s) will be held Friday, September 20, 2024 at the following locations and times:**  
 Franklin School (15 School Street, Franklin) - 8:30AM  
 Highgate School (219 Gore Road, Highgate Center) - 9:15AM  
 MVUHS (175 Thunderbird Drive, Swanton) - 10:00AM  
 Swanton School (24 Fourth Street and 113 Grand Avenue, Swanton) - 10:45AM  
 MVSD Central Office (100 Robinhood Drive, Suite 2, Swanton) - 11:15AM  
 Proof of adequate equipment, labor, and insurance must be provided prior to contracting. If you have any questions, please contact Director of Finance and Operations, Lora McAllister, MVSD, (802)868-2436 or [lora.mcallister@mvsd-schools.org](mailto:lora.mcallister@mvsd-schools.org).  
**Bids will be accepted in person, by email to [lora.mcallister@mvsd-schools.org](mailto:lora.mcallister@mvsd-schools.org) or via fax (802)868 4265 prior to Friday, October 4, 2024 at 1:00pm, at which time, bids will be opened at MVSD Central Office, 100 Robinhood Drive, Suite 2, Swanton, VT 05488.** The board reserves the right to award or reject any and all bids in what appears to be in the best interest of the Missisquoi Valley School District.

**NOTICE OF PUBLIC HEARING**  
**TOWN OF SHELDON DEVELOPMENT RE-**

**VIEW BOARD**  
 Notice is hereby given that on September 17, 2024 at the Sheldon Town Municipal Office a public hearing before the Development Review Board will be held to consider the following:  
 Date and Time: September 17, at 7:00 p.m.  
 Place: Sheldon Town Municipal Offices: 1640 Main Street, Sheldon, VT 05483  
 Purpose of the Meeting:  
 • Subdivision/Boundary Line Adjustment review at 900 VT Route 78 submitted by Colton Riley / Wayne Russell  
 Pursuant to 24 V.S.A. §§ 4464(a)(1)(C) and 4471(a), participation in this local proceeding is a prerequisite to the right to take any subsequent appeal.  
 Dated at Sheldon, Vermont this 2nd day of September, 2024.  
 Peter West  
 Chair, Development Review Board

**Public Scoping Meeting**  
**Proposed Modernization of the Land Port of Entry in Richford, Vermont**  
 The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze the potential impacts from the proposed modernization project at the Land Port of Entry located on Province Street (Route 139) in Richford, Vermont. 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



# Employment, Legals, Prayers, Merchandise, and Rentals

## Historic Places.

GSA is hosting a public meeting to provide project information, and to obtain comments on the proposed project and scope of the EA on Tuesday, September 10, 2024, from 6:00 PM - 8:00 PM ET at:

**Richford Town Office**  
94 Main St.  
Richford, VT 05476

The meeting may be attended virtually via Zoom. The meeting can be accessed by going to [www.zoom.com/join](https://www.zoom.com/join) and entering Meeting ID: 869 6112 5700; Passcode: 724398

The meeting will begin with a project presentation, with a public comment period to follow. The public comment period runs from September 6 through October 5, 2024. Comments can be submitted using one of the following methods:

In-Person: Submit written or verbal comments in person/virtually at the public scoping meeting. There will be a stenographer to capture comments voiced during the meeting.

Email: [LPOE@gsa.gov](mailto:LPOE@gsa.gov) with subject line "Richford LPOE EA"  
Mail: General Services Administration - Region 1

Alan Bombardier, Project Manager  
Design & Construction Division - 1PCTB  
50 South Main Street, Suite 136

St. Albans, VT 05478  
Project information, including the meeting materials, will be available at the project website:

<https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/richford-land-port-of-entry-vermont>

If you would like more information, have an accommodation request such as an American Sign Language interpreter or other audio/visual aids, or have specific questions relating to this project, please email Richford. [LPOE@gsa.gov](mailto:LPOE@gsa.gov).

## Request For Proposals

Maple Run Unified School District is seeking proposals to provide a space for a Middle School Alternative Program. Proposals will be received until 2:00 PM Monday, September 23,

2024. Specifications are available from Brianne King, Business Manager, MRUSD, 28 Catherine St., St. Albans, VT 05478 (802)370-3942.

## STATE OF VERMONT SUPERIOR COURT Franklin Unit PROBATE DIVISION Docket No.: 24-PR-05408 In re ESTATE of: Constance Fielding NOTICE TO CREDITORS

To the Creditors of:  
**Constance Fielding**  
late of: **Georgia, VT**  
I have been appointed to administer this estate. All creditors having claims against the decedent or the estate must present their claims in writing within four (4) months of the first publication of this notice. **The claim must be presented to me at the address listed below with a copy sent to the Court. The claim may be barred forever if it is not presented within the four (4) month period.**

Dated: 09/4/24  
Executor/Administrator  
/s/ Cathy F Wayne  
Mailing Address:  
3848 Ethan Allen Highway  
Phone Number:  
(802)309-3191  
Email:  
[cfwaine@gmail.com](mailto:cfwaine@gmail.com)  
Name of Publication:  
St. Albans Messenger  
Publication Date:  
9/6/24  
Name of Probate Court:  
State of Vermont  
Superior Court -  
Franklin Unit  
Address of  
Probate Court:  
17 Church Street  
St. Albans, VT 05478

Town of Enosburgh  
Consolidated Development Review Board  
NOTICE OF PUBLIC HEARING  
**\*\*Wednesday, September 25, 2024 @ 6:30pm\*\***

## IN PERSON MEETING Enosburgh Emergency Services Building Agenda

1. Agenda
2. Application #S-7-24 (Town) Scott and Kelli Howard & Thomas and Renee Pattee - Boundary Line Adjustment following administrative approval. Located at 355 & 659 Courser Road. Located in the Rural Residential District. Parcel ID# CO0355 & CO0659.
3. Minutes from previ-

ous hearings.  
4. Adjournment.



OH, MOST BEAUTIFUL flower of Mt. Carmel. Fruitful vine splendor of Heaven, Blessed Mother of the Son of God. Immaculate Virgin, assist me in my necessity. Oh, Star of the Sea, help me and show me herein you are my mother. Oh Holy Mary, Mother of God, Queen of Heaven and Earth! I humbly beseech you from the bottom of my heart to succor me in this necessity. There are none that can withstand your power. Oh show me herein you are my mother. Oh Mary, conceived without sin, pray for us who have recourse to thee (3X). Holy Mother, I place this cause in your hands (3x) Holy Spirit you who solve all problems, light all roads so that I can attain my goal. You who gave me the divine gift to forgive and forget all evil against me and that in all instances in my life you are with me. I want in this short prayer to thank you for all things as you confirm once again that I never want to be separated from you in Eternal Glory. Thank you for your mercy toward me and mine. The person must say this prayer 3 consecutive days. After 3 days, the request will be granted. This prayer must be published after the favor is granted. (When published sign with your initials) RC



## GARAGE SALES

**End of the Season  
Garage Sale**  
12 Taylor Drive,  
Swanton  
**Saturday, Sept. 7th**  
9:00am - 3:00pm  
Antique Oak China  
Cabinet, Curved  
Glass Sides and Door,  
Wrought Iron Win-

dow Box, Dishware,  
Small Patio Table w/ 2  
Chairs, Antique Spinning Wheel, Blankets,  
Bedspread, Large  
Foam Sign, Decorative Items & Way  
More!

## Neighborhood Yard Sale

Jerrymill Ln. Swanton  
1 mile from exit 20 in  
St. Albans, North on  
207, Right on Bushey  
Rd, 1/2 Mile to Jerrymill Ln.  
Furniture, Houseware, Clothes, Books, Antiques, DVD, VHS, Tools & Ladders, Windows & Much More!  
**Saturday, September 7th**  
8:30am - 3:00pm



## MERCHANDISE

**FOR SALE**  
18 Speed Bike - \$65  
Call: 802-528-8503

**FOR SALE**  
Jigsaw Puzzles  
300 pc.  
\$2 each  
802-782-0618

**FOR SALE**  
Winter Tires  
Set of 4  
300/65R  
\$75 each  
\$300 for all  
802-524-6438

## Pets


Black golden doodle puppies-  
16 weeks old- located  
in Richford \$300 text  
802-309-7780

## Wanted to Buy

**BUYING ANTIQUES**  
Estate Merchandise,  
Collections. +50  
Years Buying!  
Call Ed Lambert  
802-528-5651 or  
802-782-1223  
St. Albans  
Fair Prices Paid

## Estate Sale

Household With  
Some Estate Items  
**Saturday Sept. 7th**  
10 - 4  
On Leduc Drive,  
Swanton  
Also Have a Great  
Selection of Chairs  
and Milk Cans  
802-309-4062



## PUBLIC WORKS PROFESSIONAL

The Village of Swanton is looking for a full-time highly skilled worker to join our Public Works team. The Public Works team is responsible for the plowing and maintenance of Village streets, sidewalks, parks, water and wastewater line maintenance and repairs. The Village is committed to its customers, values its employees, and offers a competitive salary and benefit package to include health, dental and retirement benefits. A clean driving record, strong work ethic and dependability are required. Commercial Driver's License, plowing experience, water and wastewater line installation and repair is a plus. High school graduate or equivalent. This job entails working in all weather conditions, the ability to lift 50 pounds, and to obtain a CDL. This position is part of the on-call rotation for night/weekend/holiday call-ins.

The Village of Swanton is an Equal Opportunity Employer. We offer competitive compensation. Benefits include health, dental and life insurance, short term disability, VMERS Group C Retirement, 13 paid holidays, a personal day after 1 year and generous paid time off. There is voluntary vision insurance and a 457 Retirement Savings Plan. Pay is dependent upon experience.

Applications will be accepted until the position is filled. Interested candidates can submit a cover letter and resume or completed job application by email, mail or by dropping off at the Village Complex.

**jobs@swanton.net** Public Works Professional AD  
Village of Swanton P.O. Box 279 120 First St. Swanton, VT 05488

## WE ARE HIRING

### Available Positions Include:

- Behavior Interventionist
- Mainstream Instructional Assistant
- Cafeteria Worker

Scan the QR code to see EWDS job board

[ewsd.org/jobs](https://ewsd.org/jobs)

Email Racheal Emery at [remery@ewsd.org](mailto:remery@ewsd.org) for assistance.





## NOW HIRING

# PRODUCTION WORKERS

AM/PM SHIFTS • ST. ALBANS LOCATION

## APPLY ONLINE

[benjerry.com/about-us/jobs](https://benjerry.com/about-us/jobs)

**Starting pay: UP TO \$25.06/HOURLY**

Insurance day 1, 3 free pints a day, fitness reimbursement, company store, incredible 401k match, free tours at Shelburne Museum, discount to Patagonia, pet insurance options.







**Appendix A  
Public Notification Documentation**

**Appendix A.2  
Mailing List**

Association	Title	Name	Address	Town	State	Zip Code	Phone	Email
<b>Local Government</b>								
<b>Richford</b>								
Planning Commission	Commissioner	Jacques Desautels	PO Box 236/94 Main St	Richford	VT	05476	802-848-7751	townclerk@richfordvt.org
	Commissioner	Arthur Pond	PO Box 236/94 Main St	Richford	VT	05476	802-848-7751	
	Commissioner	Mark Waterhouse	PO Box 236/94 Main St	Richford	VT	05476	802-848-7751	
	Commissioner	Justin Sheperd	PO Box 236/94 Main St	Richford	VT	05476	802-848-7751	
	Commissioner	Renee Patterson	PO Box 236/94 Main St	Richford	VT	05476	802-848-7751	
	Commissioner	Rachel Dollar	PO Box 236/94 Main St	Richford	VT	05476	802-848-7751	
Richford Town Offices	Town Clerk /Treasurer	Kiley Deuso	PO Box 236/94 Main St	Richford	VT	05476	802-848-7751	ext. 3
	Zoning Administrator	John Libbey	PO Box 236/94 Main St	Richford	VT	05476	802-848-7751	ext. 4
	Lister	Eric Collins	PO Box 236/94 Main St	Richford	VT	05476	802-848-7751	ext. 5
		Kim Collins	PO Box 236/94 Main St	Richford	VT	05476	802-848-7751	ext. 5
		Andrew Davis	PO Box 236/94 Main St	Richford	VT	05476	802-848-7751	ext. 5
Richford Select Board	Town Administrator	Marissa Tessier	PO Box 236/94 Main St	Richford	VT	05476	802-848-7751	ext. 6
	Chair and Highway Commissioner	Wallace Steinhour	PO Box 236/94 Main St	Richford	VT	05476	802-848-7751	
	Vice Chair and Co-Water and Sewer Commissioner	Andrew Pond	PO Box 236/94 Main St	Richford	VT	05476	802-848-7068	
	Ambulance and Fire Commissioner, Co-Water and Sewer Commissioner	Alan Fletcher	PO Box 236/94 Main St	Richford	VT	05476	802-848-7530	
	Buildings Commissioner	Sherry Paquette	PO Box 236/94 Main St	Richford	VT	05476	802-782-5665	
	Parks, Playgrounds, and Cemeteries Commissioner, Solid Waste Commissioner	Kristin Sheperd	PO Box 236/94 Main St	Richford	VT	05476	802-848-7751	
<b>State Government</b>								
Office of Governor	Governor of Vermont	Phil Scott	109 State Street	Pavilion Montpelier	VT	05609	802-828-3333	
Office of the Lieutenant Governor	Lieutenant Governor of Vermont	David Zuckerman	115 State Street	Montpelier	VT	05633	802-828-2226	dzuckerman@leg.state.vt.us
State Senate	State Senate – Franklin District	Robert Norris	162 VT Route 105	Sheldon	VT	5483	802-828-2228	rmorris@leg.state.vt.us
State Senate	State Senate – Franklin District	Randy Brock	2396 Highgate Rd	St. Albans	VT	05478-9795	802-868-2300	rbrock@leg.state.vt.us
State House of Representatives	State House- Franklin-5	Lisa Hango	115 State Street	Montpelier	VT	05633-5301	802-828-2228	LHango@leg.state.vt.us
State House of Representatives	State House- Franklin-5	Wayne Laroche	115 State Street	Montpelier	VT	5633	802-828-2228	wlaroche@leg.state.vt.us
<b>Regional and State Government - Agency/Dept</b>								
Northwest Regional Planning Commission	Executive Director	Catherine Dimitruk	75 Fairfield St	St. Albans	VT	05478	802-524-5958 ext 112	cdimitruk@nrcvt.com
Franklin County Natural Resource Conservation District (VACD)	District Manager	Lauren Weston	50 S Main St, Suite B-20	St. Albans	VT	05478	802-528-4176	info@FranklinCountyNRCD.org
Vermont Agency of Natural Resources	Office of Planning	Kathleen Taft	1 National Life Drive	Montpelier	VT	05620	802-461-8812	kathleen.taft@vermont.gov
Vermont Department of Labor	Commissioner of Department of Labor	Michael A. Harrington	5 Green Mountain Dr. P.O. Box 488	Montpelier	VT	05601-0488	802-828-4000	
Vermont Agency of Commerce and Community Development	Secretary for the Agency of Commerce and Community Development	Lindsay Kurrle	One National Life Drive, Davis Building, 6th Floor	Montpelier	VT	05633-5301	802-828-3080	lindsay.kurrle@vermont.gov
Vermont Agency of Transportation	Secretary for the Agency of Transportation	Joe Flynn	219 North Main Street	Barre	VT	05641	802-476-2690	joe.flynn@vermont.gov
Vermont State Historic Preservation Office	State Historic Preservation Officer	Laura Trieschmann	One National Life Drive, Davis Building, 6th Floor	Montpelier	VT	05620-0501	802-505-3579	laura.trieschmann@vermont.gov
Vermont Department of Environmental Conservation	Commissioner	Jason Batchelder	One National Life Drive, Davis Building, 3rd Floor	Montpelier	VT	05633-5301	802-828-1556	
Vermont Department of Environmental Conservation	District Wetlands Ecologist	Krystal Sewell	One National Life Drive, Davis Building, 3rd Floor	Montpelier	VT	05633-5301	802-490-6758	krystal.t.sewell@vermont.gov
<b>Federal Government</b>								
<b>U.S. Congress / Congressional Delegation</b>								
U.S. Senate	Senior Senator	Bernie Sanders	1 Church St. 3rd Floor	Burlington	VT	05401	802-862-0697	Contact » Senator Bernie Sanders
U.S. Senate	Junior Senator	Peter Welch	199 Main Street, 4th Floor	Burlington	VT	05401	802-863-2525	Email Peter   Senator Welch (senate.gov)
U.S. House of Representatives	U.S. Representative	Becca Balint	159 Bank Street Suite 204	Burlington	VT	05401	802-652-2450	BalintPress@mail.house.gov
<b>US Federal Agencies</b>								
USFWS	DEPUTY REGIONAL DIRECTOR, NORTHEAST REGION	Kyla Hastie	300 Westgate Center Dr.	Hadley	MA	01035	413-253-8200	kyla_hastie@fws.gov
EPA	EPA New England Region 1	David Cash	5 Post Office Square - Suite 100	Boston	MA	02109-3912	617-918-1111	Cash.David@epa.gov
FEMA	FEMA Region 1	Lori Ehrlich	99 High Street 6th Floor	Boston	MA	02110	877-336-2734	fema-r1-info@fema.dhs.gov
USACE	Vermont Project Office	Angela C. Repella	11 Lincoln Street, Room 210	Essex Junction	VT	05452	802-872-2893	cenae-pa@usace.army.mil
<b>U.S. Customs and Border Protection (CBP)</b>								
	Northeast Region Section Chief	Deborah Applegate					317-499-2299	deborah.i.applegate@cbp.dhs.gov
	Acting Section Chief for all Northern Border Projects	Steven Daigle						steven.r.daigle@cbp.dhs.gov
	Richford Port Director (Highgate Springs)	Michael Babyak						MICHAEL.C.BABYAK@cbp.dhs.gov
	Richford Port Director	Dale Warner						DALE.T.WARNER@cbp.dhs.gov
	BIL LPOE Program- Program Lead	Ben Scholl						BEN.SCHOLL@cbp.dhs.gov

	Director, Operational Support Facilities	Joshua Malkin						JOSHUA.B.MALKIN@cbp.dhs.gov
	Operational Support Facilities Division – Project Delivery Branch	Thomas Brown	6650 Telecom Drive, Suite 210	Indianapolis	IN	46278	317-499-2299	THOMAS.C.BROWN@cbp.dhs.gov
<b>Regional Organizations</b>								
Arvin A. Brown Public Library	Library Director	Kathleen Engstrom	88 Main Street	Richford	VT	05476	802- 848-3313	arvinabrown@gmail.com
Post Office	Postmaster	Tyler M.Goodrich	80 Main St Ste 101	Richford	VT	05476	802 848-7742	tyler.m.goodrich@usps.gov
Northwest Regional Planning Commission	Transportation Planner	Kyle Grenier						kgrenier@nrpvt.com
Franklin County Industrial Development Corps	Executive Director	Tim Smith	2 North Main St, 4th Floor	St. Albans	VT	05478	802-524-2194	info@fcidc.com
<b>Local Businesses</b>								
Grey Gables Mansion Bed & Breakfast			122 River St	Richford	VT	05476	802-848-3625	
Red Leaf Hollow Farms			221 Hillside Rd	Richford	VT	05476	802-370-5541	
Blue Seal Feeds Inc			1 Webster St	Richford	VT	05476	802-848-7718	
Wild Rivers Outfitting			3 Hamilton Pl	Richford	VT	05476	802-324-4682	
Lf Hurtubise & Sons			212 Drew Rd	Richford	VT	05476	802-848-3487	
Boulangerie Abercorn Bakery			15 Rue Thibault N	Abercorn	QC	J0E 1B0	450-538-6453	
Barrie Risman Yoga		Barrie Risman	393 Rte 139	Sutton	QC	J0E 2K0	514-608-2406	
Le Pleasant Hôtel			1 Rue Pleasant	Sutton	QC	J0E 2K0	450-538-6188	
<b>Canadian Agencies</b>								
Canada Border Services Agency (CBSA)	CBSA President	Erin O’Gorman	191 Laurier Avenue West, 6 étage	Ottawa	ON	K1A 0L8	613-952-3200	erin.gorman@inf.gc.ca
	Acting Superintendent, Abercorn POE	Noémie-Kim Meilleur					450-538-2334	Noemie-Kim.Meilleur@cbsa-asfc.gc.ca
	Manager, Fixed Infrastructure & Environmental Operations, Atlantic Region	Benoit Clavette						Benoit.Clavette@cbsa-asfc.gc.ca
	A/Manager – National Real Property & Accommodations Directorate - Eastern Region	Andrew Giddens						andrew.giddens@cbsa-asfc.gc.ca
	Manager, Regional Programs, Atlantic Region	Isabelle MacLennan						Isabelle.MacLennan@cbsa-asfc.gc.ca
	Acting Manager; Land Border Crossing Project, Finance and Corporate Management Branch	Catherine Jolicoeur						catherine.jolicoeur@cbsa-asfc.gc.ca
	Director - Stakeholder Relations & Communications Land Border Crossing Project	Rachida Benouattaf						Rachida.Benouattaf@cbsa-asfc.gc.ca
	Senior Program Officer	Michael Frimpong						Michael.Frimpong@cbsa-asfc.gc.ca
	Senior Communications Advisor	Toni-Marie Knox						Toni-Marie.Knox@cbsa-asfc.gc.ca
	Senior Program Officer	Andree Gareau						Andree.Gareau@cbsa-asfc.gc.ca
	Chief for Canada Border Services Agency	Jean Ladouceur						Jean.Ladouceur@cbsa-asfc.gc.ca
	Communications Advisor	Jacqueline Roby						Jacqueline.Roby@asfc-cbsa.gc.ca
	Chief of Operations	Mathieu Gour						mathieu.gour@cbsa-asfc.gc.ca
	Communications Advisor	Dominique McNeely						dominique.mcneely@cbsa-asfc.gc.ca
	Chief of Operations	Ryan Vanderstar						ryan.vanderstar@cbsa-asfc.gc.ca
	Executive Director	Marc Raider						marc.raider@cbsa-asfc.gc.ca
	Manager of Corporate Communications	Dawn Lockwood						Dawn.Lockwood@cbsa-asfc.gc.ca
Environment and Climate Change Canada	Minister of Environment and Climate Change	Steven Guilbeault						ministre-minister@ec.gc.ca
Department of Transportation and Infrastructure	President	France Pégeot	60 Laval Street, Unit 01	Gatineau	QC	JBX 3G9	819-997-9233	secretariat@otc-cla.gc.ca
Transport Canada	Minister	Pablo Rodriguez	8595 Maurice-Duplessis Blvd Suite 208	Montréal	QC	H1E 4H7	514-353-5044	pablo.rodriguez@parl.gc.ca
Public Services and Procurement Canada	Minister	Jean-Yves Duclos	11 Laurier St, Portage III, Place du Portage	Gatineau	QC	K1A 0S5	418-523-6666	
<b>Quebec Provincial Departments/Agencies (Canada)</b>								
Quebec Ministry of International Relations and La Francophonie	Minister	Martine Biron	525, boulevard René-Lévesque Est 4e étage	Québec	QC	G1R 5R9	418 649-2319	ministre@mri.gouv.qc.ca
Ministry of the Environment, the Fight against Climate Change, Wildlife and Parks	Minister	Benoit Charette	675, boulevard René-Lévesque Est 30e étage	Québec	QC	G1R 5V7	418-521-3911	ministre@environnement.gouv.qc.ca
Ministère des Transports et de la Mobilité durable	Minister	Geneviève Guilbault	700 René-Lévesque Boulevard East 27 étage	Québec	QC	G1R 5H1	418-643-6980	ministre@transports.gouv.qc.ca
<b>Village of Abercorn, QC</b>								
Municipal Council	Mayor	Guy Favreau	10 rue des Églises Ouest	Abercorn	QC	J0E 1B0	450-538-2664	maire@aberncorn.ca
<b>Town of Sutton, QC</b>								
Municipal Council	Mayor	Robert Benoît	11 Pincipale St. South	Sutton	QC	J0E 2K0	450-538-2290	r.benoit@sutton.ca

### Appendix A.3 Stakeholder Notification Letters

September 4, 2024

RE: Scoping for the Preparation of an Environmental Assessment for the Proposed  
Modernization Project at the Land Port of Entry in Richford, Vermont

Dear Interested Party:

The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze the potential impacts from the proposed modernization project at the Richford Land Port of Entry located on Province Street (Route 139) in Richford, Vermont (Figure 1), in compliance with the National Environmental Policy Act. GSA is the lead agency for the EA, acting on behalf of its federal agency tenant, U.S. Customs and Border Protection (CBP). Concurrently, GSA will coordinate and comply with the National Historic Preservation Act, Section 106, as the current main building located on the site is listed on the National Register of Historic Places.

The proposed modernization project would improve the operational efficiency, safety, and security for CBP personnel and travelers at the international border crossing between Richford, Vermont, and Abercorn, Quebec, Canada.

You are receiving this letter because you have been identified as an interested party and/or stakeholder for this project. GSA is hosting a public meeting to provide interested parties, stakeholders, and the public with an opportunity to hear about the proposed 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.

You are invited to attend and participate in the public meeting on Tuesday, September 10, 2024, from 6:00 PM - 8:00 PM Eastern Time at:

**Richford Town Office**  
**94 Main St.**  
**Richford, VT 05476**

The meeting may also be attended virtually via Zoom. The meeting can be accessed by going to [www.zoom.com/join](https://www.zoom.com/join); Passcode: 724398.

The meeting will begin with a project presentation, with a public comment period to follow. Your participation in the EA process is greatly appreciated.

We encourage you to review the project information and provide any comments you may have. Please feel free to share this letter and the public meeting information with neighbors and others in the community.



The public comment period runs from September 6 through October 5, 2024. Comments can be submitted using one of the following methods:

In Person: Submit written or verbal comments in person/virtually at the public scoping meeting. There will be a stenographer to capture comments voiced during the meeting.

Email: [Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov) and include “**Richford LPOE EA**” in the subject line.

Mail: General Services Administration – Region 1  
Attn: Alan Bombardier  
Project Manager, Design & Construction Division - 1PCTB  
50 South Main Street, Suite 136  
St. Albans, VT 05478

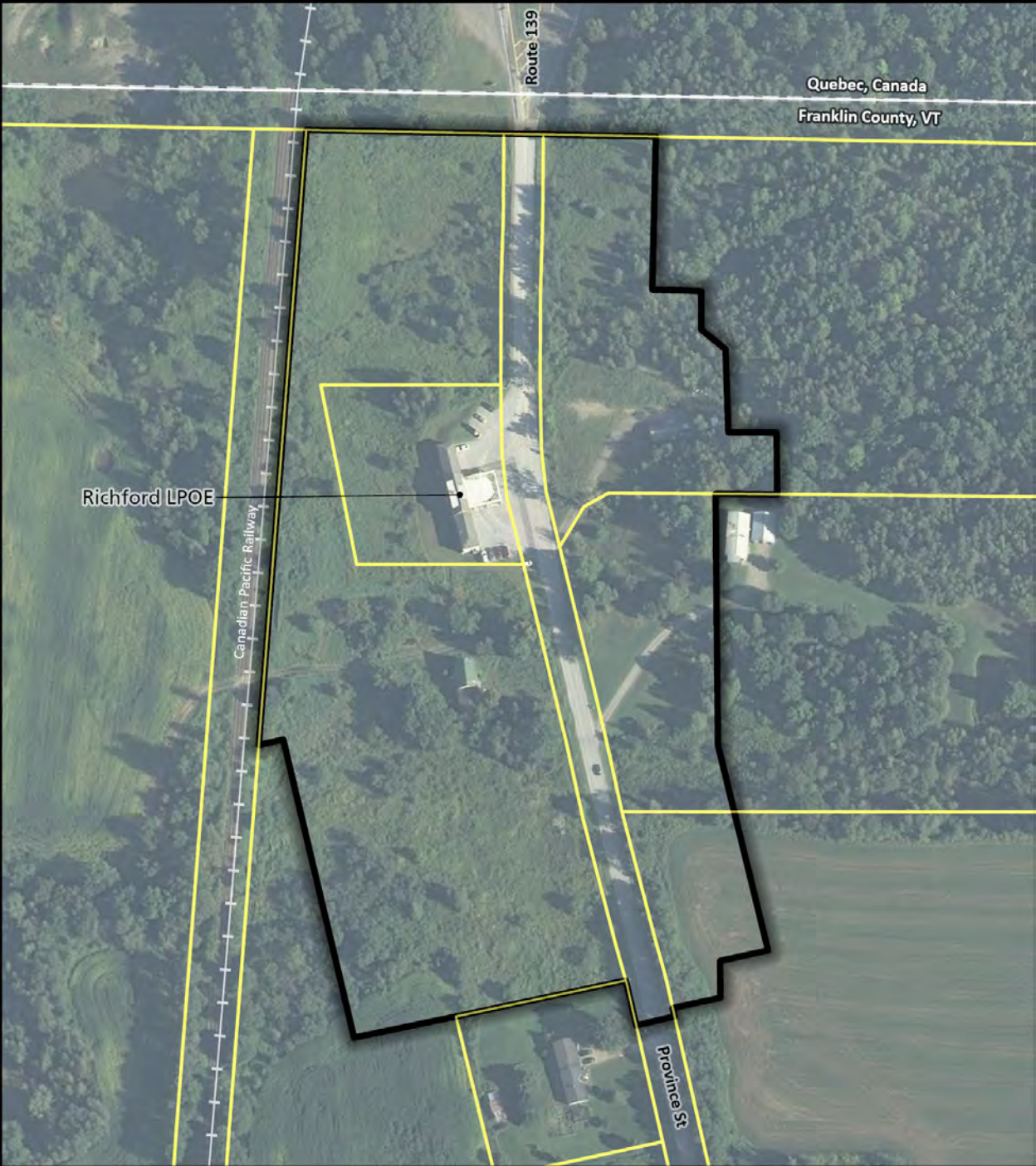
Project information, including the meeting materials, will be available at the project website:  
<https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/richford-land-port-of-entry-vermont>

If you would like more information, have an accommodation request such as an American Sign Language interpreter or other audio/visual aids, or have specific questions relating to this project, please email [Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov), or call Alan Bombardier, Project Manager at 802-524-3960.

Sincerely,

Alan Bombardier  
GSA Project Manager  
Vermont BIL Land Port of Entry Projects

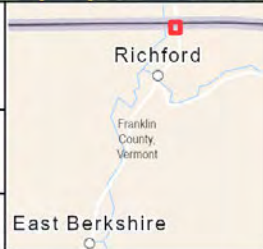
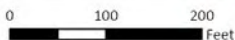
Attachment



- NEPA Study Area
- Railroad
- Parcel Boundary

Data Sources:  
Vermont Orthoimagery (2022)  
Vermont Open Geodata Portal (2024)

Coordinate System:  
Vermont State Plane  
Datum: North American 1983





GSA, New England Region

September 24, 2024

Dear Interested Party -

Thank you for your interest in U.S. General Services Administration's (GSA) proposed modernization project at the Land Port of Entry (LPOE) in Richford, Vermont. We wanted to let you know that the September 10, 2024 scoping meeting materials and a video recording of the meeting are now available on the project website: <https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/richford-land-port-of-entry-vermont?gsaredirect=richford>.

As discussed at the meeting, GSA is seeking input from the Richford community to help us determine the scope and content of the Environmental Assessment. We would like to hear from you regarding how this proposed project would affect you and what GSA should consider as we start developing project plans. Please share your feedback on the port with consideration of the following:

- Are there traffic issues that you have experienced while living near or when traveling through the LPOE or do you have other concerns about the port layout?
- If the LPOE was closed during construction, how would that affect you?
- What resource areas should GSA consider when evaluating the effects of the proposed project?

Comments will be accepted until October 5, 2024 and can be submitted via an email to [Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov) that references "Richford LPOE EA" in the subject line or by mail using the following address:

U.S. General Services Administration – Region 1  
Attention: Alan Bombardier, Project Manager  
GSA New England Region - PBS - Design and Construction Division – 1PCTB  
50 South Main Street, Suite 136  
St. Albans, VT 05478

We appreciate your interest in this project and look forward to receiving your comments. You will have another opportunity to provide your feedback to GSA after the Draft Environmental Assessment is released in early 2025.

Sincerely, the GSA Richford LPOE Project Team

## **Appendix A**

### **Public Notification Documentation**

## **Appendix A.4**

### **Stakeholder Notification Email**





Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

## Scoping for an Environmental Assessment - Richford, VT Land Port of Entry

Richford LPOE <richford.lpoe@gsa.gov>  
To: Richford LPOE <richford.lpoe@gsa.gov>  
Bcc:

Wed, Sep 4, 2024 at 9:31 AM



Dear Interested Party:

The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze the potential impacts from the proposed modernization project at the Richford Land Port of Entry located on Province Street (Route 139) in Richford, Vermont. The proposed modernization project would improve the operational efficiency, safety, and security for U.S. Customs and Border Protection (CBP) personnel and travelers at the international border crossing between Richford, Vermont, and Abercorn, Quebec, Canada.

As detailed in the attached letter, GSA is hosting a public meeting to provide interested parties, stakeholders, and the public with an opportunity to hear about the proposed 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.

**You are invited to attend and participate in the public meeting on Tuesday, September 10, 2024, from 6:00 PM - 8:00 PM Eastern Time at: Richford Town Office, 94 Main St., Richford, VT 05476.** The meeting may also be attended virtually via Zoom. The meeting can be accessed by going to [www.zoom.com/join](https://www.zoom.com/join); Passcode: 724398.

The public scoping period runs from September 6 through October 5, 2024. Information on how to submit comments and a link to the project website for additional information are provided in the attached letter. Your participation in the EA process is greatly appreciated.



**Richford Scoping Stakeholder Notification Letter\_Signed.pdf**

99K



meeting materials and a video recording of the meeting are now available on the [project website](#).

As discussed at the meeting, GSA is seeking input from the Richford community to help us determine the scope and content of the Environmental Assessment. We would like to hear from you regarding how this proposed project would affect you, and what GSA should consider as we start developing project plans. Please share your feedback on the port with consideration of the following:

- Are there traffic issues that you have experienced while living near or when traveling through the LPOE or do you have other concerns about the port layout?
- If the LPOE was closed during construction, how would that affect you?
- What resource areas should GSA consider when evaluating the effects of the proposed project?

Comments will be accepted until October 5, 2024 and can be submitted via an email to this email address ([Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov)) that references "Richford LPOE EA" in the subject line or by mail using the following address:

U.S. General Services Administration – Region 1  
Attention: Alan Bombardier, Project Manager  
GSA New England Region - PBS - Design and Construction Division – 1PCTB  
50 South Main Street, Suite 136  
St. Albans, VT 05478

We appreciate your interest in this project and look forward to receiving your comments. You will have another opportunity to provide your feedback to GSA after the Draft Environmental Assessment is released in early 2025.

Sincerely, the GSA Richford LPOE Project Team

## Dalrymple, Joe

---

**From:** jane.urban@gsa.gov on behalf of Richford LPOE <richford.lpoe@gsa.gov>  
**Sent:** Tuesday, September 24, 2024 10:53 AM  
**To:** Richford LPOE  
**Subject:** Richford LPOE - scoping meeting materials available online

Dear Interested Party -

Thank you for your interest in the U.S. General Services Administration's (GSA) proposed modernization project at the Land Port of Entry (LPOE) in Richford, Vermont. We wanted to let you know that the September 10, 2024 scoping meeting materials and a video recording of the meeting are now available on the [project website](#).

As discussed at the meeting, GSA is seeking input from the Richford community to help us determine the scope and content of the Environmental Assessment. We would like to hear from you regarding how this proposed project would affect you, and what GSA should consider as we start developing project plans. Please share your feedback on the port with consideration of the following:

- Are there traffic issues that you have experienced while living near or when traveling through the LPOE or do you have other concerns about the port layout?
- If the LPOE was closed during construction, how would that affect you?
- What resource areas should GSA consider when evaluating the effects of the proposed project?

Comments will be accepted until October 5, 2024 and can be submitted via an email to this email address ([Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov)) that references "Richford LPOE EA" in the subject line or by mail using the following address:

U.S. General Services Administration – Region 1  
Attention: Alan Bombardier, Project Manager  
GSA New England Region - PBS - Design and Construction Division – 1PCTB  
50 South Main Street, Suite 136  
St. Albans, VT 05478

We appreciate your interest in this project and look forward to receiving your comments. You will have another opportunity to provide your feedback to GSA after the Draft Environmental Assessment is released in early 2025.

Sincerely, the GSA Richford LPOE Project Team

## Appendix A.5 Public Meeting Flyer



U.S. General Services Administration

# Richford Land Port of Entry National Environmental Policy Act (NEPA) Scoping Meeting

## Join us:

Tuesday, September 10, 2024

**Time: 6:00 p.m. - 8:00 p.m.**

## Richford Town Office

94 Main Street

Richford, VT 05476

## Or join virtually:

[www.zoom.com/join](https://www.zoom.com/join)

Meeting ID: 869 6112 5700

Passcode: 724398

Follow GSA Region 1 on social media:

Facebook: U.S. General Services Administration New  
England Region

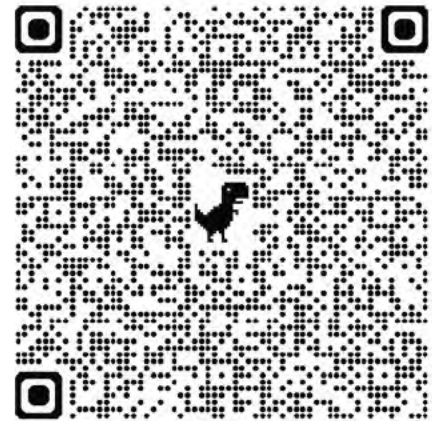
X: @US\_GSAR1



## Hear from GSA representatives about:

- The overall project
- The NEPA process

And provide us with your comments



**Scan the above QR code to visit the  
Richford LPOE website for:**

Updated project details and news as it  
becomes available

Please contact Kelly Morrison with any questions or requests for  
accommodations: (617) 620-7597 or email: [richford.LPOE@gsa.gov](mailto:richford.LPOE@gsa.gov)

**Appendix A  
Public Notification Documentation**

**Appendix A.6  
Social Media Posts**



## Intro

GSA's New England Region provides federal agencies with smart workplaces, state-of-the-art technology, and a wide variety of services throughout Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont.

- Page · Government organization
- 10 Causeway St, Boston, MA, United States, Massachusetts
- (617) 565-5693
- [gsa.gov/r1](https://gsa.gov/r1)
- Open now
- Not yet rated (3 Reviews)

## Photos

[See all photos](#)



[Privacy](#) · [Consumer Health Privacy](#) · [Terms](#) · [Advertising](#) · [Ad Choices](#) · [Cookies](#) · [More](#) · Meta © 2024

Like Comment Send Share

Write a comment...

**U.S. General Services Administration New England Region** · September 4 ·

<https://ow.ly/s7rL50TfgaV>

U.S. General Services Administration to hold public scoping meeting for the Land Port of Entry project in Richford, Vermont



Like Comment Send Share

Write a comment...

**U.S. General Services Administration New England Region** · September 3 ·

It's [#NationalPreparednessMonth](#). are you prepared? Find out the best ways to get prepared and stay prepared all year long: <https://ow.ly/JZmV50TegBN>





**GSA New England**

@US\_GSAR1

...

[ow.ly/ZLek50TfgaU](https://ow.ly/ZLek50TfgaU)

U.S. General Services Administration to hold public scoping meeting for the Land Port of Entry project in Richford, Vermont

**BREAKING**

**NEWS**

# **Appendix B**

## **Public Scoping Meeting Materials**

**B.1 Meeting Presentation**

**B.2 Banners**

**B.3 Comment Sheet**

**B.4 Sign-in Sheets**

**Appendix B  
Comments Received During Public Scoping Periods**

**Appendix B.1  
Meeting Presentation**





# Land Port of Entry Modernization Project - Richford, Vermont

## National Environmental Policy Act - Public Scoping Meeting



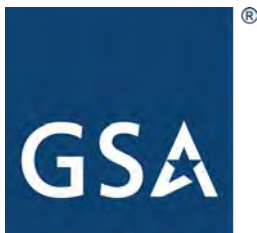




## Meeting Agenda

---

- Welcome and Introductions
- Purpose of the Meeting
- Project Information and Background
- National Environmental Policy Act (NEPA) Overview and Process
- Project Resource and Impact Areas
- Submitting Public Comments



- Alan Bombardier, GSA, Project Manager
- Kelly Morrison, GSA, Community Engagement Specialist
- Jane Urban, GSA, NEPA Specialist
- Sara Massarello, GSA, Realty Specialist
- Ryan Long, WSP USA Inc., Assistant Vice President, Environmental Planner



## What is the purpose of this meeting?

---

Scoping is an early public involvement process to help determine which issues the Environmental Assessment (EA) will address. GSA welcomes your input on what resources and issues are important to you.

Today we will:

- Share project information with you
- Describe the NEPA Process and next steps
- Provide you with information on how to comment on the project

## Project: Purpose & Need

The purpose of this project is to modernize the Richford LPOE to address CBP, GSA, and the public's needs by:

- Increasing inspection and operational capabilities
- Meeting new and evolving security requirements
- Incorporating new sustainability features and technologies
- Increasing resilience to climate change
- Allowing for easier and safer public flow through the port
- Resolving structural deficiencies







## What is the National Environmental Policy Act?

---

NEPA requires Federal agencies (GSA) to consider the potential impacts to the natural and human environment from their proposed action and disclose the potential impacts in a document that is circulated for public review.

GSA will prepare an Environmental Assessment (EA) to document potential impacts from the proposed action (the Richford LPOE Project).

Throughout the NEPA process, the public has opportunities to submit comments to GSA about the Richford LPOE Project including the scoping period (now), and during public review of the Draft EA (planned for early 2025).

GSA will review all written comments and consider substantive comments during the preparation of the EA. All comments will be part of the administrative record.



# The NEPA Umbrella



National Historic Preservation Act

Clean Air Act

Clean Water Act

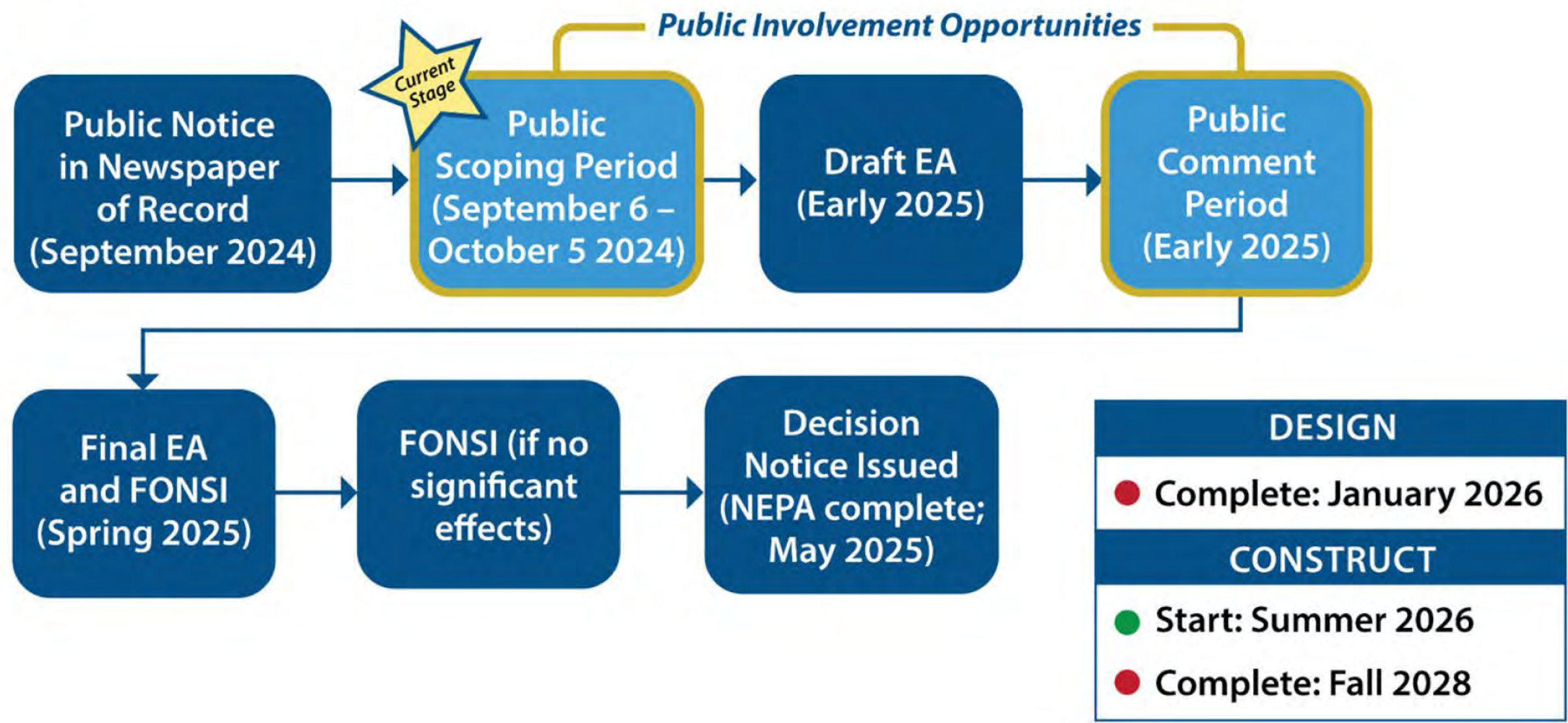
Archeological Resources Protection Act

Endangered Species Act

Environmental Justice



# Estimated Environmental Assessment (EA) Timeline







## Documenting Existing Conditions (the Affected Environment)

---

The EA includes a description of the resources that may be impacted by the proposed action. For this project, the resource areas we anticipate to be analyzed are:

- Geology and Soils
- Water Resources (including Wetlands)
- Wildlife and Habitat
- Cultural Resources
- Socioeconomics and Environmental Justice
- Land Use
- Traffic, Transportation, and Parking
- Aesthetics (including Dark Skies)
- Solid Waste
- Utilities





## Project Resource Area: Water Resources (including Wetlands)



Certain activities that may impact wetlands and waters of the United States require authorization under the Clean Water Act (CWA)

- Field surveys have determined the presence and extent of wetlands and/or waterbodies in the project area and evaluated potential impacts.
- The U.S. Army Corps of Engineers (USACE) and the Vermont Department of Environmental Conservation (Vermont DEC) are the regulatory agencies responsible for issuing CWA permits.
- USACE and Vermont DEC have reviewed the survey results and have agreed with the findings.
- If impacts to wetlands are unavoidable, GSA would comply with all USACE and Vermont DEC permitting requirements to minimize or mitigate impacts.



## Project Resource Area: Wildlife and Habitat

---



The Endangered Species Act of 1973 (ESA) section 7 requires GSA to consult with the US Fish and Wildlife Service (USFWS) when taking an action that may affect federally listed threatened or endangered species or designated critical habitat.

- An official species list provided by USFWS identified no listed species or protected habitats are present, but one ESA candidate species (monarch butterfly) may occur.
- If species status changes, GSA will consult with the USFWS to avoid, minimize, or mitigate potential adverse impacts to threatened or endangered species and their habitats.
- The EA will also evaluate potential effects on other wildlife, including state listed species.





## Project Resource Area: Cultural Resources

Section 106 of the National Historic Preservation Act of 1996 (NHPA) requires GSA to consider the effects of federal undertakings on historic properties.

**Step 1:** GSA initiates Section 106 by identifying potential stakeholders and creating a public involvement plan.

**Step 2:** GSA establishes the Area of Potential Effect (APE), which is the geographic area that the project may impact.

**Step 3:** GSA identifies Historic Resources that are listed in or are eligible for listing in the National Register of Historic Places. **The main port building is listed on the National Register of Historic Places.**

**Step 4:** GSA evaluates potential effects to identified historic resources. If there are no potential adverse impacts, the process may end here.

**Step 5:** If there are potential adverse effects, GSA will explore measures to avoid, minimize, or mitigate those effects, which may be documented in a Memorandum of Agreement or Programmatic Agreement







**Tell us what you think!**

---

Comments must be submitted by October 5.

**In Person:** Fill out a comment form and leave it here tonight. A stenographer will capture comments voiced during tonight's meeting.

**Send written comments to:**

U.S. General Services Administration – Region 1  
Alan Bombardier, Project Manager  
Design & Construction Division  
50 South Main Street, Suite 136  
St. Albans, VT 05478

**Send email to:**

Richford.LPOE@gsa.gov  
Reference “Richford LPOE EA” in  
the subject line



## Commenting Etiquette

---

- We will start with participants in the room and then move to the virtual attendees.
- For those in the room please use the microphone.
  - Say and spell your first and last name at the start of your comment.
  - Remain quiet while others are speaking.
  - Verbal comments will be held to a 2-minute time limit.
  - If time allows, participants may speak again after all commenters have had the opportunity to speak. Additional comments may also be submitted in writing.
  - A recording of the meeting will be made available on the project website, and your comments will be included in the administrative record.

**THANK YOU FOR YOUR PARTICIPATION!**





**Appendix B  
Comments Received During Public Scoping Periods**

**Appendix B.2  
Banners**





# Purpose and Need



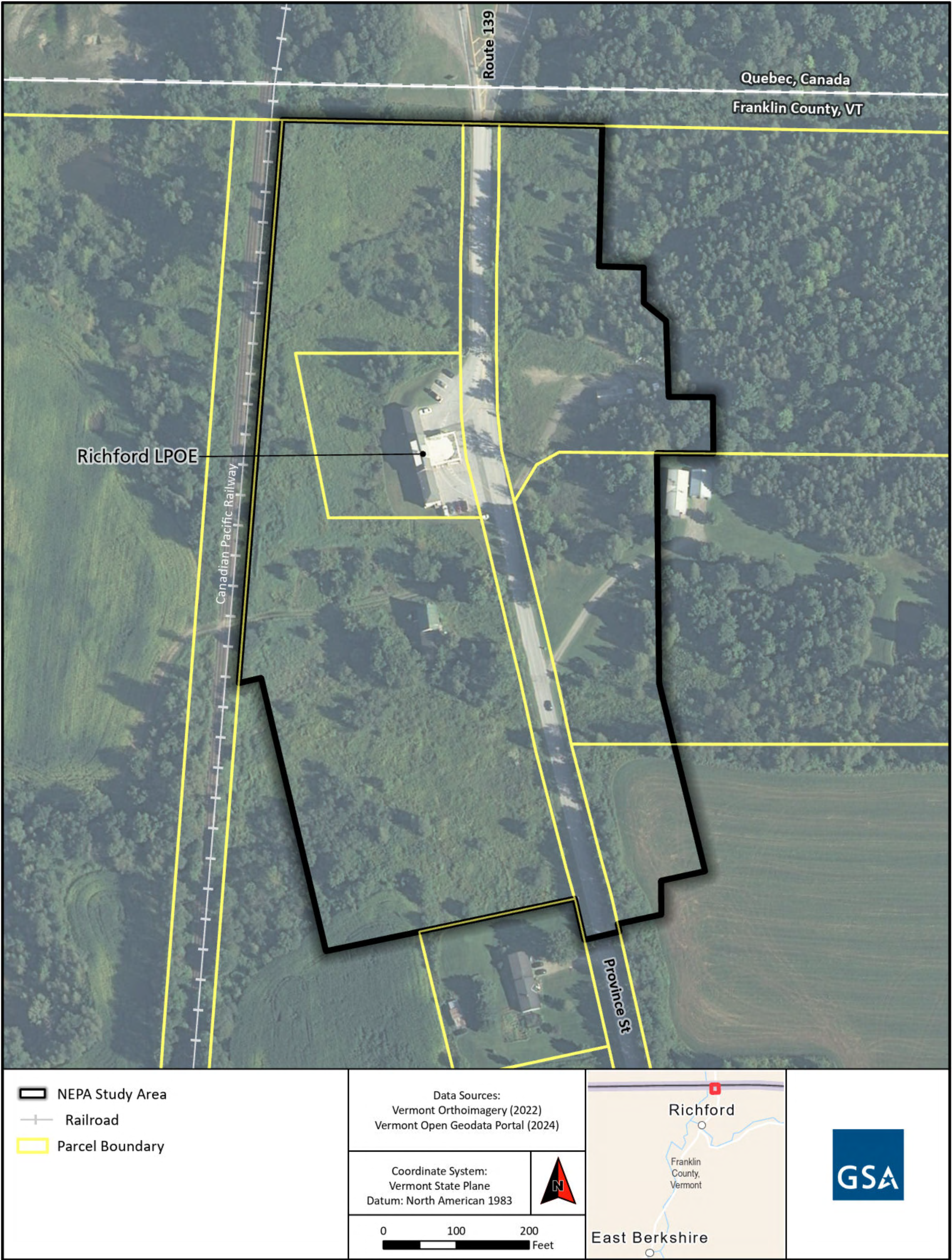
## Purpose:

The purpose of the project is to reconfigure, expand, and fully modernize the Richford Land Port of Entry (LPOE). The Proposed Action would improve traffic flow, enhance safety and security, and increase the efficiency of operations at the Richford LPOE.



## Need:

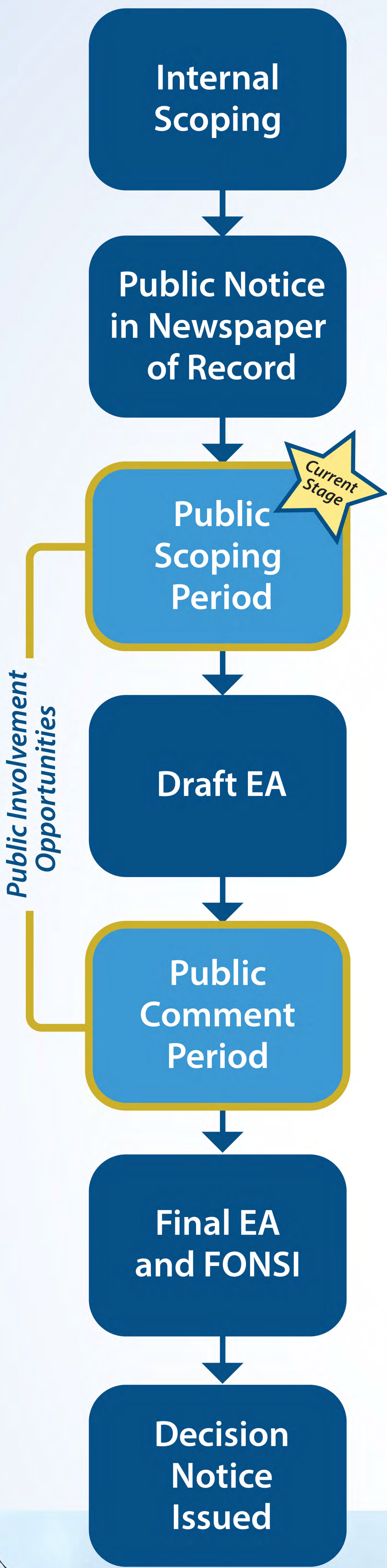
The Proposed Action is needed to bring the Richford LPOE facility into compliance with federal infrastructure and security requirements and support the mission and needs of Customs and Border Protection (CBP). The existing facility does not meet the operational needs of the CBP due to its space constraints and limitations associated with its aging infrastructure.







*The National Environmental Policy Act (NEPA) is the federal law that requires all federal agencies to evaluate the potential environmental impacts of any major actions they propose and to inform and involve the public in the decision-making process.*



Internal Scoping

- U.S. General Services Administration (GSA) identifies a need to update the Richford Land Port of Entry (LPOE) with current land port design standards and operational requirements of U.S. Customs and Border Protection (CBP).
- GSA conducts a Feasibility Study to explore viable alternatives to accommodate the Richford LPOE operations.

Public Scoping

- GSA publishes a notice in the local newspaper which marks the beginning of the public scoping period, when the public can provide their feedback, note their interests, and voice concerns.
- GSA informs local, state, and federal agencies of the proposed project through a stakeholder scoping letter.
- A Public Scoping Meeting is held to describe the project and solicit feedback from the public, including community concerns and interests, before preparation of the Environmental Assessment (EA).

Preparing the Draft EA

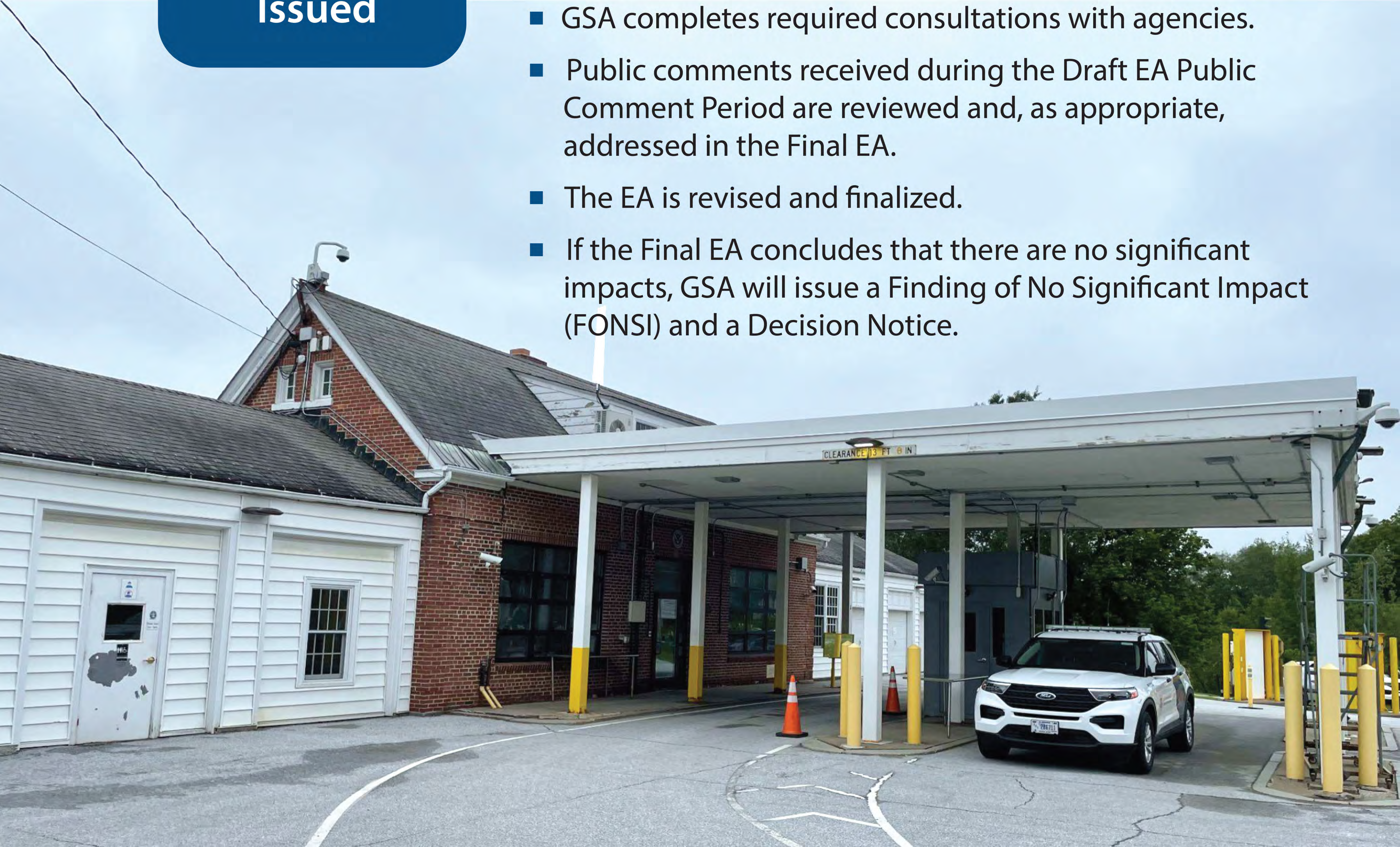
- A Draft EA is developed to analyze potential impacts to the natural and human environment.
- Public comments received during the public scoping period are considered during the preparation of the Draft EA.
- Required consultations are initiated with federal and state agencies to comply with laws and regulations (e.g., Endangered Species Act, National Historic Preservation Act).

Draft EA Public Review

- GSA notifies the public that the Draft EA is available for public review.
- A Public Comment Period of at least 30-days is held, which will include a public meeting.
- Comments on the Draft EA are accepted via U.S. mail, e-mail, or in-person at the public meeting. All comments will be included in the project administrative record.

Final EA and FONSI

- GSA completes required consultations with agencies.
- Public comments received during the Draft EA Public Comment Period are reviewed and, as appropriate, addressed in the Final EA.
- The EA is revised and finalized.
- If the Final EA concludes that there are no significant impacts, GSA will issue a Finding of No Significant Impact (FONSI) and a Decision Notice.







**RICHFORD LPOE**

# How to Comment



GSA encourages your input on the resources and issues that are important to you. Comments must be submitted to GSA by October 5, 2024 using any of the following methods:



**IN-PERSON.** Fill out a comment form and submit at this scoping meeting. A stenographer will capture comments voiced during the meeting.



**BY E-MAIL.** Send comments to: [Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov)



**BY MAIL.** Send comments to:

U.S. General Services Administration – Region 1  
Alan Bombardier, Project Manager  
Design & Construction Division - 1PCTB  
50 South Main Street, Suite 136  
St. Albans, VT 05478





**Appendix B  
Comments Received During Public Scoping Periods**

**Appendix B.3  
Comment Sheet**



**COMMENT SHEET**  
**Proposed Modernization Project at the**  
**Richford Land Port of Entry**  
**Public Scoping Meeting**  
**Richford, VT**  
**Tuesday, September 10, 2024**

(PLEASE PRINT)

**NAME and AFFILIATION (OPTIONAL):** \_\_\_\_\_

**ADDRESS:** \_\_\_\_\_

**EMAIL:** \_\_\_\_\_ **ZIP CODE:** \_\_\_\_\_

Public participation is an essential component of the National Environmental Policy Act (NEPA) process, and GSA welcomes comments on the proposed modernization project at the Richford Land Port of Entry.

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

If you would like to be added to the mailing list and receive information about the project, please provide your email or mailing address above.

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

---

---

---

---

---

---

- 2. 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 to the address below:

**General Services Administration**  
**Attention: Alan Bombardier**  
**Project Manager, Design & Construction Division - 1PCTB**  
**50 South Main Street, Suite 136**  
**St. Albans, VT 05478**

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

FOLD

PLACE STAMP  
HERE POST  
OFFICE WILL  
NOT DELIVER  
WITHOUT  
PROPER  
POSTAGE

RETURN ADDRESS

**General Services Administration  
Attention: Alan Bombardier  
Project Manager, Design & Construction Division - 1PCTB  
50 South Main Street, Suite 136  
St. Albans, VT 05478**

FOLD

TAPE HERE

**Appendix B  
Comments Received During Public Scoping Periods**

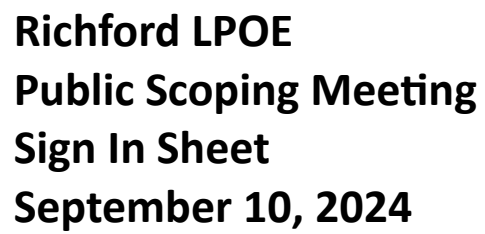
**Appendix B.4  
Sign-in Sheets**





Richford LPOE  
Public Scoping Meeting  
Sign In Sheet  
September 10, 2024

Name	Organization	Address and/or Email	Phone
Paul Martin			
Michelle Tatro			
Lisa Hango	VT State Representative	lhango@leg.state.vt.us	
Alexis Tessier			
Kelsey Deuso	Town		
Jan			

[illegible]

# **Appendix C**

## **Comments Received During Public Scoping Period**

- C.1 Public Meeting Transcript**
- C.2 Virtual Public Meeting Comments**
- C.3 Emailed Comments**

## **Appendix C**

### **Comments Received During Public Scoping Period**

## **Appendix C.1**

### **Public Meeting Transcript**



LAND PORT OF ENTRY MODERNIZATION PROJECT

RICHFORD, VERMONT

NATIONAL ENVIRONMENTAL POLICY ACT - PUBLIC SCOPING  
MEETING



**NAEGELI**  
DEPOSITION & TRIAL

(800) 528 - 3335

[NAEGELIUSA.COM](http://NAEGELIUSA.COM)

*Nationwide*

COURT REPORTING

LEGAL VIDEOGRAPHY

REMOTE DEPOSITIONS

TRIAL PRESENTATION

LEGAL TRANSCRIPTION

COPYING AND SCANNING

LANGUAGE INTERPRETERS

TRANSCRIPT OF PUBLIC MEETING

HELD ON

TUESDAY, SEPTEMBER 10, 2024

6:04 P.M.

94 MAIN STREET

RICHFORD, VERMONT 05476

*Powerful*  
LITIGATION SUPPORT

(800) 528-3335

**NAEGELI**  
DEPOSITION & TRIAL  
Established 1980

[NAEGELIUSA.COM](http://NAEGELIUSA.COM)

PARTICIPANTS

In Person:

Alan Bombardier, GSA, Project Manager

Kelly Morrison, GSA, Community Engagement Specialist

Jane Urban, GSA, NEPA Specialist

Sara Massarello, GSA, Realty Specialist

Ryan Long, WSP USA Inc., Assistant Vice President,  
Environmental Planner

Joe Dalrymple, WSP USA Inc., Senior Consultant,  
Environmental Planner

Gabriella Benacquisto, WSP USA Inc., Environmental  
Planner

Kyle Grenier, Northwest Regional Planning Commission

Paul Martin

Michelle Tatro

Lisa Hanro

Heidi Tessier

Kiley Deuso

Via Zoom:

Janessa Kirben, Zoom Facilitator

Chuck Adam

Amanda St. P.

Kelly Morrison

PARTICIPANTS (CONTINUED)

Kate Gill, GSA

Sarah Bujnowski

Guy Parenteau, MELCCFP, Quebec

Peter Collins

Also Present:

Hunter Parah, Videographer



TRANSCRIPT OF PUBLIC MEETING

HELD ON

TUESDAY, SEPTEMBER 10, 2024

6:04 P.M.

ALAN BOMBARDIER: Well, good evening. My name is Alan Bombardier. I am the project manager with the US General Services Administration. I'll be the project manager for the Richford Port of Entry

Project, and I'll be your host for this evening.

So, on behalf of US General Services Administration, I'd like to welcome you and thank you for having us here tonight. Our goal tonight is pretty much very simple. We want to introduce ourselves, explain a little bit about what GSA does. We want to give you a high-level overview of the land port of entry here at Richford, about the project.

Keeping in mind that we're in the very early stages of this project, very early stages of designs. Most importantly, we want to hear from you. We want to hear about your experiences at the port any planned projects in the area, whether they're town, regional, or state projects, and any



1 community interests that we should be aware of as  
2 we're planning for this project.

3 So, again, my name is Alan Bombardier, the  
4 project manager. Here tonight I have Sara  
5 Massarello, who's the site program manager. And I  
6 also have Jane Urban, who is our NEPA specialist.  
7 And we also have the assistant vice president and  
8 environmental planner, Ryan Long, WSP.

9 So an overview. I'm not sure if many of  
10 you have heard of GSA or what GSA is. But GSA is  
11 primarily -- primarily has two main divisions. We  
12 have the Public Building Service, or PBS, and we  
13 have the Federal Acquisition Service FAS.

14 So GSA through the Public Building  
15 Service, we're basically the landlords for the  
16 government. So we own the federal properties. We  
17 manage those properties for our federal -- for our  
18 federal agencies, for our partners for space. And  
19 then we manage those -- those properties as well.

20 So FAS or Federal Acquisition Service,  
21 they're essentially the purchasing agent for the  
22 government. So as the centralized procurement arm  
23 for the government FAS, GSA offers products,  
24 services, and facilities that are needed for our  
25 federal agencies to serve the public.

1           So an overview of the -- the program. So  
2 the program is the bipartisan infrastructure law.  
3 So in February of 2022, GSA received \$3.4 billion,  
4 nationally, to invest in the nation's infrastructure  
5 and competitiveness.

6           The law provides funding for land port of  
7 entry modernizations that will create new good  
8 paying jobs, bolster security -- bolster safety and  
9 -- and security, and make our economy more resilient  
10 to supply chain challenges, as well as being a model  
11 for sustainability and innovations.

12           That legislation provided nearly \$2  
13 million -- or \$200 million to five land port of  
14 entry projects here in Vermont, Richford being one  
15 of them. The other ports are Alburg Springs, Beebe  
16 Plain, Highgate Springs, and Norton.

17           So, beyond making these border crossings  
18 more functional, sustainable, and secure, the  
19 investment will foster economic growth and job  
20 creation in surrounding communities.

21           So the purpose of tonight, so scoping.  
22 Scoping is an early public involvement process that  
23 will help determine issues for environmental  
24 assessments that we'll be addressing. GSA welcomes  
25 your input on the resources and issues that are



1 important to you.

2 So again, tonight we'll share some project  
3 information with you. We'll describe the NEPA  
4 process and next steps, and we'll provide you with  
5 information on how to comment on this project.

6 So the purpose of the project. The  
7 purpose of the project is -- is to modernize the  
8 Richford Land Port of entry to address this GSA and  
9 the CDP needs, as well as the needs of the public.  
10 We'll increase -- it'll increase the inspection and  
11 overall operational capabilities of the port, meet  
12 new and evolving security requirements.

13 It'll incorporate some new sustainability  
14 features, and some upgraded technologies. It'll  
15 increase resilience to climate change, allow for  
16 easier and safer public flow through the port. And  
17 it's also going to resolve some of the foundational  
18 and structural issues with the port of entry.

19 So, again, thanks for being here tonight,  
20 and I'll turn it over to Ryan.

21 RYAN LONG: Thanks, Alan.

22 Again, my name's Ryan Long. I'm with WSP.  
23 We are a consulting firm that's helping GSA meet the  
24 National Environmental Policy Act requirements for  
25 this project.

1           So just to give you a kind of a brief  
2 overview. Anytime the federal government does a  
3 project that's either on federal land or receives  
4 federal dollars, they're kind of required to analyze  
5 the environmental and social impacts of that  
6 project. And the kind of overarching act that  
7 drives that is the National Environmental Policy  
8 Act, known as NEPA.

9           There are three general levels of NEPA.  
10 The environmental assessment process, which we  
11 expect this to be, is the middle stage. That is  
12 when there are potential environmental impacts or  
13 social impacts that need to be examined. If those  
14 impacts are determined to be significant or that  
15 they cannot be mitigated, then it would bump it up  
16 to the next level, the highest level, which is  
17 environmental impact statement.

18           For this specific project, we don't  
19 believe that will be the case. We think it will  
20 stay as an environmental assessment. Meaning that  
21 any potential impacts will either be low level or  
22 they can be mitigated so that they are not  
23 significant to the public. So through this process  
24 there are multiple opportunities for the public to  
25 provide input.



1 And as Alan mentioned, any -- any concerns  
2 you may have or resource areas that you think need  
3 to be examined, issues that you feel need to be  
4 looked at in depth in the environmental assessment,  
5 this is the first of those opportunities, the public  
6 scoping period. So we'll take your input and, you  
7 know, include it into the environmental assessment.

8 And then if in fact, those discussions  
9 result in, you know, impacts, or as the process  
10 progresses through the draft EA stage, there will be  
11 an opportunity for you to, again, comment on that  
12 document. So we'll go through the schedule here  
13 very shortly, but essentially, you know, early next  
14 year is when that public comment period is expected  
15 to take place.

16 So again, all -- all written or verbal  
17 comments that are received during either this  
18 scoping period or the next period, will be  
19 incorporated into the analysis, and we will ensure  
20 that your concerns are examined in the environmental  
21 assessment.

22 So, again, the -- the National  
23 Environmental Policy Act really is kind of seen as  
24 that umbrella policy. A lot of the resource areas  
25 that are examined under it, and the acts that also

1 determine the analysis of those resources such as  
2 water, historic resources, air, endangered species  
3 and environmental justice concerns.

4           They all have their own -- their own  
5 regulatory requirements, their own acts, their own  
6 executive orders. And NEPA really is that umbrella  
7 policy that covers all of it. So all of those  
8 various resource areas will be taken into account  
9 and examined through the NEPA process. So, again,  
10 schedule, the environmental assessment process  
11 starts with the notification in local newspapers.

12           That occurred along with numerous other  
13 outreach methods that occurred over the last few  
14 weeks. And that started the scoping period. So  
15 that started on September 6th. That will go for 30  
16 days through October 5th. Again, that input will be  
17 incorporated into the environmental assessment,  
18 which will be expected to be released early next  
19 year.

20           And then again, another public comment  
21 period will occur during that period for the public  
22 and regulatory agencies, will have a chance to  
23 review the document and provide additional input.  
24 If there are areas that -- that you feel are  
25 deficient, we'll beef those up.



1           And then again, the -- the EA will be  
2 finalized if it is determined that there are no  
3 significant impacts from any of the resource areas.  
4 GSA will develop a -- a FONSI, which is a finding of  
5 no significant impact, and that will ultimately lead  
6 to the decision notice being issued and the NEPA  
7 process being completed.

8           Again, that's one step in the process. As  
9 Alan kind of touched on, it's a bit of a -- a long  
10 process. We have design, we have NEPA, we have  
11 construction. So this is a small piece of the  
12 puzzle.

13           So, again various resource areas have been  
14 identified to -- to look at in the environmental  
15 assessment. You know, wide ranging, everything from  
16 geology and soils, so utilities and solid waste,  
17 lighting, traffic. There is a -- a wide range of  
18 resource areas that are typically examined.

19           And again, we -- we do want to make sure  
20 we -- we get your feedback and input to ensure that  
21 the resource areas that are of most concern to you  
22 are not only examined, but examined in the level of  
23 detail necessary to fully analyze the potential  
24 impact on them.

25           So just a -- a few of the resources where

1 some initial efforts have already taken place to  
2 calculate the potential for impact, water resources,  
3 which includes wetlands. So wetland delineations  
4 have taken place for most of the area. And those  
5 delineations, the findings have been presented to  
6 the Corps of Engineers and the state of Vermont, the  
7 Department of Environmental Conservation.

8           Those findings have been agreed on by the  
9 -- the Corps of Engineers and the state. And so,  
10 ultimately now that we know where the wetlands are  
11 and what potential -- what -- what type they are,  
12 rather, and where they are, any potential impacts on  
13 them from the site design can be analyzed.

14           And again, very similar process took place  
15 with threatened and endangered species. We examined  
16 the proposed project area, looked at what species  
17 were in the area, what habitat for potentially  
18 protected species was in the area. Ultimately, no  
19 species of concern from as far as fish and wildlife  
20 is concerned, are in the area.

21           Just to -- to note, there is a candidate  
22 species, which is the monarch butterfly. If the  
23 status of that species were to happen to change  
24 anytime between now and whenever construction takes  
25 place, GSA would, you know, consult with fish and



1 wildlife to ensure that any potential impacts would  
2 be captured.

3 And, again, similar process took place for  
4 -- for historic and cultural resources. You know,  
5 there is a Section 106 of the National Historic  
6 Preservation Act that requires GSA to examine and  
7 consider the effects on historic properties. The  
8 state Historic Preservation Office for the state of  
9 Vermont kind of controls those consultations and  
10 discussions.

11 We have had discussions with the SHPO to  
12 start the consultation process and are in -- in  
13 process of developing reports for the potential  
14 archeological resources that may be in the area, and  
15 potential historic resources that may be in the area  
16 such as buildings.

17 And in this particular case, the main port  
18 building is located on the National Register of  
19 Historic Places. And so the -- the potential  
20 impacts to that facility and any others that are  
21 deemed critical resources will be examined in the  
22 environmental assessment.

23 So, again, you know, your comments really  
24 are dictating how the NEPA process goes. We welcome  
25 any feedback that you have, any concerns that you

1 may have, resources that you want examined. There  
2 are a number of different ways to comment. One of  
3 which is in person here tonight.

4 There are comment forms available in the  
5 back of the room. You can fill that out. You can  
6 take it with you and mail it in. You can leave it  
7 here with us. We have a stenographer that will be  
8 capturing your comments if you choose to speak  
9 during the open comment period.

10 If you would like to stay until the  
11 comment period ends and sit down with the  
12 stenographer, we can do it that way as well.  
13 There's also a project email address that you can  
14 email comments to. So again, just to highlight a  
15 number of different methods. But comments are due  
16 by October 5th.

17 Alan, do you want me to take this one?

18 ALAN BOMBARDIER: Yeah. Go ahead.

19 RYAN LONG: Okay. So again, I -- it  
20 doesn't look like we have any virtual attendees, so  
21 some of the -- the commenting etiquette is not  
22 applicable. But obviously, we'll -- we will open it  
23 up to the room. Anyone that -- that wishes to  
24 provide a comment is -- is obviously more than  
25 welcome.



1           We do have a -- a microphone. I don't  
2 know how well the -- the sound will be able to be  
3 picked up, but if we need to, we'll certainly pass  
4 that around. Please say your name and spell it if  
5 it is difficult to spell. And -- and then we will,  
6 generally speaking, you know, try to keep your  
7 comments to a few minutes.

8           I don't think we're going to exhaust our  
9 comment period, so we can always circle back if you  
10 have additional comments to -- to present. And then  
11 again, just -- just for awareness, I think it's  
12 probably clear to everyone in the room, but we are  
13 recording it.

14           So any comment that you make will be  
15 recorded. It will be made available as part of the  
16 administrative record, which captures the -- the  
17 decision-making process that goes on during the  
18 environmental assessment.

19           So, Alan, anything else you want to throw  
20 in?

21           ALAN BOMBARDIER: The only thing -- the  
22 only thing I wanted to add is that we do have a  
23 project information site on our GSA website. And I  
24 just wanted to point out, you know, it's -- it's  
25 gsa.gov/r1, and then the search box just type

1 Richford. And it'll pop right up.

2 I did it this morning to make sure that I  
3 was saying the right thing, and it was definitely as  
4 simple as that. So [gsa.gov/r1](https://gsa.gov/r1). And again, type  
5 Richford in the search box. It'll pop right up.

6 You click the link and it'll give you a  
7 project fact sheet, information about the project,  
8 the most recent press releases and then just the  
9 most up-to-date timelines as we're going through  
10 this process. So, on behalf of GSA and WSP, thank  
11 you for being here. And we'll open it up for --

12 RYAN LONG: Yeah.

13 ALAN BOMBARDIER: -- for comments.

14 RYAN LONG: And just to add on to Alan's  
15 statement, all the materials from tonight's meeting,  
16 the posters that are in the back of the room, this  
17 presentation, as well as of the video of this  
18 meeting will also go up on the -- the GSA project  
19 website as well.

20 JANE URBAN: Could you just remind  
21 everybody about the second --

22 THE REPORTER: Who's speaking?

23 JANE URBAN: -- opportunity to provide  
24 comment for public that will be later in the  
25 process?



1 RYAN LONG: Yes. So just for clarity,  
2 there will be a second opportunity to provide public  
3 input as well early next year. So, again, just, you  
4 know, comments tonight will be incorporated into the  
5 document. The document will be released for public  
6 review. And then during that comment period, you'll  
7 have an opportunity to actually comment on what the  
8 document says and the findings in it.

9 So all that being said, does anyone wish  
10 to make a comment or a statement?

11 PAUL MARTIN: I just -- this may not even  
12 be the time but --

13 THE REPORTER: Please state your name.

14 RYAN LONG: Yeah. Can you state your  
15 name, please?

16 PAUL MARTIN: Paul Martin. In comparison  
17 to the Pinnacle, that port up there, is this port  
18 going to be like three times the size of the  
19 Pinnacle?

20 ALAN BOMBARDIER: That hasn't really been  
21 determined in size.

22 PAUL MARTIN: You -- you haven't even  
23 decided any blueprints?

24 ALAN BOMBARDIER: We -- we have very --  
25 we're in the very, very early stages --

1 PAUL MARTIN: Okay.

2 ALAN BOMBARDIER: -- of a concept design.

3 So we're looking -- we're really looking at just  
4 what we can and cannot do.

5 PAUL MARTIN: Okay.

6 ALAN BOMBARDIER: Part of this process of  
7 the NEPA process will help determine what we can and  
8 cannot do.

9 PAUL MARTIN: Okay.

10 ALAN BOMBARDIER: So right now, I don't  
11 have an answer for you.

12 PAUL MARTIN: I'm jumping the gun. Okay.

13 ALAN BOMBARDIER: And I think the second  
14 meeting that we're talking about for early in 2025,  
15 we'll have more information for you then. But right  
16 now, again, we're so early in the process, we really  
17 don't have a lot of that information for you.

18 HEIDI TESSIER: Hi. Heidi Tessier. And  
19 my property is one of the properties that would  
20 possibly be impacted with the restructure of the  
21 port of entry. My question is, as Paul questioned,  
22 so to speak, the property that you guys redid up on  
23 the Pinnacle, it's all done on one side of the road,  
24 is going --

25 ALAN BOMBARDIER: Can I make one comment to



1 that?

2 HEIDI TESSIER: Yeah.

3 ALAN BOMBARDIER: Just to clarify, the  
4 Pinnacle  
5 port of entry is a CBP or Customs of Board of  
6 Protection owned facility. It's not a GSA facility.

7 HEIDI TESSIER: Oh, okay.

8 ALAN BOMBARDIER: So the Army Corps of  
9 Engineers  
10 is who -- who designed and constructed that for  
11 customers. So I don't know a lot about that  
12 particular port.

13 HEIDI TESSIER: So --

14 ALAN BOMBARDIER: I know what it is. I've  
15 been  
16 there, but I don't know a lot about it.

17 HEIDI TESSIER: Okay. So the structure  
18 that you possibly have in mind --

19 ALAN BOMBARDIER: Mm-hmm.

20 HEIDI TESSIER: -- would it -- is it  
21 possibly walking that structure? I mean, you must  
22 have -- I'm sure that someone has the blueprint of  
23 some type of structure that they have in mind for  
24 the -- the upper port of entry.

25 ALAN BOMBARDIER: What I can -- what I know

1 at this point, what I can say and what I know,  
2 again, very early stages, there are -- there is a  
3 CBP prototype that -- that CBP strives to -- to meet  
4 as far as a port layout. But that all depends on  
5 what you can and cannot do in the local area, based  
6 on the NEPA process, based on cost, based on, you  
7 know, topography of the land.

8 So there is a potential for, let's say a  
9 -- a building in the middle of a road, kind of like  
10 you see it, let's say at Highgate Springs. I mean,  
11 if you guys have been at Highgate Springs. There  
12 are also are layouts where the road stays exactly  
13 where it is and the building stays where -- exactly  
14 where it is.

15 We have many layouts that were -- that are  
16 being developed, but it's just, again, so early that  
17 we can't pick one or the other because it's just way  
18 too early to point out.

19 HEIDI TESSIER: Okay.

20 ALAN BOMBARDIER: We would just give you  
21 false information at that point. And we don't want  
22 to do that.

23 HEIDI TESSIER: No, that's understandable.  
24 Thank you. You've answered my question.

25 ALAN BOMBARDIER: Thank you.



1           SARA MASSARELLO: Hi, I'm Sarah. So I'm  
2 the real estate specialist in the area. I just  
3 wanted to just -- oh, where did you go?

4           RYAN LONG: Right here.

5           SARA MASSARELLO: I just wanted to add on  
6 to the comment that what would be helpful for us,  
7 especially if since you're a landowner in the area  
8 that's within the study area, if you have a  
9 preference or a comment that you would like to make,  
10 like you would like the building to stay on that  
11 side of the road, you would like it to go to the  
12 other side of the road, you would like it to go  
13 north or south or something like that, or you'd like  
14 us to study where that might go in that specific way  
15 that might be helpful to you or that you would  
16 prefer, that would be helpful for us to get comments  
17 about that.

18           So as we're getting into the concept  
19 design and considering the topography, considering  
20 the different parcels of land, that would be helpful  
21 for us if you want us to think about that and  
22 analyze it. So just to kind of give ideas about the  
23 kind of comments that would be helpful for us, if  
24 not tonight, but over the next 30 days are, what  
25 might you want to see?

1           Where might you want it to be or what  
2       would you like us to study? That kind of  
3       information and comments, as opposed to as, we don't  
4       have answers necessarily like Alan was saying. So  
5       let us know what you -- what you would like us to  
6       do, or what you would like us to study doing. That  
7       would be helpful to us. If that's more of a  
8       clarifying angle of trying to help us get the  
9       information, that would be helpful to us.

10           ALAN BOMBARDIER: It -- it is important  
11       for us to understand what the community is looking  
12       for. So again --

13           SARA MASSARELLO: I think there might be  
14       --

15           RYAN LONG: Yeah, there's some online.

16           SARA MASSARELLO: -- comments coming in  
17       from online.

18           RYAN LONG: Yeah.

19           SARA MASSARELLO: So I just want to make  
20       sure --

21           RYAN LONG: Anybody else in the room have  
22       any comments or questions? Yes, ma'am.

23           MICHELLE TATRO: Michelle Tatro. Do you  
24       have a map of what you deem as wetland there?

25           RYAN LONG: We do have a map. I don't



1 have it in this presentation.

2 MICHELLE TATRO: Okay. Is that something  
3 we can get?

4 SARA MASSARELLO: Yeah. Well, it's --  
5 it's part of the analysis. So when we provide more  
6 information we'll be including -- sorry. That  
7 doesn't -- you can hear me, but --

8 MICHELLE TATRO: I can hear you.

9 SARA MASSARELLO: -- folks online might  
10 not be able to. So yeah, we'll be including maps  
11 that have the topography, the wetlands, cultural  
12 resource study areas, and things of that nature. So  
13 those are still being developed and analyzed right  
14 now. But yes, that'll all be shared with you.

15 MICHELLE TATRO: Okay.

16 RYAN LONG: Anyone else in the room before  
17 we turn it over to our virtual attendees?

18 MICHELLE TATRO: This might be too early  
19 to ask, but is there any plan --

20 THE REPORTER: Please state your name.

21 MICHELLE TATRO: Michelle.

22 THE REPORTER: Thank you.

23 MICHELLE TATRO: Is there any plans for  
24 widening the road?

25 SARA MASSARELLO: I mean, I would say that

1 that's under consideration because it's a -- you  
2 know, a modernization project, this building and the  
3 port is from the 1930s. So looking at how best does  
4 traffic move through the area. You know, does it  
5 make sense to retain it? Does it make sense to  
6 expand it? So I don't -- we don't know, but it's  
7 definitely being studied. Absolutely.

8 We can keep going. Don't feel shy.

9 RYAN LONG: Yeah, feel free to. Okay. I  
10 think we probably have some questions from our  
11 virtual attendees.

12 JANESEA KIRBEN: Yes. We have  
13 someone's hand raised as well.

14 RYAN LONG: Well. Okay. We'll let -- can  
15 you unmute your laptop and set it right here?

16 JANESEA KIRBEN: Mm-hmm.

17 RYAN LONG: We will do this.

18 All right. Janessa, I'm going to turn it  
19 over to you to unmute or -- or raise the hand of  
20 whoever.

21 JANESEA KIRBEN: Okay. So Chuck has his  
22 hand raised, so I'm going to allow him to talk.

23 RYAN LONG: Okay. Chuck, go ahead.  
24 Please state your name.

25 ALAN BOMBARDIER: Is he on mute?



1 JANESEA KIRBEN: Can you hear anything?

2 RYAN LONG: Chuck, I think he might be on  
3 mute.

4 GABRIELLA BENACQUISTO: You can also check  
5 if he typed.

6 JANESEA KIRBEN: Okay. We can come back  
7 to Chuck.

8 The next person here we have is Amanda.  
9 She did put a comment in the chat, but Amanda if you  
10 would like to say it out loud, we're happy to do  
11 that as well.

12 RYAN LONG: Janessa, we're not hearing  
13 anything here in the room. Is that -- is that just  
14 us?

15 JANESEA KIRBEN: No. Same on this side.  
16 I can also read the comment here.

17 Amanda mentioned that our concern at this  
18 stage is the field entrance across the railroad  
19 tracks. We are concerned to make sure traffic  
20 crossing into field has clear visibility both ways  
21 for safety.

22 SARA MASSARELLO: Okay. No, that makes  
23 sense.

24 RYAN LONG: Yeah, it's going to be a  
25 little feedback.

1 SARA MASSARELLO: Thank you.

2 RYAN LONG: Janessa. Anything else?

3 Anything else online?

4 JANESEA KIRBEN: That's all we have for  
5 now.

6 RYAN LONG: Okay. Open it back up to  
7 anyone in the room.

8 PAUL MARTIN: I may be mistaken, but I  
9 didn't hear what she said at all. What was her  
10 question?

11 RYAN LONG: About roadway safety.

12 PAUL MARTIN: She said something about  
13 railroad tracks, didn't she?

14 SARA MASSARELLO: Yes. So is it off mute  
15 so I'm not bouncing back? I'm not sure --

16 RYAN LONG: Yeah.

17 SARA MASSARELLO: Okay. Her comment had  
18 to do with when you're looking at the port and just  
19 to the south of it, there's a -- a railroad that  
20 crosses the tracks. So her comment was wanting to  
21 make sure that that crossing, you know, if anything  
22 is going on with it, that it's the safety of the  
23 trucks -- crossing the crossing -- crossing the  
24 crossing is under consideration. Making sure that  
25 we speak with them about how trucks are using that



1 and that it's -- that we think about the safety of  
2 the trucks with the crossing.

3 PAUL MARTIN: Let ask one other thing.  
4 Paul Martin. I'm a retired fire chief here. It's  
5 always been a -- a concern of fire department that  
6 if anything happens to the port, there's no way that  
7 you can come downhill and see the port from a  
8 quarter mile away. Of course, again, on the  
9 interstate they're on the same thing. But anyways,  
10 no.

11 I just would take into consideration to  
12 have a clear plan site up the road or something for  
13 emergencies to the port. Does that make sense to  
14 you? And what I did a number of years ago, is a  
15 small patch of land between the port and Canada.

16 We went in and we were going to cut all  
17 the trees there, but I was told by the custom people  
18 I was in their land, get the hell out but now  
19 looking at your tracks, they don't own them, do  
20 they? Anyways, I said it.

21 SARA MASSARELLO: Thank you. Anyone else?

22 KYLE GRENIER: Kyle Grenier from Northwest  
23 Regional Planning Commission. At the end of the  
24 rail trail, we would certainly hope that there's  
25 some consideration for bicycle traffic coming in

1 from Canada and -- and maybe even going, you know,  
2 to connect to some of the trails in Canada.

3 RYAN LONG: Yeah. And that's -- you know,  
4 recreation is one of the resources that is examined  
5 as part of the environmental assessment process. So  
6 that's definitely something that will be examined to  
7 make sure that we're capturing any of those  
8 potential impacts.

9 ALAN BOMBARDIER: And I will add that on  
10 the -- on the project side, the -- the bike traffic  
11 coming in the US through the port has been  
12 discussed. So it is something that again, we are  
13 looking at, at the project level.

14 RYAN LONG: Anyone online have any  
15 questions or comments?

16 JANESEA KIRBEN: No other questions or  
17 comments right now?

18 RYAN LONG: Okay. Anyone else? Okay.  
19 Well hearing none, we can adjourn. So before we do  
20 that, one last call for comments.

21 Anyone online would like to make a  
22 comment, question, statement, please raise your  
23 hand.

24 Anyone else in the room? Okay.

25 ALAN BOMBARDIER: We will -- we will be



1 sticking around. We will be staying here for a  
2 short period of time after we adjourn in case we  
3 have some late attendees or other -- someone can  
4 think of other comments. So on the --

5 (WHEREUPON, an off-the-record discussion  
6 occurred.)

7 ALAN BOMBARDIER: And we have a comment  
8 period of 30 days and that expires the 5th of  
9 October. Comment sheet is in the back. The project  
10 website in Richford to help you with, gsa.gov/r1.  
11 And again, just thank you a lot. Appreciate you  
12 coming out.

13 (WHEREUPON, the Port of Entry Public  
14 Meeting concluded at 6:38 p.m.)  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

CERTIFICATE

I, Andrea Y. Pearce, do hereby certify that I reported all proceedings adduced in the foregoing matter and that the foregoing transcript pages constitutes a full, true and accurate record of said proceedings to the best of my ability.

I further certify that I am neither related to counsel or any party to the proceedings nor have any interest in the outcome of the proceedings.

IN WITNESS HEREOF, I have hereunto set my hand this 25th day of September, 2024.



Andrea Pearce



<hr/> <b>\$</b> <hr/> <b>\$2</b> 6:12 <b>\$200</b> 6:13 <b>\$3.4</b> 6:3 <hr/> <b>1</b> <hr/> <b>106</b> 13:5 <b>1930s</b> 24:3 <hr/> <b>2</b> <hr/> <b>2022</b> 6:3 <b>2025</b> 18:14 <hr/> <b>3</b> <hr/> <b>30</b> 10:15 21:24 29:8 <hr/> <b>5</b> <hr/> <b>5th</b> 10:16 14:16 29:8 <hr/> <b>6</b> <hr/> <b>6th</b> 10:15 <hr/> <b>A</b> <hr/> <b>Absolutely</b> 24:7 <b>account</b> 10:8 <b>Acquisition</b> 5:13, 20 <b>act</b> 7:24 8:6,8 9:23 13:6	<b>acts</b> 9:25 10:5 <b>add</b> 15:22 16:14 21:5 28:9 <b>additional</b> 10:23 15:10 <b>address</b> 7:8 14:13 <b>addressing</b> 6:24 <b>adjourn</b> 28:19 29:2 <b>Administration</b> 4:8,13 <b>administrative</b> 15:16 <b>agencies</b> 5:18,25 10:22 <b>agent</b> 5:21 <b>agreed</b> 12:8 <b>ahead</b> 14:18 24:23 <b>air</b> 10:2 <b>Alan</b> 4:6,7 5:3 7:21 9:1 11:9 14:17,18 15:19, 21 16:13 17:20, 24 18:2,6,10,13, 25 19:3,8,14,19, 25 20:20,25 22:4, 10 24:25 28:9,25 29:7 <b>Alan's</b> 16:14 <b>Alburg</b> 6:15 <b>Amanda</b> 25:8,9, 17 <b>analysis</b> 9:19 10:1 23:5	<b>analyze</b> 8:4 11:23 21:22 <b>analyzed</b> 12:13 23:13 <b>angle</b> 22:8 <b>answers</b> 22:4 <b>anytime</b> 8:2 12:24 <b>applicable</b> 14:22 <b>archeological</b> 13:14 <b>area</b> 4:24 12:4,16, 17,18,20 13:14, 15 20:5 21:2,7,8 24:4 <b>areas</b> 9:2,24 10:8, 24 11:3,13,18,21 23:12 <b>arm</b> 5:22 <b>Army</b> 19:8 <b>assessment</b> 8:10, 20 9:4,7,21 10:10,17 11:15 13:22 15:18 28:5 <b>assessments</b> 6:24 <b>assistant</b> 5:7 <b>attendees</b> 14:20 23:17 24:11 29:3 <b>aware</b> 5:1 <b>awareness</b> 15:11 <hr/> <b>B</b> <hr/> <b>back</b> 14:5 15:9 16:16 25:6 26:6, 15 29:9	<b>based</b> 20:5,6 <b>basically</b> 5:15 <b>Beebe</b> 6:15 <b>beef</b> 10:25 <b>behalf</b> 4:12 16:10 <b>BENACQUISTO</b> 25:4 <b>bicycle</b> 27:25 <b>bike</b> 28:10 <b>billion</b> 6:3 <b>bipartisan</b> 6:2 <b>bit</b> 4:16 11:9 <b>blueprint</b> 19:22 <b>blueprints</b> 17:23 <b>Board</b> 19:5 <b>bolster</b> 6:8 <b>Bombardier</b> 4:6,7 5:3 14:18 15:21 16:13 17:20,24 18:2,6,10,13,25 19:3,8,14,19,25 20:20,25 22:10 24:25 28:9,25 29:7 <b>border</b> 6:17 <b>bouncing</b> 26:15 <b>box</b> 15:25 16:5 <b>building</b> 5:12,14 13:18 20:9,13 21:10 24:2 <b>buildings</b> 13:16 <b>bump</b> 8:15 <b>butterfly</b> 12:22
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<b>C</b>	<b>clear</b> 15:12 25:20 27:12	<b>concerns</b> 9:1,20 10:3 13:25	<b>cut</b> 27:16
<b>calculate</b> 12:2	<b>click</b> 16:6	<b>connect</b> 28:2	<b>D</b>
<b>call</b> 28:20	<b>climate</b> 7:15	<b>Conservation</b> 12:7	<b>days</b> 10:16 21:24 29:8
<b>Canada</b> 27:15 28:1,2	<b>comment</b> 7:5 9:11,14 10:20 14:2,4,9,11,24 15:9,14 16:24 17:6,7,10 18:25 21:6,9 25:9,16 26:17,20 28:22 29:7,9	<b>consideration</b> 24:1 26:24 27:11, 25	<b>decided</b> 17:23
<b>candidate</b> 12:21	<b>commenting</b> 14:21	<b>constructed</b> 19:10	<b>decision</b> 11:6
<b>capabilities</b> 7:11	<b>comments</b> 9:17 13:23 14:8,14,15 15:7,10 16:13 17:4 21:16,23 22:3,16,22 28:15, 17,20 29:4	<b>construction</b> 11:11 12:24	<b>decision-making</b> 15:17
<b>captured</b> 13:2	<b>Commission</b> 27:23	<b>consult</b> 12:25	<b>deem</b> 22:24
<b>captures</b> 15:16	<b>communities</b> 6:20	<b>consultation</b> 13:12	<b>deemed</b> 13:21
<b>capturing</b> 14:8 28:7	<b>community</b> 5:1 22:11	<b>consultations</b> 13:9	<b>deficient</b> 10:25
<b>case</b> 8:19 13:17 29:2	<b>comparison</b> 17:16	<b>consulting</b> 7:23	<b>delineations</b> 12:3,5
<b>CBP</b> 19:5 20:3	<b>competitiveness</b> 6:5	<b>controls</b> 13:9	<b>department</b> 12:7 27:5
<b>CDP</b> 7:9	<b>completed</b> 11:7	<b>Corps</b> 12:6,9 19:8	<b>depends</b> 20:4
<b>centralized</b> 5:22	<b>concept</b> 18:2 21:18	<b>cost</b> 20:6	<b>depth</b> 9:4
<b>chain</b> 6:10	<b>concern</b> 11:21 12:19 25:17 27:5	<b>covers</b> 10:7	<b>describe</b> 7:3
<b>challenges</b> 6:10	<b>concerned</b> 12:20 25:19	<b>create</b> 6:7	<b>design</b> 11:10 12:13 18:2 21:19
<b>chance</b> 10:22		<b>creation</b> 6:20	<b>designed</b> 19:10
<b>change</b> 7:15 12:23		<b>critical</b> 13:21	<b>designs</b> 4:22
<b>chat</b> 25:9		<b>crosses</b> 26:20	<b>detail</b> 11:23
<b>check</b> 25:4		<b>crossing</b> 25:20 26:21,23,24 27:2	<b>determine</b> 6:23 10:1 18:7
<b>chief</b> 27:4		<b>crossings</b> 6:17	<b>determined</b> 8:14 11:2 17:21
<b>choose</b> 14:8		<b>cultural</b> 13:4 23:11	<b>develop</b> 11:4
<b>Chuck</b> 24:21,23 25:2,7		<b>custom</b> 27:17	<b>developed</b> 20:16 23:13
<b>circle</b> 15:9		<b>customers</b> 19:11	<b>developing</b> 13:13
<b>clarify</b> 19:3		<b>Customs</b> 19:5	<b>dictating</b> 13:24
<b>clarifying</b> 22:8			
<b>clarity</b> 17:1			



<b>difficult</b> 15:5	19:9		<b>fully</b> 11:23
<b>discussed</b> 28:12	<b>ensure</b> 9:19	<b>F</b>	<b>functional</b> 6:18
<b>discussion</b> 29:5	11:20 13:1		<b>funding</b> 6:6
<b>discussions</b> 9:8	<b>entrance</b> 25:18	<b>facilities</b> 5:24	
13:10,11	<b>entry</b> 4:10,18 6:7,	<b>facility</b> 13:20 19:6	<b>G</b>
<b>divisions</b> 5:11	14 7:8,18 18:21	<b>fact</b> 9:8 16:7	
<b>document</b> 9:12	19:5,24	<b>false</b> 20:21	<b>GABRIELLA</b> 25:4
10:23 17:5,8	<b>environmental</b>	<b>FAS</b> 5:13,20,23	<b>general</b> 4:8,12
<b>dollars</b> 8:4	5:8 6:23 7:24 8:5,	<b>features</b> 7:14	8:9
<b>downhill</b> 27:7	7,10,12,17,20	<b>February</b> 6:3	<b>generally</b> 15:6
<b>draft</b> 9:10	9:4,7,20,23 10:3,	<b>federal</b> 5:13,16,	<b>geology</b> 11:16
<b>drives</b> 8:7	10,17 11:14 12:7	17,18,20,25 8:2,	<b>give</b> 4:17 8:1 16:6
<b>due</b> 14:15	13:22 15:18 28:5	3,4	20:20 21:22
	<b>essentially</b> 5:21	<b>feedback</b> 11:20	<b>goal</b> 4:14
<b>E</b>	9:13	13:25 25:25	<b>good</b> 4:6 6:7
	<b>estate</b> 21:2	<b>feel</b> 9:3 10:24	<b>government</b> 5:16,
<b>EA</b> 9:10 11:1	<b>etiquette</b> 14:21	24:8,9	22,23 8:2
<b>early</b> 4:21 6:22	<b>evening</b> 4:6,11	<b>field</b> 25:18,20	<b>Grenier</b> 27:22
9:13 10:18 17:3,	<b>evolving</b> 7:12	<b>fill</b> 14:5	<b>growth</b> 6:19
25 18:14,16 20:2,	<b>examine</b> 13:6	<b>finalized</b> 11:2	<b>GSA</b> 4:16 5:10,
16,18 23:18	<b>examined</b> 8:13	<b>finding</b> 11:4	14,23 6:3,24 7:8,
<b>easier</b> 7:16	9:3,20,25 10:9	<b>findings</b> 12:5,8	23 11:4 12:25
<b>economic</b> 6:19	11:18,22 12:15	17:8	13:6 15:23 16:10,
<b>economy</b> 6:9	13:21 14:1 28:4,6	<b>fire</b> 27:4,5	18 19:6
<b>effects</b> 13:7	<b>executive</b> 10:6	<b>firm</b> 7:23	<b>gsa.gov/r1</b> 15:25
<b>efforts</b> 12:1	<b>exhaust</b> 15:8	<b>fish</b> 12:19,25	<b>gsa.gov/r1.</b> 16:4
<b>email</b> 14:13,14	<b>expand</b> 24:6	<b>flow</b> 7:16	29:10
<b>emergencies</b>	<b>expect</b> 8:11	<b>folks</b> 23:9	<b>gun</b> 18:12
27:13	<b>expected</b> 9:14	<b>FONSI</b> 11:4	<b>guys</b> 18:22 20:11
<b>end</b> 27:23	10:18	<b>forms</b> 14:4	<b>H</b>
<b>endangered</b> 10:2	<b>experiences</b> 4:23	<b>foster</b> 6:19	<b>habitat</b> 12:17
12:15	<b>expires</b> 29:8	<b>foundational</b> 7:17	<b>hand</b> 24:13,19,22
<b>ends</b> 14:11	<b>explain</b> 4:16	<b>free</b> 24:9	28:23
<b>Engineers</b> 12:6,9			

<b>happen</b> 12:23 <b>happy</b> 25:10 <b>hear</b> 4:22,23 23:7, 8 25:1 26:9 <b>heard</b> 5:10 <b>hearing</b> 25:12 28:19 <b>Heidi</b> 18:18 19:2, 7,13,17,20 20:19, 23 <b>hell</b> 27:18 <b>helpful</b> 21:6,15, 16,20,23 22:7,9 <b>helping</b> 7:23 <b>high-level</b> 4:17 <b>highest</b> 8:16 <b>Highgate</b> 6:16 20:10,11 <b>highlight</b> 14:14 <b>historic</b> 10:2 13:4,5,7,8,15,19 <b>hope</b> 27:24 <b>host</b> 4:11	<b>important</b> 7:1 22:10 <b>importantly</b> 4:22 <b>include</b> 9:7 <b>includes</b> 12:3 <b>including</b> 23:6,10 <b>incorporate</b> 7:13 <b>incorporated</b> 9:19 10:17 17:4 <b>increase</b> 7:10,15 <b>information</b> 7:3,5 15:23 16:7 18:15, 17 20:21 22:3,9 23:6 <b>infrastructure</b> 6:2,4 <b>initial</b> 12:1 <b>innovations</b> 6:11 <b>input</b> 6:25 8:25 9:6 10:16,23 11:20 17:3 <b>inspection</b> 7:10 <b>interests</b> 5:1 <b>interstate</b> 27:9 <b>introduce</b> 4:15 <b>invest</b> 6:4 <b>investment</b> 6:19 <b>involvement</b> 6:22 <b>issued</b> 11:6 <b>issues</b> 6:23,25 7:18 9:3	<b>Janessa</b> 24:12, 16,18,21 25:1,6, 12,15 26:2,4 28:16 <b>job</b> 6:19 <b>jobs</b> 6:8 <b>jumping</b> 18:12 <b>justice</b> 10:3  <b>K</b>  <b>Keeping</b> 4:20 <b>kind</b> 8:1,4,6 9:23 11:9 13:9 20:9 21:22,23 22:2 <b>KIRBEN</b> 24:12, 16,21 25:1,6,15 26:4 28:16 <b>Kyle</b> 27:22  <b>L</b>  <b>land</b> 4:18 6:6,13 7:8 8:3 20:7 21:20 27:15,18 <b>landlords</b> 5:15 <b>landowner</b> 21:7 <b>laptop</b> 24:15 <b>late</b> 29:3 <b>law</b> 6:2,6 <b>layout</b> 20:4 <b>layouts</b> 20:12,15 <b>lead</b> 11:5 <b>leave</b> 14:6 <b>legislation</b> 6:12	<b>level</b> 8:16,21 11:22 28:13 <b>levels</b> 8:9 <b>lighting</b> 11:17 <b>link</b> 16:6 <b>local</b> 10:11 20:5 <b>located</b> 13:18 <b>long</b> 5:8 7:21,22 11:9 14:19 16:12, 14 17:1,14 21:4 22:15,18,21,25 23:16 24:9,14,17, 23 25:2,12,24 26:2,6,11,16 28:3,14,18 <b>looked</b> 9:4 12:16 <b>lot</b> 9:24 18:17 19:11,16 29:11 <b>loud</b> 25:10 <b>low</b> 8:21  <b>M</b>  <b>made</b> 15:15 <b>mail</b> 14:6 <b>main</b> 5:11 13:17 <b>make</b> 6:9 11:19 15:14 16:2 17:10 18:25 21:9 22:19 24:5 25:19 26:21 27:13 28:7,21 <b>makes</b> 25:22 <b>making</b> 6:17 26:24 <b>manage</b> 5:17,19 <b>manager</b> 4:7,9 5:4,5
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



<b>map</b> 22:24,25	24:2	<b>numerous</b> 10:12	<b>partners</b> 5:18
<b>maps</b> 23:10	<b>modernizations</b> 6:7	<hr/> <b>O</b> <hr/>	<b>pass</b> 15:3
<b>Martin</b> 17:11,16, 22 18:1,5,9,12 26:8,12 27:3,4	<b>modernize</b> 7:7	<b>occur</b> 10:21	<b>patch</b> 27:15
<b>Massarello</b> 5:5 21:1,5 22:13,16, 19 23:4,9,25 25:22 26:1,14,17 27:21	<b>monarch</b> 12:22	<b>occurred</b> 10:12, 13 29:6	<b>Paul</b> 17:11,16,22 18:1,5,9,12,21 26:8,12 27:3,4
<b>materials</b> 16:15	<b>morning</b> 16:2	<b>October</b> 10:16 14:16 29:9	<b>paying</b> 6:8
<b>Meaning</b> 8:20	<b>move</b> 24:4	<b>off-the-record</b> 29:5	<b>PBS</b> 5:12
<b>meet</b> 7:11,23 20:3	<b>multiple</b> 8:24	<b>offers</b> 5:23	<b>people</b> 27:17
<b>meeting</b> 16:15,18 18:14	<b>mute</b> 24:25 25:3 26:14	<b>Office</b> 13:8	<b>period</b> 9:6,14,18 10:14,21 14:9,11 15:9 17:6 29:2,8
<b>mentioned</b> 9:1 25:17	<hr/> <b>N</b> <hr/>	<b>online</b> 22:15,17 23:9 26:3 28:14, 21	<b>person</b> 14:3 25:8
<b>methods</b> 10:13 14:15	<b>name's</b> 7:22	<b>open</b> 14:9,22 16:11 26:6	<b>pick</b> 20:17
<b>Michelle</b> 22:23 23:2,8,15,18,21, 23	<b>nation's</b> 6:4	<b>operational</b> 7:11	<b>picked</b> 15:3
<b>microphone</b> 15:1	<b>National</b> 7:24 8:7 9:22 13:5,18	<b>opportunities</b> 8:24 9:5	<b>piece</b> 11:11
<b>middle</b> 8:11 20:9	<b>nationally</b> 6:4	<b>opportunity</b> 9:11 16:23 17:2,7	<b>Pinnacle</b> 17:17, 19 18:23 19:4
<b>mile</b> 27:8	<b>nature</b> 23:12	<b>opposed</b> 22:3	<b>place</b> 9:15 12:1,4, 14,25 13:3
<b>million</b> 6:13	<b>necessarily</b> 22:4	<b>orders</b> 10:6	<b>Places</b> 13:19
<b>mind</b> 4:20 19:18, 23	<b>needed</b> 5:24	<b>outrreach</b> 10:13	<b>Plain</b> 6:16
<b>minutes</b> 15:7	<b>NEPA</b> 5:6 7:3 8:8, 9 10:6,9 11:6,10 13:24 18:7 20:6	<b>overarching</b> 8:6	<b>plan</b> 23:19 27:12
<b>mistaken</b> 26:8	<b>newspapers</b> 10:11	<b>overview</b> 4:17 5:9 6:1 8:2	<b>planned</b> 4:24
<b>mitigated</b> 8:15,22	<b>north</b> 21:13	<b>owned</b> 19:6	<b>planner</b> 5:8
<b>Mm-hmm</b> 19:19 24:16	<b>Northwest</b> 27:22	<hr/> <b>P</b> <hr/>	<b>planning</b> 5:2 27:23
<b>model</b> 6:10	<b>Norton</b> 6:16	<b>parcels</b> 21:20	<b>plans</b> 23:23
<b>modernization</b>	<b>note</b> 12:21	<b>part</b> 15:15 18:6 23:5 28:5	<b>point</b> 15:24 20:1, 18,21
	<b>notice</b> 11:6		<b>policy</b> 7:24 8:7 9:23,24 10:7
	<b>notification</b> 10:11		<b>pop</b> 16:1,5
	<b>number</b> 14:2,15 27:14		<b>port</b> 4:9,18,24

6:6,13 7:8,11,16, 18 13:17 17:17 18:21 19:5,12,24 20:4 24:3 26:18 27:6,7,13,15 28:11 <b>ports</b> 6:15 <b>possibly</b> 18:20 19:18,21 <b>posters</b> 16:16 <b>potential</b> 8:12,21 11:23 12:2,11,12 13:1,13,15,19 20:8 28:8 <b>potentially</b> 12:17 <b>prefer</b> 21:16 <b>preference</b> 21:9 <b>present</b> 15:10 <b>presentation</b> 16:17 23:1 <b>presented</b> 12:5 <b>Preservation</b> 13:6,8 <b>president</b> 5:7 <b>press</b> 16:8 <b>pretty</b> 4:15 <b>primarily</b> 5:11 <b>process</b> 6:22 7:4 8:10,23 9:9 10:9, 10 11:7,8,10 12:14 13:3,12,13, 24 15:17 16:10, 25 18:6,7,16 20:6 28:5 <b>procurement</b> 5:22	<b>products</b> 5:23 <b>program</b> 5:5 6:1,2 <b>progresses</b> 9:10 <b>project</b> 4:7,9,11, 19,21 5:2,4 7:2,5, 6,7,25 8:3,6,18 12:16 14:13 15:23 16:7,18 24:2 28:10,13 29:9 <b>projects</b> 4:24,25 6:14 <b>properties</b> 5:16, 17,19 13:7 18:19 <b>property</b> 18:19,22 <b>proposed</b> 12:16 <b>protected</b> 12:18 <b>Protection</b> 19:6 <b>prototype</b> 20:3 <b>provide</b> 7:4 8:25 10:23 14:24 16:23 17:2 23:5 <b>provided</b> 6:12 <b>public</b> 5:12,14,25 6:22 7:9,16 8:23, 24 9:5,14 10:20, 21 16:24 17:2,5 <b>purchasing</b> 5:21 <b>purpose</b> 6:21 7:6, 7 <b>put</b> 25:9 <b>puzzle</b> 11:12 <hr/> <b>Q</b> <hr/> <b>quarter</b> 27:8	<b>question</b> 18:21 20:24 26:10 28:22 <b>questioned</b> 18:21 <b>questions</b> 22:22 24:10 28:15,16 <hr/> <b>R</b> <hr/> <b>rail</b> 27:24 <b>railroad</b> 25:18 26:13,19 <b>raise</b> 24:19 28:22 <b>raised</b> 24:13,22 <b>range</b> 11:17 <b>ranging</b> 11:15 <b>read</b> 25:16 <b>real</b> 21:2 <b>received</b> 6:3 9:17 <b>receives</b> 8:3 <b>recent</b> 16:8 <b>record</b> 15:16 <b>recorded</b> 15:15 <b>recording</b> 15:13 <b>recreation</b> 28:4 <b>redid</b> 18:22 <b>regional</b> 4:25 27:23 <b>Register</b> 13:18 <b>regulatory</b> 10:5, 22 <b>released</b> 10:18 17:5 <b>releases</b> 16:8	<b>remind</b> 16:20 <b>REPORTER</b> 16:22 17:13 23:20,22 <b>reports</b> 13:13 <b>required</b> 8:4 <b>requirements</b> 7:12,24 10:5 <b>requires</b> 13:6 <b>resilience</b> 7:15 <b>resilient</b> 6:9 <b>resolve</b> 7:17 <b>resource</b> 9:2,24 10:8 11:3,13,18, 21 23:12 <b>resources</b> 6:25 10:1,2 11:25 12:2 13:4,14,15,21 14:1 28:4 <b>restructure</b> 18:20 <b>result</b> 9:9 <b>retain</b> 24:5 <b>retired</b> 27:4 <b>review</b> 10:23 17:6 <b>Richford</b> 4:9,18 6:14 7:8 16:1,5 29:10 <b>road</b> 18:23 20:9, 12 21:11,12 23:24 27:12 <b>roadway</b> 26:11 <b>room</b> 14:5,23 15:12 16:16 22:21 23:16 25:13 26:7 28:24
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



<b>Ryan</b> 5:8 7:20,21, 22 14:19 16:12, 14 17:1,14 21:4 22:15,18,21,25 23:16 24:9,14,17, 23 25:2,12,24 26:2,6,11,16 28:3,14,18	<b>share</b> 7:2 <b>shared</b> 23:14 <b>sheet</b> 16:7 29:9 <b>short</b> 29:2 <b>shortly</b> 9:13 <b>SHPO</b> 13:11 <b>shy</b> 24:8 <b>side</b> 18:23 21:11, 12 25:15 28:10 <b>significant</b> 8:14, 23 11:3,5 <b>similar</b> 12:14 13:3 <b>simple</b> 4:15 16:4 <b>sit</b> 14:11 <b>site</b> 5:5 12:13 15:23 27:12 <b>size</b> 17:18,21 <b>small</b> 11:11 27:15 <b>social</b> 8:5,13 <b>soils</b> 11:16 <b>solid</b> 11:16 <b>someone's</b> 24:13 <b>sound</b> 15:2 <b>south</b> 21:13 26:19 <b>space</b> 5:18 <b>speak</b> 14:8 18:22 26:25 <b>speaking</b> 15:6 16:22 <b>specialist</b> 5:6 21:2 <b>species</b> 10:2 12:15,16,18,19,	22,23 <b>specific</b> 8:18 21:14 <b>spell</b> 15:4,5 <b>Springs</b> 6:15,16 20:10,11 <b>stage</b> 8:11 9:10 25:18 <b>stages</b> 4:21 17:25 20:2 <b>start</b> 13:12 <b>started</b> 10:14,15 <b>starts</b> 10:11 <b>state</b> 4:25 12:6,9 13:8 17:13,14 23:20 24:24 <b>statement</b> 8:17 16:15 17:10 28:22 <b>status</b> 12:23 <b>stay</b> 8:20 14:10 21:10 <b>staying</b> 29:1 <b>stays</b> 20:12,13 <b>stenographer</b> 14:7,12 <b>step</b> 11:8 <b>steps</b> 7:4 <b>sticking</b> 29:1 <b>strives</b> 20:3 <b>structural</b> 7:18 <b>structure</b> 19:17, 21,23 <b>studied</b> 24:7	<b>study</b> 21:8,14 22:2,6 23:12 <b>supply</b> 6:10 <b>surrounding</b> 6:20 <b>sustainability</b> 6:11 7:13 <b>sustainable</b> 6:18
<b>S</b>			<b>T</b>
<b>safer</b> 7:16 <b>safety</b> 6:8 25:21 26:11,22 27:1 <b>Sara</b> 5:4 21:1,5 22:13,16,19 23:4, 9,25 25:22 26:1, 14,17 27:21 <b>Sarah</b> 21:1 <b>schedule</b> 9:12 10:10 <b>scoping</b> 6:21,22 9:6,18 10:14 <b>search</b> 15:25 16:5 <b>Section</b> 13:5 <b>secure</b> 6:18 <b>security</b> 6:8,9 7:12 <b>sense</b> 24:5 25:23 27:13 <b>September</b> 10:15 <b>serve</b> 5:25 <b>Service</b> 5:12,13, 15,20 <b>services</b> 4:8,12 5:24 <b>set</b> 24:15		<b>takes</b> 12:24 <b>talk</b> 24:22 <b>talking</b> 18:14 <b>Tatro</b> 22:23 23:2, 8,15,18,21,23 <b>technologies</b> 7:14 <b>Tessier</b> 18:18 19:2,7,13,17,20 20:19,23 <b>that'll</b> 23:14 <b>thing</b> 15:21,22 16:3 27:3,9 <b>things</b> 23:12 <b>threatened</b> 12:15 <b>throw</b> 15:19 <b>time</b> 17:12 29:2 <b>timelines</b> 16:9 <b>times</b> 17:18 <b>told</b> 27:17 <b>tonight</b> 4:14 5:4 6:21 7:2,19 14:3 17:4 21:24 <b>tonight's</b> 16:15	

<b>topography</b> 20:7 21:19 23:11 <b>touched</b> 11:9 <b>town</b> 4:25 <b>tracks</b> 25:19 26:13,20 27:19 <b>traffic</b> 11:17 24:4 25:19 27:25 28:10 <b>trail</b> 27:24 <b>trails</b> 28:2 <b>trees</b> 27:17 <b>trucks</b> 26:23,25 27:2 <b>turn</b> 7:20 23:17 24:18 <b>type</b> 12:11 15:25 16:4 19:23 <b>typed</b> 25:5 <b>typically</b> 11:18 <hr/> <b>U</b> <hr/> <b>ultimately</b> 11:5 12:10,18 <b>umbrella</b> 9:24 10:6 <b>understand</b> 22:11 <b>understandable</b> 20:23 <b>unmute</b> 24:15,19 <b>up-to-date</b> 16:9 <b>upgraded</b> 7:14 <b>upper</b> 19:24 <b>Urban</b> 5:6 16:20,	23 <b>utilities</b> 11:16 <hr/> <b>V</b> <hr/> <b>verbal</b> 9:16 <b>Vermont</b> 6:14 12:6 13:9 <b>vice</b> 5:7 <b>video</b> 16:17 <b>virtual</b> 14:20 23:17 24:11 <b>visibility</b> 25:20 <hr/> <b>W</b> <hr/> <b>walking</b> 19:21 <b>wanted</b> 15:22,24 21:3,5 <b>wanting</b> 26:20 <b>waste</b> 11:16 <b>water</b> 10:2 12:2 <b>ways</b> 14:2 25:20 <b>website</b> 15:23 16:19 29:10 <b>weeks</b> 10:14 <b>welcomes</b> 6:24 <b>wetland</b> 12:3 22:24 <b>wetlands</b> 12:3,10 23:11 <b>wide</b> 11:15,17 <b>widening</b> 23:24 <b>wildlife</b> 12:19 13:1	<b>wishes</b> 14:23 <b>written</b> 9:16 <b>WSP</b> 5:8 7:22 16:10 <hr/> <b>Y</b> <hr/> <b>year</b> 9:14 10:19 17:3 <b>years</b> 27:14	
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------	--



## **Appendix C**

### **Comments Received During Public Scoping Periods**

## **Appendix C.2**

### **Virtual Public Meeting Comments**

Question Report  
Report Generated:

Topic  
Richford LPOE EA Scoping Meeting  
Question Details

Webinar ID  
869 6112 5700

- #
- Question
- 1 Just for the record I am attending virtually, Amanda St Pierre property owner adjacent to the current border station.
  - 2 FYI, the chat comment is disabled. We might be a few persons online.
  - 2 FYI, the chat comment is disabled. We might be a few persons online.
  - 3 Amanda St Pierre, our concern at this stage is the field entrance across the rail road tracks. We are concerned to make sure traffic crossing into field has clear visibility both ways for safety.
  - 4 Thank you for the presentation.

9/11/2024 8:03

Actual Start Time  
9/10/2024 14:00

# Question

4

Asker Name	Answer
Amanda St P	
Anonymous Attendee	Hi! While the chat is disabled, you can add questions to the Q&A
Anonymous Attendee	You will also get the chance to speak if you prefer that instead of using the Q&A
Amanda St P	
Guy Parenteau - MELCCFP - Quebec	



## **Appendix C**

### **Comments Received During Public Scoping Periods**

## **Appendix C.3**

### **Emailed Comments**



Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

**Richford LPOE - scoping meeting materials available online**

Richford LPOE <richford.lpoe@gsa.gov>  
To: Richford LPOE <richford.lpoe@gsa.gov>  
Bcc:

Tue, Sep 24, 2024 at 10:52 AM



Dear Interested Party -

Thank you for your interest in the U.S. General Services Administration's (GSA) proposed modernization project at the Land Port of Entry (LPOE) in Richford, Vermont. We wanted to let you know that the September 10, 2024 scoping meeting materials and a video recording of the meeting are now available on the [project website](#).

As discussed at the meeting, GSA is seeking input from the Richford community to help us determine the scope and content of the Environmental Assessment. We would like to hear from you regarding how this proposed project would affect you, and what GSA should consider as we start developing project plans. Please share your feedback on the port with consideration of the following:

- Are there traffic issues that you have experienced while living near or when traveling through the LPOE or do you have other concerns about the port layout?
- If the LPOE was closed during construction, how would that affect you?
- What resource areas should GSA consider when evaluating the effects of the proposed project?

Comments will be accepted until October 5, 2024 and can be submitted via an email to this email address ([Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov)) that references "Richford LPOE EA" in the subject line or by mail using the following address:

U.S. General Services Administration – Region 1  
Attention: Alan Bombardier, Project Manager  
GSA New England Region - PBS - Design and Construction Division – 1PCTB  
50 South Main Street, Suite 136  
St. Albans, VT 05478

We appreciate your interest in this project and look forward to receiving your comments. You will have another opportunity to provide your feedback to GSA after the Draft Environmental Assessment is released in early 2025.

Sincerely, the GSA Richford LPOE Project Team





Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

---

**Richford LPOE EA comments from Vermont Agency of Natural Resources**

1 message

---

**Taft, Kathleen** <Kathleen.Taft@vermont.gov>  
To: "Richford.LPOE@gsa.gov" <Richford.LPOE@gsa.gov>  
Cc: "Sewell, Krystal T" <Krystal.T.Sewell@vermont.gov>

Fri, Oct 4, 2024 at 11:48 AM

Please find attached comments regarding the proposed modernization project at the Land Port of Entry (LPOE) in Richford, Vermont.

Thank you

**Kathleen Taft** (s/h) | Regulatory Policy Analyst  
Vermont Agency of Natural Resources | Office of Planning  
Davis 2, [1 National Life Dr](#) | [Montpelier, VT 05620-3901](#)  
802-461-8812 (c) | [kathleen.taft@vermont.gov](mailto:kathleen.taft@vermont.gov)

*The Agency of Natural Resources supports telework, and there are times when I may be working from another office location. I am available to connect by phone and email. I am also available to connect in person upon request.*  
*Written communications to and from state officials regarding state business are considered public records and may be subject to public scrutiny.*



---

**Richford LPOE VT ANR Written Comments 10.05.2024.pdf**  
197K



---

**State of Vermont**

Office of Planning

1 National Life Drive, Davis 2

Montpelier, VT 05620-3901

Ph: (802) 461-8812

*Agency of Natural Resources*

October 4, 2024

**VIA ELECTRONIC MAIL**

U.S. General Services Administration – Region 1  
Attention: Alan Bombardier, Project Manager  
PBS - Design and Construction Division – 1PCTB  
50 South Main Street, Suite 136  
St. Albans, VT 05478  
[Richford.LPOE@gsa.gov](mailto:Richford.LPOE@gsa.gov)

RE: Proposed Modernization Project at the Richford Land Port of Entry – Richford, VT

Dear Mr. Bombardier –

Thank you for the opportunity to present comments as part of the NEPA process for the Proposed Modernization Project at the Richford Land Port of Entry. The Agency of Natural Resources reviewed available preliminary information and known site data and offers the following comments intended for use as the project proceeds to regulatory review. For clarity, the Agency of Natural Resources (ANR) is comprised of three departments – Department of Environmental Conservation (DEC), Department of Forests, Parks and Recreation (FPR), and the Department of Fish and Wildlife (DFW).

**Wetlands** – The proposed project area contains hydric soils, an indicator of wetland presence, and mapped wetlands. The Vermont DEC Wetland Program regulates Class I and II wetlands and their respective 100' and 50' buffers through the [Vermont Wetland Rules](#)<sup>1</sup>. Any impacts to jurisdictional wetlands or their buffers require a permit from the Wetland Program. The Program requires field verification of the wetland delineations prior to any permit application. Due to the dynamic nature of wetlands, wetland assessments, delineations and classifications are valid for up to five years from the delineation date. Once finalized plans are available the project should contact the Wetland Program to obtain a permit, or a determination that a permit is not required. Please contact Krystal Sewell, District Ecologist, at 802-490-6758 or [krystal.t.sewell@vermont.gov](mailto:krystal.t.sewell@vermont.gov) with questions regarding state wetlands permitting, or when planning any infrastructure footprint expansion or additions, or expansion of vegetation management areas on parcels with mapped wetlands or wetland indicators.

---

<sup>1</sup> Available online at <https://dec.vermont.gov/content/vermont-wetland-rules>



Thank you for the opportunity to comment. Please don't hesitate to contact me at [Kathleen.taft@vermont.gov](mailto:Kathleen.taft@vermont.gov) or 802-461-8812 if there are additional questions or comments on the above or if you require additional assistance from the Agency as the project moves forward.

Sincerely,

/s/Kathleen Taft  
Kathleen Taft  
Regulatory Policy Analyst  
ANR Office of Planning  
802-461-8812

Cc: Krystal Sewell, DEC Wetlands Program, via email



Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

---

**"Richford LPOE EA"**

1 message

**Tessier, Heidi** [REDACTED]

Fri, Oct 4, 2024 at 2:14 PM

To: "Richford.LPOE@gsa.gov" &lt;Richford.LPOE@gsa.gov&gt;

Cc: [REDACTED]

These are our requests for the upcoming restructure of the Rochford Border Crossing:

1. Non or the least amount as possible taking of any trees. If any trees are taken down on our property, we want the same number of trees replanted in as close proximity to the area taken.
2. We want to keep the View we have now.
3. We request that you move the new projected crossing closer to the Canadian line and not near our property as it is our understanding that there are up to 3 or 4 areas in mind for the new building. Please move the Port more NORTH.
4. We would like to contain the privacy we have now such as "natural" fencing like shrubs.
5. We want out driveway to stay where it is now.
6. If you take any of our land, we would like our home moved away from for as much property is taken away from the Border.
7. We request that any land that is needed stay on the wester side of the Road.

Heidi Tessier

Case Manager

Vermont Superior Court

Franklin Family Division

[36 Lake Street](#)[St. Albans VT 05478](#)





Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

**Re: "Richford LPOE EA"**

1 message

**Richford LPOE** <richford.lpoe@gsa.gov>

Mon, Oct 7, 2024 at 5:04 PM

To: "Tessier, Heidi" [REDACTED]

Cc: Sara Massarello - 1PZS <sara.massarello@gsa.gov>, Alan Bombardier - 1PCTB <alan.bombardier@gsa.gov>, Michele Valenza - 1PQE <michele.valenza@gsa.gov>, John Maurer - 1PCTB <john.maurer@gsa.gov>, Jane Urban - PTA <jane.urban@gsa.gov>, "Dalrymple, Joe" <joe.dalrymple@wsp.com>, "Long, Ryan" <Ryan.Long@wsp.com>, Kelly Morrison - 1P1 <kelly.morrison@gsa.gov>

Thank you for your interest in GSA's proposed modernization project at the Land Port of Entry in Richford, Vermont.

As a landowner within the project study area, you are uniquely positioned to provide specific, important comments regarding the project's potential impact to your land. We appreciate your comments, and will take them under consideration as we continue to develop viable alternatives.

We commit to working with you to better understand your concerns and to providing you timely updates throughout this process. GSA is currently developing the Draft Environmental Assessment, which is scheduled for release in early 2025.

For project updates, please see the Project website: <https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/richford-land-port-of-entry-vermont>

On Fri, Oct 4, 2024 at 2:14 PM Tessier, Heidi <[Heidi.Tessier@vtcourts.gov](mailto:Heidi.Tessier@vtcourts.gov)> wrote:

These are our requests for the upcoming restructure of the Rochford Border Crossing:

1. Non or the least amount as possible taking of any trees. If any trees are taken down on our property, we want the same number of trees replanted in as close proximity to the area taken.
2. We want to keep the View we have now.
3. We request that you move the new projected crossing closer to the Canadian line and not near our property as it is our understanding that there are up to 3 or 4 areas in mind for the new building. Please move the Port more NORTH.
4. We would like to contain the privacy we have now such as "natural" fencing like shrubs.
5. We want out driveway to stay where it is now.
6. If you take any of our land, we would like our home moved away from for as much property is taken away from the Border.
7. We request that any land that is needed stay on the wester side of the Road.

Heidi Tessier

Case Manager

Vermont Superior Court

Franklin Family Division

36 Lake Street

St. Albans VT 05478



Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

---

**Concern**

1 message

---

**Tatro Michelle** [REDACTED]  
To: "Richford.LPOE@gsa.gov" <Richford.LPOE@gsa.gov>

Fri, Oct 4, 2024 at 8:39 AM

Hello,

My husband and I have one concern at this time. We live at [REDACTED]  
Our property borders the land you surveyed, on the same side of the road as the border station. We do not want our yard lite up like the fourth of July at night. This came to mind as changes were made in the past that made our yard look like day time during night hours. Once mentioned the lights were removed from displaying toward our home. We do not want this to happen again.

**MICHELLE TATRO***Customer Service Manager Food Service*

802-309-1068

[customer.service@franklinfoods.com](mailto:customer.service@franklinfoods.com) [franklinfoods.com](http://franklinfoods.com)

This e mail and any attachments are strictly confidential, the information may only be used by the intended recipient. If you are not the intended recipient or have received this message in error, please advise the sender and delete this message completely and immediately. Any disclosure or distribution is strictly prohibited.





Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

**Re: Concern**

1 message

**Richford LPOE** <richford.lpoe@gsa.gov>

Mon, Oct 7, 2024 at 5:00 PM

To: Tatro Michelle [REDACTED]

Bcc: Sara Massarello - 1PZS <sara.massarello@gsa.gov>, Alan Bombardier - 1PCTB <alan.bombardier@gsa.gov>, Michele Valenza - 1PQE <michele.valenza@gsa.gov>, John Maurer - 1PCTB <john.maurer@gsa.gov>, "Dalrymple, Joe" <joe.dalrymple@wsp.com>, "Long, Ryan" <Ryan.Long@wsp.com>, Jane Urban - PTA <jane.urban@gsa.gov>, Kelly Morrison - 1P1 <kelly.morrison@gsa.gov>

Thank you for your interest in GSA's proposed modernization project at the Land Port of Entry in Richford, Vermont.

As a landowner in the area, you are uniquely positioned to provide specific, important comments regarding the project's potential impact to your land. We appreciate your comments, and will take them under consideration as we continue to develop viable alternatives.

We commit to working with you to better understand your concerns and to providing you timely updates throughout this process. GSA is currently developing the Draft Environmental Assessment, which is scheduled for release in early 2025.

For project updates, please see the Project website: <https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/richford-land-port-of-entry-vermont>

On Fri, Oct 4, 2024 at 8:40 AM Tatro Michelle <MTatro@franklinfoods.com> wrote:

Hello,

My husband and I have one concern at this time. We live at 675 Province. Our property borders the land you surveyed, on the same side of the road as the border station. We do not want our yard lit up like the fourth of July at night. This came to mind as changes were made in the past that made our yard look like day time during night hours. Once mentioned the lights were removed from displaying toward our home. We do not want this to happen again.

**MICHELLE TATRO***Customer Service Manager Food Service*

☎ 802-309-1068

✉ [customer.service@franklinfoods.com](mailto:customer.service@franklinfoods.com)

🌐 [franklinfoods.com](http://franklinfoods.com)

**This e mail and any attachments are strictly confidential, the information may only be used by the intended recipient. If you are not the intended recipient or have received this message in error, please advise the sender and delete this message completely and immediately. Any disclosure or distribution is strictly prohibited.**





Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

---

**Richford LPOE EA**

1 message

---

**Amanda St.Pierre** [REDACTED]  
To: "Richford.LPOE@gsa.gov" <Richford.LPOE@gsa.gov>

Tue, Sep 24, 2024 at 1:48 PM

Sept 24, 2024

To Whom It May Concern:

We are writing to formally put our comments on the record as adjoining landowners of the current station and proposed expansion.

Our concerns are listed in order of most important:

1. Our current sap house set up directly across the road. We have invested money into the set up and it is crucial to our sap collection for that sugarbush. This is an area we would need to be very involved in as there is not much room for our trucks and travel to and from as it is currently set up. We access this property 24-7 during sugaring season and would need access during any construction.
2. We are open to the parcel south of the current station to see proposals. We would need to see how the field entry could be redesigned to avoid sharp turns and safety to cross the current rail road tracks. We would need field access from spring to fall to plant and harvest crops. This parcel is of importance to us and provides income to our dairy farm as a real estate option.
3. We are concerned how much traffic will increase with the new expanded station. Will tractor trailer trucks being using this port more than now?

We are open to the process and seeing drawings of various proposals.

Sincerely,

Amanda St Pierre

For Mark and Amanda St Pierre/land owners

Pleasant Valley Farms of Berkshire, LLC



Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

**Re: Richford LPOE EA**

1 message

**Richford LPOE** <richford.lpoe@gsa.gov>

Wed, Oct 2, 2024 at 11:42 AM

To: "Amanda St.Pierre" [REDACTED]

Bcc: Alan Bombardier - 1PCTB <alan.bombardier@gsa.gov>, Sara Massarello - 1PZS <sara.massarello@gsa.gov>, "Dalrymple, Joe" <joe.dalrymple@wsp.com>, "Long, Ryan" <Ryan.Long@wsp.com>, Jane Urban - PTA <jane.urban@gsa.gov>

Thank you for your interest in GSA's proposed modernization project at the Land Port of Entry in Richford, Vermont.

As a landowner within the project study area, you are uniquely positioned to provide specific, important comments regarding the project's potential impact to your land and your business operations. We appreciate your comments, and will take them under consideration as we continue to develop viable alternatives.

We commit to working with you to better understand your operations in, and adjacent to, the project study area and providing you timely updates throughout this process. GSA is currently developing the Draft Environmental Assessment, which is scheduled for release in early 2025.

For project updates, please see the Project website: <https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/richford-land-port-of-entry-vermont>

On Tue, Sep 24, 2024 at 1:50 PM Amanda St.Pierre <[amanda.stpierre@pvfarmsvt.com](mailto:amanda.stpierre@pvfarmsvt.com)> wrote:

Sept 24, 2024

To Whom It May Concern:

We are writing to formally put our comments on the record as adjoining landowners of the current station and proposed expansion.

Our concerns are listed in order of most important:

1. Our current sap house set up directly across the road. We have invested money into the set up and it is crucial to our sap collection for that sugarbush. This is an area we would need to be very involved in as there is not much room for our trucks and travel to and from as it is currently set up. We access this property 24-7 during sugaring season and would need access during any construction.
2. We are open to the parcel south of the current station to see proposals. We would need to see how the field entry could be redesigned to avoid sharp turns and safety to cross the current rail road tracks. We would need field access from spring to fall to plant and harvest crops. This parcel is of importance to us and provides income to our dairy farm as a real estate option.
3. We are concerned how much traffic will increase with the new expanded station. Will tractor trailer trucks being using this port more than now?

We are open to the process and seeing drawings of various proposals.

Sincerely,

10/2/24, 11:44 AM

GSA.gov Mail - Re: Richford LPOE EA

Amanda St Pierre

For Mark and Amanda St Pierre/land owners

Pleasant Valley Farms of Berkshire, LLC





Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

---

**Re: Scoping for an Environmental Assessment - Richford, VT Land Port of Entry**

---

Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

Thu, Sep 12, 2024 at 12:48 PM

To: "Meilleur, Noémie-Kim" &lt;Noemie-Kim.Meilleur@cbsa-asfc.gc.ca&gt;

Thank you for reaching out regarding the public scoping meeting that GSA hosted on the proposed renovations to the Richford LPOE.

Meeting materials will be available on the [project website](#) within the next few weeks. We will email you again when this information has been posted.

Thank you.

On Wed, Sep 11, 2024 at 6:29 PM Meilleur, Noémie-Kim <[Noemie-Kim.Meilleur@cbsa-asfc.gc.ca](mailto:Noemie-Kim.Meilleur@cbsa-asfc.gc.ca)> wrote:

Hello,

I'm Noemie-Kim Meilleur acting superintendent at Abercorn POE.

A misunderstanding caused me to miss yesterday's presentation. I wonder if you have any material that was presented at the meeting that you could forward to me? By chance, did you record the presentation?

Thank you

Noémie-Kim Meilleur

Surintendant intérimaire / Instructeur en Arme à Feu de Service

District Frontière Est, Secteur de Stanstead, Abercorn

Agence des services frontaliers du Canada / Gouvernement du Canada

[noemie-kim.meilleur@cbsa-asfc.gc.ca](mailto:noemie-kim.meilleur@cbsa-asfc.gc.ca) / Tél: (450) 538-2334

Acting superintendent / Duty firearm Instructor

East Border District, Stanstead District, Abercorn

Canada Border Services Agency / Government of Canada

[noemie-kim.meilleur@cbsa-asfc.gc.ca](mailto:noemie-kim.meilleur@cbsa-asfc.gc.ca) / Tel: (450) 538-2334



Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

---

**Re: Richford LPOE - scoping meeting materials available online**

1 message

**Richford LPOE** <richford.lpoe@gsa.gov>

Wed, Sep 25, 2024 at 11:47 AM

To: "Meilleur, Noémie-Kim" &lt;Noemie-Kim.Meilleur@cbsa-asfc.gc.ca&gt;

Thank you for your message regarding GSA's proposed modernization project at the Land Port of Entry in Richford, Vermont.

GSA is in the early stages of considering the design and construction options for the port, and decisions on potential closures have not yet been made. It is possible that temporary closure of the port may be necessary during construction. Additional information will be provided in the Draft Environmental Assessment, expected in early 2025, and project updates will be available on the [project website](#).

- The GSA Richford LPOE Project Team

On Tue, Sep 24, 2024 at 1:21 PM Meilleur, Noémie-Kim <[Noemie-Kim.Meilleur@cbsa-asfc.gc.ca](mailto:Noemie-Kim.Meilleur@cbsa-asfc.gc.ca)> wrote:

Hello,

Thank you for the follow up.

At our level, we wonder if there is a chance that the POE will be closed completely or partially during the construction of the new building?

Thank you,

Noémie-Kim Meilleur

Surintendant intérimaire / Instructeur en Arme à Feu de Service

District Frontière Est, Secteur de Stanstead, Abercorn

Agence des services frontaliers du Canada / Gouvernement du Canada

[noemie-kim.meilleur@cbsa-asfc.gc.ca](mailto:noemie-kim.meilleur@cbsa-asfc.gc.ca) / Tél: (450) 538-2334

Acting superintendent / Duty firearm Instructor

East Border District, Stanstead District, Abercorn

Canada Border Services Agency / Government of Canada

[noemie-kim.meilleur@cbsa-asfc.gc.ca](mailto:noemie-kim.meilleur@cbsa-asfc.gc.ca) / Tel: (450) 538-2334

---

De : [jane.urban@gsa.gov](mailto:jane.urban@gsa.gov) <[jane.urban@gsa.gov](mailto:jane.urban@gsa.gov)> De la part de Richford LPOE

Envoyé : 24 septembre, 2024 10:53



Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

---

**RE: Richford LPOE - scoping meeting materials available online**

1 message

**Meilleur, Noémie-Kim** <Noemie-Kim.Meilleur@cbsa-asfc.gc.ca>

Tue, Sep 24, 2024 at 1:21 PM

To: Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

Cc: "jane.urban@gsa.gov" &lt;jane.urban@gsa.gov&gt;

Hello,

Thank you for the follow up.

At our level, we wonder if there is a chance that the POE will be closed completely or partially during the construction of the new building?

Thank you,

Noémie-Kim Meilleur

Surintendant intérimaire / Instructeur en Arme à Feu de Service

District Frontière Est, Secteur de Stanstead, Abercorn

Agence des services frontaliers du Canada / Gouvernement du Canada

noemie-kim.meilleur@cbsa-asfc.gc.ca / Tél: (450) 538-2334

Acting superintendent / Duty firearm Instructor

East Border District, Stanstead District, Abercorn

Canada Border Services Agency / Government of Canada

noemie-kim.meilleur@cbsa-asfc.gc.ca / Tel: (450) 538-2334

---

**De :** [jane.urban@gsa.gov](mailto:jane.urban@gsa.gov) <[jane.urban@gsa.gov](mailto:jane.urban@gsa.gov)> **De la part de** Richford LPOE**Envoyé :** 24 septembre, 2024 10:53**À :** Richford LPOE <[richford.lpoe@gsa.gov](mailto:richford.lpoe@gsa.gov)>**Objet :** Richford LPOE - scoping meeting materials available online**\*\*\*ATTENTION\*\*\***

This email originated from outside of the Government of Canada.

**Do not click links or open attachments unless you recognize the sender and believe the content is safe.**





Richford LPOE &lt;richford.lpoe@gsa.gov&gt;

**Re: Vermont SHPO comments for Richford LPOE EA**

1 message

**Richford LPOE** <richford.lpoe@gsa.gov>

Thu, Oct 3, 2024 at 9:14 AM

To: "Socinski, Greg" &lt;Greg.Socinski@vermont.gov&gt;

Bcc: Jane Urban - PTA &lt;jane.urban@gsa.gov&gt;, Liz Mees - 1PCT &lt;elizabeth.mees@gsa.gov&gt;, "Long, Ryan"

&lt;Ryan.Long@wsp.com&gt;, "Dalrymple, Joe" &lt;joe.dalrymple@wsp.com&gt;, Alan Bombardier - 1PCTB

&lt;alan.bombardier@gsa.gov&gt;, Michele Valenza - 1PQE &lt;michele.valenza@gsa.gov&gt;, John Maurer - 1PCTB

&lt;john.maurer@gsa.gov&gt;

Mr. Socinski -

Thank you for your comment regarding GSA's proposed modernization project at the Land Port of Entry in Richford, Vermont.

GSA is in the early stages of considering the design and construction options for the port, and we will continue to consult with the SHPO as we progress through this process. Updates will also be available on the [project website](#). If you have any questions or additional concerns, please contact Liz Mees, GSA's Regional Historic Preservation Officer, at 617.571.0546 or [elizabeth.mees@gsa.gov](mailto:elizabeth.mees@gsa.gov).

Sincerely, The GSA Richford LPOE Project Team

On Tue, Oct 1, 2024 at 3:13 PM Socinski, Greg <[Greg.Socinski@vermont.gov](mailto:Greg.Socinski@vermont.gov)> wrote:

To Whom It May Concern:

My name is Greg Socinski and I am an architectural historian working on the regulatory review team at the Vermont Division of Historic Preservation, our state's SHPO office. I wanted to reach out during this comment period to notify of the cultural resource concerns for this project, which I know you are well aware of and will be addressed under the NEPA review process as part of the Draft EA that will be open for public comment early next year. We have had preliminary discussions earlier this year with GSA staff regarding these border projects and their cultural resource impacts and I appreciate you reaching out early to consult with our office as part of the NEPA/Section 106 process. As a National Register-listed resource, we seek to continue consultation as plans become more defined in an effort to reduce the adverse impacts to the US Inspection Station at the Richford/Abercorn crossing. I'd like to emphasize the our office's desire to minimize the potential adverse effects to the building *before* consulting on mitigation in anticipation of an Adverse Effect determination and Memorandum of Agreement. We look forward to early and continued consultation in the future. Thank you.

**Greg Socinski** | Historic Resources Specialist

Vermont Division for Historic Preservation

1 National Life Drive, Davis Bldg, 6th Floor | Montpelier, VT 05620

802 636 7413

[greg.socinski@vermont.gov](mailto:greg.socinski@vermont.gov)