Maine Coastal Program
Coastal Zone Management Act
Federal Consistency Submission Form

The Maine Coastal Program (MCP) is the lead agency for Coastal Zone Management in Maine. MCP strongly suggests that applicants for a federal consistency determination or certification use this form for activities regulated under the Coastal Zone Management Act (CZMA) of 1972, as amended, and the National Oceanic and Atmospheric Administration (NOAA) Federal Consistency Regulations under 15 CFR Part 930. Although use of this form is not required, it is provided to applicants to facilitate the submission and timely review of a consistency determination or certification. Federal agencies and applicants are only required to provide the information listed in NOAA's Federal Consistency Regulations unless otherwise described in the Maine Guide to Federal Consistency Review, as approved by NOAA.

I. Applicant Information:

Project/Activity Name: Calais Ferry Point Land Port of Entry (LPOE) Expansion and Modernization Project		
Contact Name: Kaitlyn Ganguzza	Authorized Agent (if applicable):	
Federal Agency: General Services Administration (GSA)		
Address: 2 Exchange Terrace		
City: Providence	State: RI	Zip Code: 02903
Email: Kaitlyn.ganguzza@gsa.gov	Phone Number: 401-225-8838	

II. Federal Consistency Category:

☒	Federal Agency Activity (15 CFR Part 930, subpart C)
☐	Federal License or Permit Activity (15 CFR Part 930, subpart D)
☐	Outer Continental Shelf Activity (15 CFR Part 930, subpart E)
☐	Federal Financial Assistance Activity to State/Local Government (15 CFR Part 930, subpart F)

III. Summary Description:

The purpose of the Project is to expand and modernize the Calais Ferry Point LPOE to improve the operational efficiency, safety, and security of U.S Customs and Border Protection (CBP) personnel and travelers crossing between Calais, Maine, and St. Stephen, New Brunswick, Canada. GSA is supporting CBP's mission by providing a facility that meets the CBP LPOE Design Standard.

GSA would develop a Modernized LPOE to the north and south of Customs Street. The existing alignment of Customs Street would remain intact. The proposed action alternative would include the construction of a new Main LPOE Building (Main Building), a primary inspection canopy, secondary inspection facilities, staff and public parking areas, additional traffic lanes, supporting facilities, stormwater management facilities, and snow storage areas. The newly constructed Main Building would be located to the north of Customs Street as an addition to the historic building. A new operations and maintenance garage for GSA as well as CBP and GSA staff parking would be constructed to the south of Customs Street. The existing garage would be demolished. All new construction would include resilient design features and Americans with Disabilities Act accessibility considerations. GSA is also considering geothermal energy as a renewable energy source for the Modernized LPOE

The City of Calais and the entire study area are located within Maine's coastal zone. Federal actions that may have reasonably foreseeable effects on any land or water use or natural resources of Maine's Coastal Zone Management Act (CZMA)-designated coastal zone are subject to federal consistency review (15 C.F.R. Part 930, Subpart C).

IV. Select enforceable policies relevant to project or activity:

▣	Natural Resources Protection Act (38 M.R.S. §§480-A to 480-S; and 480-U to 480-HH)
☐	Site Location of Development Law (38 M.R.S. §§481 to 485-A; 486-A, -B; 487-A to 490-FF)
☐	Maine Metallic Mineral Mining Act (38 M.R.S. §§490-LL to 490-TT)
☐	MaineDOT Traffic Movement Permit Law (23 M.R.S. §704-A)
▣	Erosion Control and Sedimentation Law (38 M.R.S. §420-C)
☐	Expedited Permitting of Grid-scale Wind Energy Development (35-A M.R.S. §§3451-3459)
☐	Solar Energy Development Decommissioning Law (35-A M.R.S. chapter 34-D)
▣	Storm Water Management Law (38 M.R.S. §420-D)
☐	Maine Waterway Development and Conservation Act (38 M.R.S. §§630 to 636-A; 640)
☐	Protection and Improvement of Air Law (38 M.R.S. §§581 to 610-A, -B)
☐	Protection and Improvement of Waters Act (38 M.R.S. §§361-A, 362, 362-A, 363-D, 372; 410-N; 411 to 424; 451, 451-A, 452; 464 to 470)
☐	Nutrient Management Act (7 M.R.S. §§4201 to 4214)
☐	Land Use Regulation Law (12 M.R.S. §§681 to 689)
☐	Maine Hazardous Waste, Septage and Solid Waste Management Act (38 M.R.S. §§1301 to 1310-BB; 1316 to 1316-L; 1317 to 1319-Y)
☐	Uncontrolled Hazardous Substance Sites Law (38 M.R.S. §§1362, 1367, 1367-B)
☐	Asbestos Law (38 M.R.S. §§1273 and 1281)
☐	Lead Abatement Law (38 M.R.S. §§1296 and 1298(3))
☐	Sale of Consumer Products Affecting the Environmental Law (38 M.R.S. §§1608 and 1609-10)
☐	Mercury-Added Products and Services Law (38 M.R.S. §§1661 to 1661-C; 1665-A, -B; 1672
☐	Solid Waste Management and Recycling Law (38 M.R.S. §§2101; 2133, sub-§2(A); 2165
☐	Priority Toxic Chemical Use Reduction Law (38 M.R.S. §§2321 to 2330)
☐	Wellhead Protection Law (38 M.R.S. §§1391 to 1399)
☐	Nuclear Facility Decommissioning Laws (PL 1999 c. 739; PL 1999 c. 741)
☐	Oil Discharge Prevention & Pollution Control Law (38 M.R.S. §§541 to 560)
☐	Oil Storage Facilities and Ground Water Protection Law (38 M.R.S. §§561; 562-A; 563, sub-§1(A) and 2; 563-A to -B; 564; 565-A; 566-A; 568; 568-A to -B; 569-C; 570; 570-C to -G, I to M
☐	Maine Endangered Species Act (12 M.R.S. §12801 to 12810; 12 M.R.S. §6971 to 6976; 12 M.R.S. §10001, sub-§§19 and 62)
☐	General Licensing and Enforcement Authorities; Fees (38 M.R.S. §§341-D; 344 to 349; 352 to 353; 353-A, -B)
☐	Maine Rivers Act (12 M.R.S. §§403; 407)
☐	Marine Resources Law (12 M.R.S. §§6171 to 6192; 6432-A)
☐	Importing of Certain Marine Organisms (12 M.R.S. §6071)
☐	Aquaculture Leasing Laws (12 M.R.S. §6071-A; 12 M.R.S. §6072; 12 M.R.S. §6072-A; 12 M.R.S. §6073)
☐	Subdivision Law (30-A M.R.S. §§4401 to 4408)
▣	Mandatory Shoreland Zoning Law (38 M.R.S. §§435 to 448)
▣	Coastal Management Policies Act (38 M.R.S. §§1801 to 1802)
☐	Coastal Barrier Resources System Act (38 M.R.S. §§1901 to 1905)

V. Supporting Documentation. Please list all maps, diagrams, reports, and other materials below:

Draft Environmental Assessment (EA)

VI. Other Coordination. Please list all agencies and contacts required to review this project below:

VII. Statement of Determination/Certification and Signature. Check one and sign below:

☒	FEDERAL AGENCY CONSISTENCY DETERMINATION. Based upon the information, data, and analysis included herein, the federal agency or its authorized agent finds the proposed activity is consistent to the maximum extent practicable with the enforceable policies of the Maine Coastal Program.
☐	FEDERAL AGENCY NEGATIVE DETERMINATION. Based upon the information, data, and analysis included herein, the federal agency or its authorized agent finds the proposed activity will not have any reasonably foreseeable effects on Maine's coastal uses or resources.
☐	NON-FEDERAL APPLICANT CONSISTENCY CERTIFICATION. Based upon the information, data, and analysis included herein, the non-federal applicant certifies that the proposed activity complies with the enforceable policies of Maine Coastal Program and will be conducted in a manner consistent with such program.

Signature: DocuSigned by: Kaitlyn Ganguzza 46D34D0BB1B4423...	
Printed Name: Kaitlyn Ganguzza	Date: 6/20/2025

Calais Ferry Point Land Port of Entry Expansion and Modernization Project

Draft Environmental Assessment

Public Meeting

June 11, 2025

U.S. General Services Administration

Welcome and Housekeeping

Recording and Accessibility

- Audio of this presentation is being recorded by a stenographer to provide closed captioning.
- The Draft Environmental Assessment (EA) is available at: http://gsa.gov/CalaisFerryPoint.

Comment Submission

- Instructions on how to submit comments will be provided at the end of the presentation.

Tonight's Speakers

- Kaitlyn Ganguzza, GSA
- Li Wang, GSA
- Tina Sekula, JMT

Meeting Purpose and Agenda

Purpose: Receive public input on the findings of the Draft EA and anticipated impacts of the proposed alternatives.

- National Environmental Policy Act (NEPA) Overview
- Project Background
- Purpose and Need
- Project Alternatives
- Summary of Effects and Mitigation Measures
- Overall Project Schedule
- Public Comment Session
- Other Ways to Comment

NEPA Overview

NEPA requires federal agencies to:

- Consider and document the effects of their proposed projects on the natural and human environment.
- Involve the public in the decision-making process.

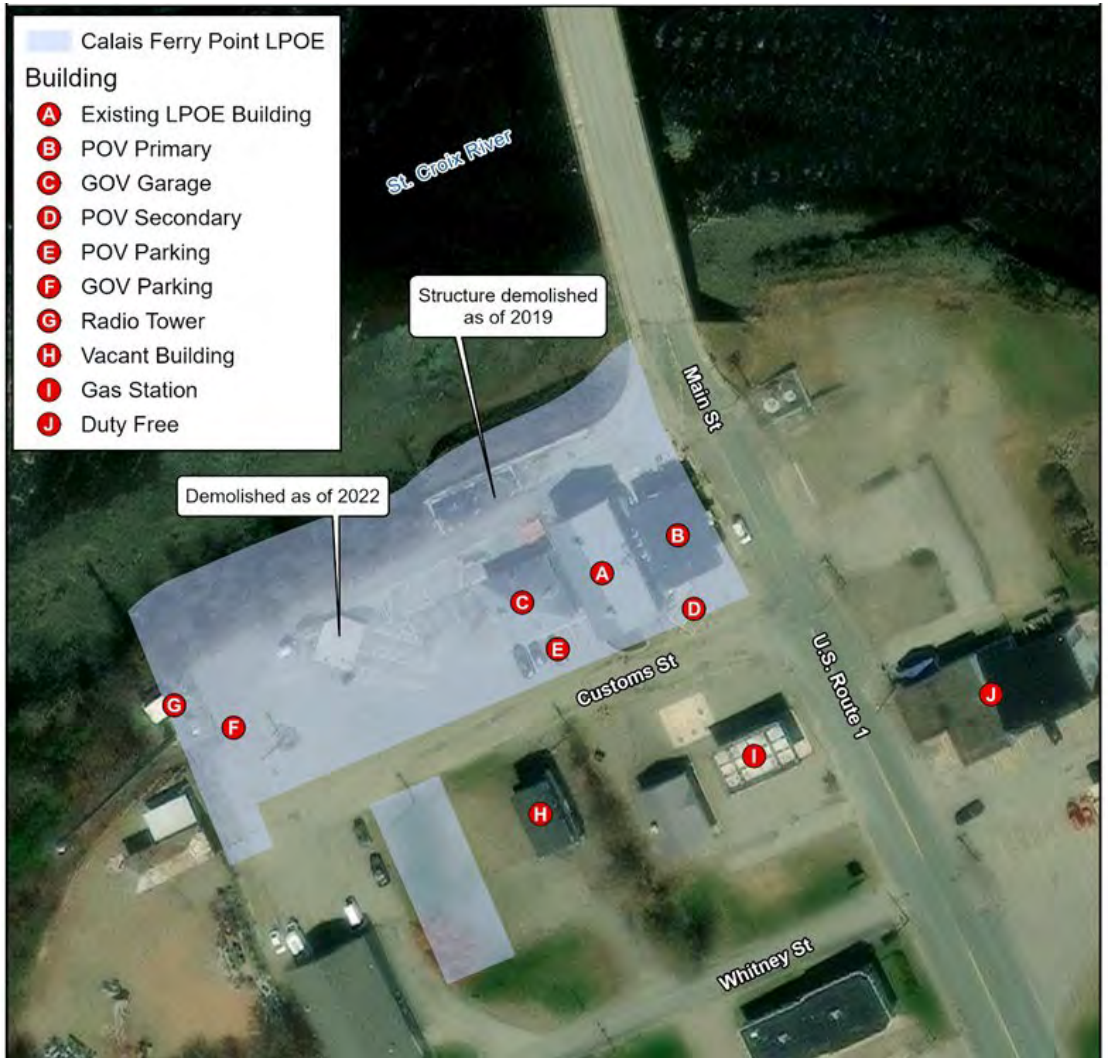
GSA has prepared a Draft EA per NEPA requirements to assess potential effects from the proposed expansion and modernization of the Calais Ferry Point Land Port of Entry (LPOE).

Public Review:

- The Public Comment Period (May 22 to June 23, 2025) is an opportunity for you to review and provide input on the Draft EA.
    - The Draft EA is available online: http://gsa.gov/CalaisFerryPoint.
    - A hard copy is available for review at the front desk of the Indian Education Center.
- GSA will consider comments received during the Public Comment Period in the development of the Final EA.

Project Background

- Located at 3 Customs Street in Calais, ME at the U.S.-Canada Border.
- Facilitates inspections for privately-owned vehicles (POVs), non-motorized traffic (e.g. bicycles), and pedestrians.
- Constructed in 1935.
- Federal tenant: U.S. Customs and Border Protection (CBP).
- Hours of Operation: 7 days a week; 24 hours a day.



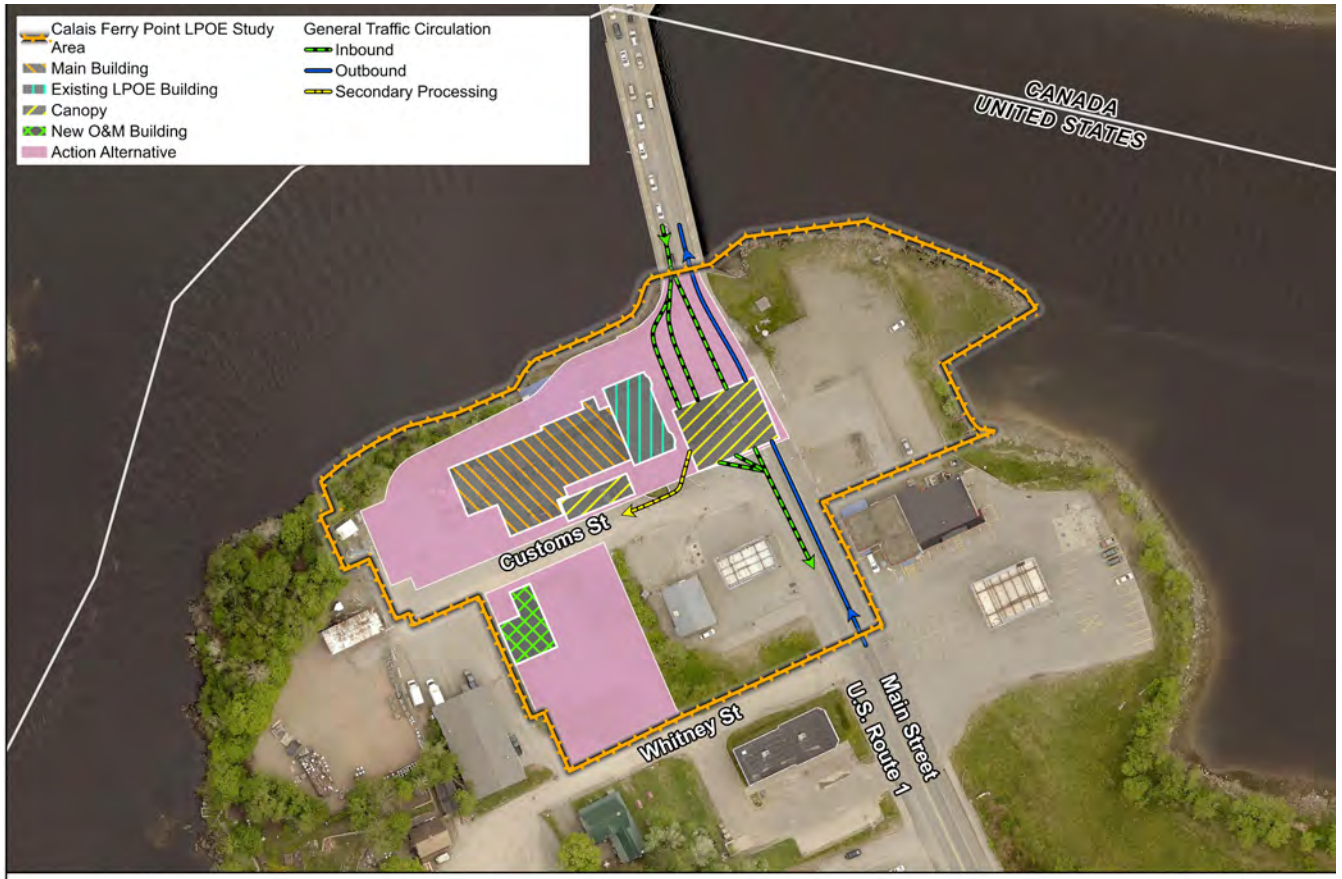
Purpose & Need

Purpose: The purpose of the Project is to expand and modernize the Existing LPOE to improve the operational efficiency, safety, and security of CBP personnel and travelers crossing between Calais, ME, and St. Stephen, New Brunswick, Canada. GSA is supporting CBP's mission by providing a facility that meets the LPOE Design Standard.

Need: The proposed Project is needed to increase processing efficiency and capacity for all traffic types, reduce traffic queues and travel delays, minimize conflict points (paths where two more vehicles could potentially collide), add a functional secondary inspection area for passenger vehicles, allow for expansion, and introduce new safety and security technologies.

Alternative 1 – Action Alternative

- The Draft EA evaluated one Action Alternative and the No Action Alternative.
- LPOE would occupy 1.73 +/- acres with approximately 1.57 impervious acres.
- 0.55 +/- acres of land acquisition of commercial property.
- Modernized LPOE would be located north and south of Customs Street.
- Proposed Modernized LPOE addresses operational and safety deficiencies for CBP Officers and the public.
- Inbound traffic would be processed under the primary canopy then continue along Main Street or diverted to a soft secondary inspection canopy.
- Geothermal energy would be considered as a renewable energy source for the Modernized LPOE.



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

Alternative 1 – Parcel Acquisition

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

Alternative 2 – No Action Alternative

- Baseline to provide comparison.
- Demolition of the Existing LPOE, construction of newer, larger facilities, and expansion and modernization of the Existing LPOE would not occur.
- Maintenance, repairs, and alterations would occur as needed.
- Operation of the LPOE would continue as it currently does.
- Does not meet CBP's mission requirements.

Affected Environment

The Draft EA includes a detailed description of existing resources and conditions within and surrounding the study area, which include the following:

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

Environmental Consequences

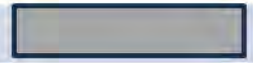
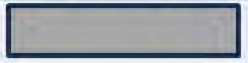
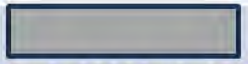
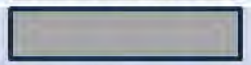
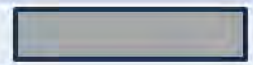
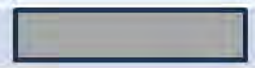
Analysis of potential effects to each resource area that may result from the proposed project.

1) **Intensity (How Much)**
   None, Negligible, Minor, Moderate, Major

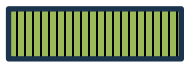
2) **Duration (How Long)**
   Short-term, Long-term, Permanent

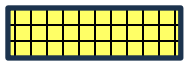
3) **Geographic Context (How Far)**
   Site-specific, Localized, Regional

Potential Effects to Resource Areas

Resource Area	Action Alternative		No Action Alternative
	During Construction	After Construction	
Land Use and Zoning			
Socioeconomic Resources			
Traffic and Transportation			
Geology, Topography, and Soils			
Biological Resources			
Water Resources			
Cultural and Tribal Resources			
Air Quality			
Noise			
Recreational Resources			
Hazardous Materials			

 No effects

 Beneficial effect

 Negligible to Minor Adverse Effect

 Moderate Adverse Effect

 Undetermined Effect

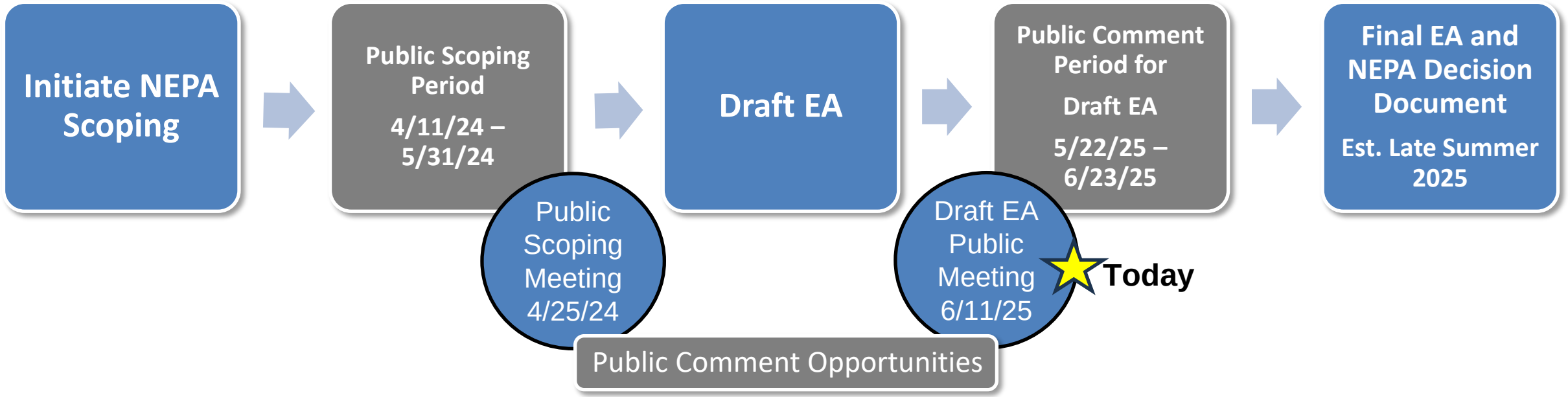
Best Management Practices and Mitigation Measures Summary

Resource Area	BMP / Mitigation Measure
Land Use and Zoning	GSA would **coordinate** with landowners and business owners to **maintain access** to their properties during and after construction. **Consult with local officials** to design the Modernized LPOE in a manner consistent with the Shoreline Zoning requirements to the maximum extent practicable.
Socioeconomic Resources	Notify property owners of intent to acquire and its appraisal obligations. **Compensation** would be offered for the private property; this amount would not be less than the fair market value established by an approved appraisal.
Transportation and Traffic	Create a **Traffic Management Plan** that would outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and temporary inspection areas. This Plan would consider the need to temporarily redirect traffic to the other two Calais LPOEs, potential impacts on the nearby access roads during construction, and any mitigation measures.
Geology, Topography, and Soils	Implement **stormwater management BMPs** to prevent or reduce soil erosion and soil pollution/contamination during and after construction. BMPs may include sediment traps; placing gravel or riprap for heavy vehicle transit; and reestablishing vegetation to minimize erosion and sedimentation. Revegetation with regionally appropriate native plant species. Existing disturbed and developed land within the study area would be used for staging construction equipment and stockpiling.
Biological Resources	Establish staging areas in previously disturbed and unvegetated areas to the extent possible. **BMPs,** such as equipment washing and proper disposal of invasive species found during construction activities, would be implemented to limit the introduction and establishment of invasive species. Construction vehicles would observe speed limits to minimize the possibility for any wildlife-vehicle collisions.
Water Resources	Implement a **Stormwater Pollution Prevention Plan (SWPPP)** for erosion prevention, sediment control, and water quality requirements in controlling stormwater runoff and pollutants during construction and post construction. Spill prevention BMPs to reduce the risk of contaminated sediments escaping the site via erosion or the risk of spilled materials may include drop cloths, proper storage of chemicals, and immediate treatment of spill areas.

Best Management Practices and Mitigation Measures Summary (Cont.)

Resource Area	BMP / Mitigation Measure
Cultural and Tribal Resources	Consultation and investigations in accordance with Section 106 will be initiated and would continue beyond publication of the Final EA. **Consultation with Maine Historic Preservation Commission (MHPC)** will define mitigation measures.
Air Quality	Utilize **best available technology** during construction to minimize/mitigate vehicle emissions, dust suppression measures.
Noise	Consider include using **low-noise construction machinery** with **sound–dampening technology** and **low–noise engines**, position noise sources farther away from sensitive areas like residences, informing nearby residents about construction plans and noise mitigation measures, and limiting construction activities to daylight hours to the maximum extent possible.
Recreational Resources	A **Traffic Management Plan** would be prepared prior to construction that would outline the anticipated timing, duration, and proposed phasing of travel lane closures, traffic detours, and temporary inspection areas.
Hazardous Materials	Develop a **Hazardous Materials Management Plan** to protect workers, a **Materials Management Plan**, use licensed contractors; implement BMPs when managing asbestos containing materials, lead-based paint, and potential spills.

Overall Project Schedule



Public Comment Session

Public Comment Consideration

- **Your Comments are Important**
  - GSA will consider all substantive public comments received during the development of the Final EA and in the selection of a Preferred Alternative.

Submitting Verbal Public Comments

- Once called, please step up to 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 3-minute time limit.
- If time allows, participants may be permitted to speak again after all commenters have had the opportunity to speak. Additional comments can also be submitted in writing.
- A recording of the meeting will be made available, and your comments will be included in the administrative record.
- Please refrain from using personally identifiable information.

THANK YOU FOR YOUR PARTICIPATION!

Other Ways to Comment

Written comments must be submitted by Monday, **June 23, 2025.**

In Person: Fill out a comment form and leave it here with us tonight or have your comment recorded by our stenographer.

Send written comments to:

U.S. General Services Administration

Attention: Kaitlyn Ganguzza, Project Manager

GSA - PBS - Design and Construction Division

2 Exchange Terrace

Providence, RI 02903

Send email comments to:

CalaisFerryPoint.LPOE@gsa.gov

Reference

“Calais Ferry Point LPOE Draft EA”

in the subject line

Draft Environmental Assessment

for the

Calais Ferry Point Land Port of Entry

Expansion and Modernization Project

Calais, Washington County, Maine

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

April 2025

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APPENDICES

Appendix A: Public Scoping Report

Appendix B: Agency Consultation

ACRONYMS AND ABBREVIATIONS

ACM	Asbestos-containing Materials
AST	Aboveground Storage Tank
ASTM	American Society of Testing and Materials
BFE	Base Flood Elevation
BMP	Best Management Practice
C-1	Commercial and Institutional Zones
CBP	U.S. Customs and Border Protection
C.F.R.	Code of Federal Regulations
CGP	Construction General Permit
CO	Carbon Monoxide
COVID-19	Coronavirus Disease 2019
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
DACF	Department of Agriculture, Conservation, and Forestry
dBA	A-weighted Decibels
E.O.	Executive Order
EA	Environmental Assessment
EFH	Essential Fish Habitat
EISA	Energy Independence and Security Act of 2007
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FIM	Fire Insurance Map
GD-1	General Development Zone
GSA	U.S. General Services Administration
HASP	Health and Safety Plan
HAT	Highest Astronomical Tide
IPaC	Information for Planning and Consultation
JMT	Johnson, Mirmiran, and Thompson, Inc.
LPOE	Land Port of Entry
LR	Limited Residential Zone
Maine DEP	Maine Department of Environmental Protection
Maine DMR	Maine Department of Marine Resources
Maine DOT	Maine Department of Transportation
MBTA	Migratory Bird Treaty Act

MDIFW	Maine Department of Inland Fisheries and Wildlife
MESA	Maine Endangered Species Act
MGS	Maine Geological Survey
MHPC	Maine Historic Preservation Commission
MMP	Material Management Plan
MSZA	Mandatory Shoreland Zoning Act
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHD	National Hydrology Dataset
NHPA	National Historic Preservation Act
NO_2	Nitrogen Dioxide
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NRPA	Natural Resources Protection Act
NTDE	National Tidal Datum Epoch
NWI	National Wetlands Inventory
OSHA	U.S. Occupational Safety and Health Administration
PAH	Polyaromatic hydrocarbon
PBS	Public Buildings Service
Phase (I or II) ESA	Phase (I or II) Environmental Site Assessment
PJD	Preliminary Jurisdictional Determination
PM10	Particulates that have aerodynamic diameters of 10 micrometers or less
PM2.5	Particulates with aerodynamic diameters of less than 2.5 micrometers
POR	Program of Requirements
POV	Privately-owned Vehicle
Project	Calais Ferry Point LPOE Expansion and Modernization Project
QR	Quick Response
RAG	Remedial Action Guidelines
REC	Recognized Environmental Condition
ROI	Region of Influence
RP	Resource Protection Zone
SF	Square feet
SSA	Sole Source Aquifer
SWPPP	Stormwater Pollution Prevention Plan

THPO	Tribal Historic Preservation Officer
TMDL	Total Maximum Daily Load
U.S.	United States
U.S.C.	U.S. Code
USACE	U.S. Army Corps of Engineers
USCB	U.S. Census Bureau
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
WCCOG	Washington County Council of Governments
WOTUS	Waters of the U.S.

EXECUTIVE SUMMARY

Introduction

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

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

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

Purpose and Need

The purpose of the Project is to expand and modernize the Existing LPOE to improve the operational efficiency, safety, and security of CBP personnel and travelers crossing between Calais, Maine, and St. Stephen, New Brunswick, Canada.

The proposed Project is needed to increase processing efficiency and capacity for all traffic types, reduce traffic queues and travel delays, minimize conflict points, add a functional secondary inspection area for passenger vehicles, allow for expansion, and introduce new safety and security technologies.

Project Alternatives

GSA is considering two alternatives, as described below.

Alternative 1 − Action Alternative

GSA would develop a Modernized LPOE to the north and south of Customs Street. The existing alignment of Customs Street would remain intact. This alternative would include the construction of a new Main LPOE Building (Main Building), a primary inspection canopy, secondary inspection facilities, staff and public parking areas, additional traffic lanes, supporting facilities, stormwater

management facilities, and snow storage areas. This alternative would occupy 1.73 +/- acres with approximately 1.57 impervious acres. Alternative 1 would require the acquisition of three parcels, one improved with a vacant commercial building, and a portion of Main Street. The Existing LPOE Building would be renovated, while the existing garage would be demolished. Earthwork would occur in the study area, including excavation, grading, and cut and fill operations. Supporting facilities would be constructed, including employee and visitor pedestrian paths, snow storage locations, stormwater management areas, return routes, employee and public parking spaces, and utility connections.

Alternative 2 − No Action Alternative

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

Public Scoping

GSA held the first scoping meeting on June 13, 2023, with an associated comment period of May 25 to July 13, 2023. Following the June 2023 scoping meeting, GSA expanded the study area due to updates in the design concepts and conducted supplemental resource investigations. GSA held a second scoping meeting to present the expanded study area on April 25, 2024, with an associated comment period of April 11 to May 31, 2024.

Both meetings were held at the Wabanaki Culture Center. The first meeting was held in an open house format with no formal presentation. Posters displaying project information were available in English and French to facilitate the discussion between GSA and the public. A French interpreter was present for the first meeting. The second meeting included a formal presentation by staff from GSA and Johnson, Mirmiran, and Thompson, Inc. (JMT), GSA's NEPA Contractor, which covered the changes to the study area and an overview of the NEPA process. Informational display boards were also displayed. At both meetings, GSA provided an informational handout that summarized the Project background, NEPA process, and how to submit comments. Pre−addressed comment forms were available for attendees who wished to provide written comments. The meeting handout also included a quick response (QR) code with a direct link to an online comment form (also available in French). Attendees who signed in would receive additional project email updates.

GSA received 18 comments during the June 2023 scoping period and 8 comments during the April 2024 scoping period on subjects including: requests for information, traffic and transportation, recreation, socioeconomics/business concerns/tourism, wildlife/wildlife habitat, sustainability, water quality, historic/cultural resources, hazardous materials, and facility design/aesthetics.

Environmental Consequences

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

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

Resource	Alternative 1 − Action Alternative	Alternative 2 − No Action Alternative	Mitigation Measures and BMP
Land Use and Zoning	Alternative 1 would acquire 0.55+/- acre, consisting of commercial properties and a small portion of Main Street. During construction, there would be **direct, short-term, minor, localized,** and **adverse** effects on land use because of temporary road and pedestrian detours and temporary, intermittent closures of the LPOE during construction. After construction the acquired commercial properties would change from commercial land use to government land use, which would be considered institutional use. As a result, the Modernized LPOE would be consistent with Commercial and Institutional zoning and would have **no effect** on zoning and land use.	**No effect** to land use.	GSA would coordinate with landowners and business owners to maintain access to their properties during and after construction. Consistent with 40 C.F.R. § 3312, GSA would consult with local officials to design the Modernized LPOE in a manner consistent with the Shoreline Zoning requirements to the maximum extent practicable, without compromising security of the LPOE or CBP mission requirements.
Socioeconomic Resources	During construction there would be **direct, indirect, short-term, minor, regional,** and **beneficial** effects on the local economy because additional workforce during construction would benefit spending on goods, services, and housing in the local community. After construction, there would be **direct, long-term, minor, site-specific,** and **adverse** effects to private property owners whose properties would be acquired for construction of the Modernized LPOE. There would also be **direct, long-term, minor, localized and regional,** and **adverse** effects to socioeconomics due to the loss of real estate tax revenue from the replacement of private property with federal property.	**No effect** to socioeconomics.	GSA would notify the property owner of its intent to acquire and its appraisal obligations. GSA would determine the amount of just compensation to be offered for the private property; this amount would not be less than the fair market value established by an approved appraisal.
Traffic and Transportation	During construction there would be **direct, short-term, minor, localized,** and **adverse** effects due to detours and traffic delays. After construction, i.e. during operation, **direct, long-term, minor, localized** and **regional**, and **beneficial** effects to traffic would occur under Alternative 1 since the Modernized LPOE improvements would increase processing efficiency and capacity for all traffic types, reduce traffic queues, and minimize conflict points.	**No effect** to traffic and transportation.	GSA, in coordination with Maine Department of Transportation (Maine DOT), would create a traffic management plan that would outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and temporary inspection areas. This plan would consider the need to temporarily redirect traffic to the other two Calais LPOEs, potential impacts on the nearby access roads during construction, and any mitigation measures.
Geology, Topography, and Soils	<u>Geology</u> Due to the shallow depth to bedrock in portions of the study area, which may be as close as 12 inches below ground surface in some areas, rock excavation would be needed in some areas during construction grading activities. During construction there would be **direct, permanent, moderate, localized,** and **adverse** effects due to grading and drilling for geothermal. After construction, there would be **no effect** to the geology of the area as no blasting or drilling would be required during operation of the Modernized LPOE. There would be **no effect** on geological hazards because the study area is not on active faults and is not documented as susceptible to landslides. <u>Topography</u> During construction, grading would be conducted so that import/export of fill soils would be minimized. As a result of permanent grading, the effect on topography would be **direct, permanent, minor, site-specific, and adverse.**	**No effect** to geology, topography, and soils.	Stormwater management BMPs would be implemented to prevent or reduce soil erosion and soil pollution/contamination during and after construction. BMPs that GSA would consider include installing silt fencing and sediment traps; placing gravel or riprap for heavy vehicle transit; and reestablishing vegetation to minimize erosion and sedimentation. Revegetation with regionally appropriate native plant species of areas around the buildings, parking lots, and other infrastructure where soils remain exposed after construction would also minimize impacts over a longer term. To the extent practicable, existing disturbed and developed land within the study area would be used for staging construction equipment and stockpiling.

Resource	Alternative 1 – Action Alternative	Alternative 2 – No Action Alternative	Mitigation Measures and BMP
Geology, Topography, and Soils (Cont.)	After construction, there would be **no effect** on topography as no additional grading would be required during operation of the Modernized LPOE. Soils Construction activities may expose soils within the study area to wind, erosion, and sedimentation resulting in **direct, indirect, long-term, negligible, site-specific,** and **adverse** impacts. After construction, there would be **no effect** to soils as no additional grading or excavation would be required during operation of the Modernized LPOE.	**No effect** to geology, topography, and soils.	Stormwater management BMPs would be implemented to prevent or reduce soil erosion and soil pollution/contamination during and after construction. BMPs that GSA would consider include installing silt fencing and sediment traps; placing gravel or riprap for heavy vehicle transit; and reestablishing vegetation to minimize erosion and sedimentation. Revegetation with regionally appropriate native plant species of areas around the buildings, parking lots, and other infrastructure where soils remain exposed after construction would also minimize impacts over a longer term. To the extent practicable, existing disturbed and developed land within the study area would be used for staging construction equipment and stockpiling.
Biological Resources	Vegetation Under Alternative 1, approximately 0.16 acres of maintained/disturbed vegetation would be cleared for the Modernized LPOE. No clearing would be proposed along the St. Croix River. Due to the disturbed nature of the existing vegetation, and therefore low quality to wildlife Alternative 1 would have **direct, long-term, negligible, site specific,** and **adverse** effects on vegetation. After construction, there would be **no effect** to vegetation as no additional clearing would be required during. Wildlife Adherence to the BMPs required by the permit would minimize potential contaminants or sediment entering the river; therefore, construction activities would result in **direct, indirect, short-term, negligible, localized,** and **adverse** effects to tidal waterfowl and wading bird habitat, EFH, and fishes within the river as well as other wildlife. Alternative 1 would not alter existing wildlife movement patterns or result in substantial fragmentation of habitat since the existing study area is already developed. As a result, after construction, there would be **no effect** on wildlife. Federally Protected Threatened and Endangered Species and Special Status Species Construction of the Modernized LPOE under Alternative 1 would have no effect on federally listed plant or animal, proposed, or candidate species or any federally designated critical habitat. No USFWS federally protected threatened or endangered species are known to occur in or immediately adjacent to the study area nor is there suitable habitat or federally designated critical habitat in the study area. No in-water work would be proposed within the St. Croix River as a part of the Project; therefore, impacts to sturgeon protected by NOAA are not anticipated. Construction activities could temporarily displace migratory birds, but the disturbance would not increase migratory bird energy expenditure or resource competition outside of the range of natural variation and any temporary disturbances to migratory bird activities would end	**No effect** to biological resources.	Staging areas would be established in previously disturbed and unvegetated areas to the extent possible. BMPs, such as equipment washing and proper disposal of invasive species found during construction activities, would be implemented to prevent the introduction and establishment of invasive species. Construction vehicles would observe speed limits to minimize the possibility for any wildlife-vehicle collisions. Staging and stockpile areas would be located within or immediately adjacent to the construction footprint to reduce the area of disturbance.

Resource	Alternative 1 – Action Alternative	Alternative 2 – No Action Alternative	Mitigation Measures and BMP
Biological Resources (Cont.)	following construction. Therefore, Alternative 1 would have **direct, short-term, negligible, localized,** and **adverse** effects on migratory birds during construction of the Modernized LPOE. After construction, no large-scale increases in border crossings are expected. Noise from traffic passing through the LPOE would be consistent with current levels. Tree clearing is not anticipated under Alternative 1. As a result, the Action Alternative would have **no effect** on migratory birds.	**No effect** to biological resources.	Staging areas would be established in previously disturbed and unvegetated areas to the extent possible. BMPs, such as equipment washing and proper disposal of invasive species found during construction activities, would be implemented to prevent the introduction and establishment of invasive species. Construction vehicles would observe speed limits to minimize the possibility for any wildlife-vehicle collisions. Staging and stockpile areas would be located within or immediately adjacent to the construction footprint to reduce the area of disturbance.
Water Resources	<u>Waters of the U.S. (WOTUS)</u> Short-term impacts from stormwater runoff into the St. Croix River could occur during construction activities. BMPs, including erosion and sediment control, would be implemented. No work would take place directly in or over the WOTUS. The Modernized LPOE would result in **direct, short-term, negligible, localized,** and **adverse** effects to WOTUS. After construction, there would be **direct, short-term, negligible, localized,** and **adverse** effects to the WOTUS during the operation of the Modernized LPOE. <u>Floodplains</u> The construction of the Modernized LPOE would not change the elevation of the study area within the 1-percent annual chance floodplain and therefore would not increase the base flood elevation. As a result, construction of the Modernized LPOE would have **no effect** on the 1-percent annual chance floodplain and/or 0.2-percent annual chance floodplain. <u>Stormwater Management</u> Through the implementation of the Stormwater Pollution Prevention Plan (SWPPP), the effects of construction on stormwater runoff would be minor because the risk of escape of sediments or other pollutants from the site would be minimal. The Action Alternative would have **direct, short-term, negligible, localized,** and **adverse** effects to stormwater management during construction-related activities. Under Alternative 1, the Modernized LPOE would have 1.57 impervious acres, an increase of 0.52 acres. After construction there would be **direct, long-term, negligible, localized,** and **adverse** effects to stormwater management because of the increased impervious area. <u>Groundwater</u> During construction in Alternative 1, earthwork and geothermal drilling would occur to prepare the site for the Modernized LPOE. Contaminants (such as hazardous materials like fuel, paint, and other chemicals) may percolate into the groundwater from storm events and adversely affect groundwater quality in the short term, resulting in **direct, indirect, short-term, negligible, localized,** and **adverse** effects to groundwater.	**No effect** to water resources	The SWPPP would include erosion prevention, sediment control, and water quality requirements in controlling stormwater runoff and pollutants during construction and post construction. Spill prevention BMPs would be implemented to reduce the risk of contaminated sediments escaping the site via erosion or the risk of spilled materials (e.g., diesel fuels or oils) escaping the site via stormwater runoff during the construction phase. Drop cloths, proper storage of chemicals, and immediate treatment of spill areas with absorbents and soil removal are examples of BMPs that GSA would consider to mitigate the risk of spills. Geothermal well drillers would not use materials or procedures which may adversely affect public health, the drill site, and groundwater. All drilling fluids and contaminated drill cuttings, samples, or liquids would be disposed of properly. All drilling equipment which may have become contaminated during a drilling operation would be thoroughly cleaned and decontaminated before reuse. The well would be sited such that there is no migration of contaminants into uncontaminated zones. Stormwater design would also be pursuant to the requirements of the Maine DEP Stormwater Management Standards, Chapter 500, related to water quality treatment; the Project's stormwater design would incorporate appropriate BMPs in conformance with Section 4.C.(3) and corresponding Appendices of Chapter 500. GSA would implement appropriate BMPs to minimize adverse effects to groundwater similar to the measures described above in the stormwater section. GSA would coordinate with local officials to design the Modernized LPOE in a manner consistent with the Calais Shoreline Zoning requirements to the maximum extent practicable.

Resource	Alternative 1 – Action Alternative	Alternative 2 – No Action Alternative	Mitigation Measures and BMP
Water Resources (Cont.)	After construction, the long-term effects of Alternative 1 would result in small reductions of ground recharge from the addition of approximately 0.52 acres of impervious surfaces to the study area. As a result, Alternative 1 would result in **direct, indirect, long-term, negligible, localized,** and **adverse** effects to groundwater. <u>Coastal Zone</u> GSA will coordinate with Maine Department of Marine Resources (DMR) for a federal consistency review under Maine's Coastal Zone Management Act (CZMA). The effect to coastal zone during construction is **undetermined** until coordination with Maine DMR is complete. After construction, the Modernized LPOE would have **direct, long-term, minor, site-specific,** and **beneficial** effects on the coastal zone as a result of the implementation of resiliency measures.		The SWPPP would include erosion prevention, sediment control, and water quality requirements in controlling stormwater runoff and pollutants during construction and post construction. Spill prevention BMPs would be implemented to reduce the risk of contaminated sediments escaping the site via erosion or the risk of spilled materials (e.g., diesel fuels or oils) escaping the site via stormwater runoff during the construction phase. Drop cloths, proper storage of chemicals, and immediate treatment of spill areas with absorbents and soil removal are examples of BMPs that GSA would consider to mitigate the risk of spills. Geothermal well drillers would not use materials or procedures which may adversely affect public health, the drill site, and groundwater. All drilling fluids and contaminated drill cuttings, samples, or liquids would be disposed of properly. All drilling equipment which may have become contaminated during a drilling operation would be thoroughly cleaned and decontaminated before reuse. The well would be sited such that there is no migration of contaminants into uncontaminated zones. Stormwater design would also be pursuant to the requirements of the Maine DEP Stormwater Management Standards, Chapter 500, related to water quality treatment; the Project's stormwater design would incorporate appropriate BMPs in conformance with Section 4.C.(3) and corresponding Appendices of Chapter 500. GSA would implement appropriate BMPs to minimize adverse effects to groundwater similar to the measures described above in the stormwater section. GSA would coordinate with local officials to design the Modernized LPOE in a manner consistent with the Calais Shoreline Zoning requirements to the maximum extent practicable.
Cultural and Tribal Resources	<u>Architectural Resources</u> The study area contains the Calais Ferry Point LPOE parcel, which is listed in the National Register of Historic Places (NRHP). The listing contains two contributing resources – the Existing LPOE Building as the primary resource and the garage structure as an auxiliary resource. The NRHP-listed Existing LPOE Building would be renovated and the new facilities would be added to the west of the structure. The garage would be demolished. A private commercial structure, located at 14 Customs Street, is planned for demolition. The building has not been evaluated for NRHP eligibility. Section 106 consultation with the Maine Historic Preservation Commission (MHPC) has not been initiated. GSA will coordinate with MHPC on an effects determination. Currently, the effect to the NRHP-listed resources is **undetermined**.	No effect to Cultural and Tribal Resources.	Cultural resource investigations and consultation in accordance with Section 106 will be initiated and would continue beyond publication of the Final EA. Consultation with MHPC will define mitigation measures.

Resource	Alternative 1 – Action Alternative	Alternative 2 – No Action Alternative	Mitigation Measures and BMP
Cultural and Tribal Resources (Cont.)	Archaeological Resources The MHPC, in a February 2024 letter, determined that no further archaeological investigations are required for the Project (**Appendix B**). During and after construction of Alternative 1 there would be **no effect** to archaeological resources due to prior disturbance of the site. Tribal Resources No federally recognized Tribes or Nations use the study area for cultural activities, nor do they own properties within the study area that would be impacted by the Project. Therefore, there would be **no effect** to Tribes or Nations after construction of the Modernized LPOE.		
Air Quality	During construction of Alternative 1, operation of construction vehicles and construction associated traffic delays would result in temporary increases in emissions of criteria pollutants due to the exhaust emissions associated with construction vehicles and equipment, idling of vehicles passing through the Existing LPOE during construction delays, release of fugitive dust from construction, and disturbance of excavated soils. Mitigation measures would reduce emissions, but there would still be a net increase of emissions during site preparation, demolition, and construction activities. The Action Alternative would result in **direct, short-term, minor, site-specific,** and **adverse** effects on air quality. After construction, there would be **direct, long-term, minor, regional,** and **beneficial** effects because vehicle processing time would be decreased, resulting in reduced emissions and the Modernized LPOE would incorporate a sustainable design, resulting in increased energy efficiency and reduced emissions.	**No effect** to Air Quality.	GSA would require contractors to use the best available technology regarding construction equipment, to the extent possible, to minimize and/or mitigate vehicle emissions. Dust suppression would be used onsite to control particulates.
Noise	During construction there would be **direct, short-term, minor, site-specific,** and **adverse** effects to noise due to construction activity and equipment use. After construction, the Modernized LPOE would have similar operations and is not expected to produce increased noise compared to the Existing LPOE. Therefore, there would be **no effect** to noise.	**No effect** to Noise.	The Modernized LPOE would comply with U.S. Occupational Safety and Health Administration (OSHA) noise exposure levels during operation. Each alternative would be compliant with the Noise Control Act of 1972, and the Quiet Communities Act of 1978. Mitigation measures that GSA would consider include using low-noise construction machinery with sound-dampening technology and low-noise engines, position noise sources farther away from sensitive areas like residences, informing nearby residents about construction plans and noise mitigation measures, and limiting construction activities to daylight hours to the maximum extent possible.
Recreational Resources	During construction there may be temporary, intermittent, closures at the border that would likely occur for short periods of time, which could interfere with pedestrians and cyclists crossing the border. This would only last the duration of the Project. The construction phase would result in **direct, short-term, minor, site-specific,** and **adverse** effects on pedestrians and cyclists accessing recreational resources accessing the border.	**No effect** to Recreation resources.	A traffic management plan would be prepared prior to construction that would outline the anticipated timing, duration, and proposed phasing of travel lane closures, traffic detours, and temporary inspection areas.

Resource	Alternative 1 – Action Alternative	Alternative 2 – No Action Alternative	Mitigation Measures and BMP
Recreational Resources (Cont.)	After construction there would be **direct, long-term, minor, site specific**, and **beneficial** effects on pedestrians and cyclists as modernization of the border crossing would increase efficiency and safety with pedestrian processing facilities separated from vehicular processing facilities.		
Hazardous Materials	During construction, there would be **direct, short-term, minor, site-specific,** and **adverse** effects from accidental spills of hazardous materials, such as from construction vehicles or during the removal of existing fuel and other storage tanks. Given proper coordination with the appropriate state and federal regulation for cleanup and remediation activities during construction, the Action Alternative would result in **direct, long-term, minor, site-specific** and **localized,** and **beneficial** effects from the clean-up and remediation of hazardous materials. At this time, the Project is not expected to impact the traffic volume, and therefore the number of vehicles passing through the Modernized LPOE carrying hazardous materials is not expected to increase. The potential for any spills or release of hazardous materials during normal operations would be minimal. Overall, LPOE operations would result in **direct, long-term, negligible, site-specific,** and **adverse** effects.	**No effect** to Hazardous Materials.	GSA would complete a site-specific health and safety plan (HASP) ahead of any ground intrusive work on any/all parcels comprising the study area. The site-specific HASP would consider protections for workers from surface and subsurface contaminants identified during the Phase II Environmental Site Assessment. A Material Management Plan (MMP) would be developed to offer guidance on handling, storage, on-site re-use, or off-site disposal of soil and groundwater encountered during redevelopment activities planned for the study area. The MMP would be prepared in accordance with applicable federal, state, and local regulations. Construction and demolition waste would be removed frequently to minimize contaminant runoff from standing waste. Removal and disposal of fuel and other storage tanks would be conducted using licensed contractors and all proper closure procedures. BMPs for managing ACM during demolition may include adequately wetting all regulated ACMs, sealing the material in leak tight containers, and disposing of the ACMs as expediently as practicable. Lead-safe practices would be employed during demolition. CBP staff would continue to utilize existing inspection and safety procedures that are currently in place. BMPs would be in place to minimize the chance of a spill occurring, and any potential spill or leak would be addressed in accordance with applicable laws and regulations as soon as it is noticed.

1.0 INTRODUCTION

The United States (U.S.) General Services Administration (GSA) has prepared this Draft Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts resulting from the proposed expansion and modernization of the Calais Ferry Point Land Port of Entry (LPOE) (the Project). The Calais Ferry Point LPOE is located at 3 Customs Street in Calais, Maine, and facilitates inspections for privately-owned vehicles (POVs), non-motorized traffic (e.g., bicycles), and pedestrians.

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

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

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

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

1.1 Purpose and Need for the Project

Purpose of the Project

The purpose of the Project is to expand and modernize the Calais Ferry Point LPOE to improve the operational efficiency, safety, and security of U.S Customs and Border Protection (CBP) personnel and travelers crossing between Calais, Maine, and St. Stephen, New Brunswick, Canada. GSA is supporting CBP's mission by providing a facility that meets the CBP LPOE Design Standard.

Need for the Project

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

- has outdated facilities and technologies and cannot accommodate modern inspection and border security technologies;
- has poor pedestrian infrastructure;
- does not allow for separation between traffic types (vehicle and pedestrian);
- lacks capacity for inspections of different traffic types (POVs, non-motorized, and pedestrian);
- has undersized and outdated mechanical, electrical, and plumbing systems;
- does not meet minimum space requirements for CBP and GSA operations as specified in the Program of Requirements (POR);
- has spatial constraints with limited interior space for offices and processing and limited opportunity for expansion within its current footprint; and
- lacks outbound inspection booths or canopies.

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

The proposed Project is needed to increase processing efficiency and capacity for all traffic types, reduce traffic queues and travel delays, minimize conflict points (paths where two more vehicles could potentially collide), add a functional secondary inspection area for passenger vehicles, allow for expansion, and introduce new safety and security technologies.

1.2 Background and Overview

GSA assists federal agency customers with their current and future workplace needs based on their specific mission requirements. The Calais Ferry Point LPOE is owned by GSA and operated by CBP personnel. As part of a nationwide effort, GSA and CBP conducted programmatic feasibility studies for LPOEs, and noted their operational deficiencies, based on the most recent

LPOE Design Standard. These programmatic feasibility studies proposed alternatives to modernize each LPOE, correct deficiencies, and bring the facilities up to current standards. A feasibility study for the Calais Ferry Point LPOE (Feasibility Study) was completed in 2018 to assess the existing Calais Ferry Point LPOE facilities based on CBP's 2014 LPOE Design Standard (Parsons, 2018).

1.3 Study Area and Existing Facilities

The Calais Ferry Point LPOE is located in the City of Calais, Washington County, on Maine's eastern border with Canada. The LPOE is 180 miles northeast of Portland, 75 miles northeast of Bangor, and 60 miles west of St. John, New Brunswick, Canada. Calais is sited along the St. Croix River, the boundary between the U.S. and Canada in this part of Maine (**Figure 1−1**).

The Calais Ferry Point LPOE is open 24 hours a day, seven days a week, and processes POV, non-motorized, and pedestrian traffic. Commercial traffic is processed at the Calais International Avenue LPOE, which is also open 24 hours a day, seven days a week, and is located just over two miles south of the Calais Ferry Point LPOE. A third LPOE, Milltown, is located in Calais approximately 1.5 miles south of the Calais Ferry Point LPOE, and processes non-commercial traffic. Milltown operates from 8:00am to 4:00pm and is a permit port for commercial traffic and does not process recreational vehicles or trailers.

The Calais Ferry Point LPOE consists of the Existing LPOE Building, detached existing garage, a separate government-owned vehicle garage building, and surface parking areas. The LPOE is situated on 1.18 acres bisected by Customs Street, with the Existing LPOE Building located on the northwest corner of Customs and Main Street (U.S. Highway 1).

The Existing LPOE Building was built in 1935, and the detached existing garage was built in 1936; both buildings are listed in the National Register of Historic Places (NRHP; Information System ID# 14000559).

Adjacent properties include a sanitary sewer pump station to the east, and two gas stations and a customs brokerage to the south. The Project's study area encompasses approximately 3.8 acres, which is the maximum amount of land area needed to build the Action Alternative. See **Figure 1−2** and **Figure 1−3** below for aerial views of the study area and vicinity.

POVs enter through two primary lanes from the one lane of traffic on the bridge. Primary inspections are performed in two booths under the canopy located to the south of the inbound driving lane. Once primary inspections are complete, the vehicles are either released to the U.S. or sent to secondary inspections performed on the paved area south of the canopy. Vehicles that are released to the U.S. proceed south on Main Street into Calais. Vehicles denied entry are returned to Canada by the northbound lane of Main Street. Outbound inspections (when performed) are conducted in the northbound lane of Main Street. There are no outbound inspections booths or canopies.


GSA
CALAIS FERRY POINT LAND PORT OF ENTRY
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Edmundston
Quebec
New Brunswick
Fredericton
Montreal
Saint John
Maine
Bangor
Montpelier
Augusta
Yarmouth
Portland
New Hampshire
Concord
Albany
Boston
Valley Road
Highway 1
Bay Roa
St Stephen Municipal Airport
Old Bay Rd
King St
Queen St W
Union St
St. Stephen
Calais Ferry Point LPOE
Four Corners
Boundary St
Calais
St. Croix River
Main St
U.S. Route 1
Crocker Hill
North St
South St
Union St
Todds Mountain
Pleasant St
Milltown LPOE
River Rd
CANADA
UNITED STATES
Donald Rd
Burnt Hill
St Stephen Dr
Baring St
Calais International Avenue LPOE
Saint Croix Junction
JMT
N
Source: (ESRI, 2024)
FIGURE 1-1: PROJECT LOCATION
0
0.5
1
Miles
City of Calais, ME

FIGURE 1-2: STUDY AREA AND VICINITY

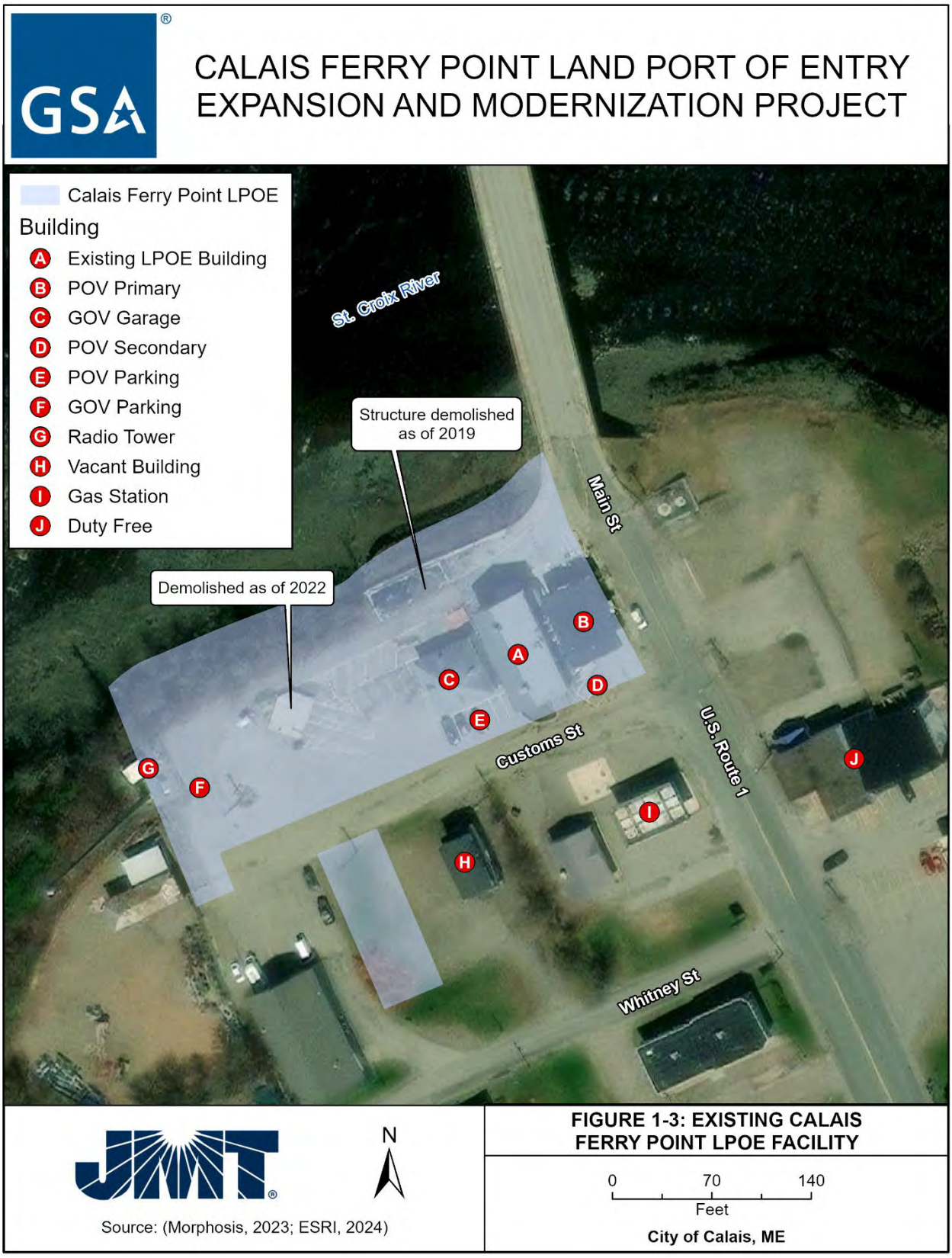

FIGURE 1-3: EXISTING CALAIS FERRY POINT LPOE FACILITY

The Existing LPOE Building is a two-story, with a basement, rectangular Colonial Revival style building with English bond brick construction. The first floor has CBP offices, a break room, secondary immigration inspection and customs processing, and pedestrian processing with a public counter and waiting areas. The second floor has office space, staff restrooms, a lactation room, and a conference room. On the east side of the building, an attached canopy covers the two inspection booths. The existing garage is a one-story square building with hip roof (roof where all sides slope downward to the walls) that has three staff parking bays, a generator bay, and public restrooms. The garage building also houses the Trusted Traveler program office for NEXUS, a program that allows expedited processing for pre-screened travelers when entering the U.S. and Canada. See **Photographs 1** and **2** of the Existing LPOE Building and existing garage.

Electrical service is provided by the Eastern Maine Electrical Cooperative; there is no natural gas. Water is provided by the City of Calais water distribution system. The existing garage and Existing LPOE Building do not have fire protection systems. A diesel tank provides fuel for the emergency generator. The existing sanitary sewer system consists of an underground gravity system that discharges to a sewage lift station located on the north side of the Existing LPOE Building. The lift station discharges to the City of Calais pump station located on the east side of Main Street near the southeast end of the bridge.

Photograph 1: Front View of Existing LPOE Building and Inspection Areas Looking West (JMT, 2023a)

Photograph 2: Side View of the Historic Garage Building Looking Southeast (JMT, 2023a)

1.4 Scoping Overview

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

1.4.1 Scoping Meetings

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

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

GSA held the first public meeting on June 13, 2023, with an associated comment period of May 25 to July 13, 2023. Following the June 2023 scoping meeting, GSA expanded the study area due to updates in the design concepts and conducted supplemental resource investigations. GSA held a second scoping meeting to present the expanded study area on April 25, 2024, with an associated comment period of April 11 to May 31, 2024.

Both meetings were held at the Wabanaki Culture Center. The first meeting was held in an open house format with no formal presentation. Posters displaying project information were available in English and French to facilitate the discussion between GSA and the public. A French interpreter was present for the first meeting. The second meeting included a formal presentation by staff from GSA and Johnson, Mirmiran, and Thompson, Inc. (JMT), GSA's NEPA Contractor, which covered the changes to the study area and an overview of the NEPA process. Informational display boards were also displayed. At both meetings, GSA provided an informational handout that summarized the Project background, NEPA process, and how to submit comments. Pre−addressed comment forms were available for attendees who wished to provide written comments. The meeting handout also included a quick response (QR) code with a direct link to an online comment form (also available in French). Attendees who signed in would receive additional project email updates.

1.4.2 Scoping Comments

GSA received 18 comments during the June 2023 scoping period (**Table 1−1**) and 8 comments during the April 2024 scoping period (**Table 1−2**). Both tables show the distribution of comments by subject and commenter type.

The Passamaquoddy Tribe's Tribal Historic Preservation Officer (THPO) was present during the June 2023 scoping meeting. The Passamaquoddy Tribe commented during the meeting, requesting early maps of the plans, and noting that the site may have underground fuel tanks on the parcel. Members of the Passamaquoddy Tribe hunt and fish along the St. Croix River for sustenance and cultural traditions (Passamaquoddy Recognition Group Inc., 2023). During the initial public scoping meeting, the Canada Border Services Agency asked how the Modernized LPOE would impact the Peskotomuhkati Nation, who are related to the Passamaquoddy Tribe, and other First Peoples along the river.

Table 1−1: Formal Scoping Comments by Commenter Type and Subject for the June 2023 Scoping Period

Subject	Agency Comments	Public Comments	Total Comments
Requests for Information	3	2	5
Traffic and Transportation	1	3	4
Recreation	0	1	1
Socioeconomics / Business Concerns / Tourism	0	2	2
Wildlife / Wildlife Habitat	1	0	1
Sustainability	1	1	2
Water Quality	0	1	1
Historic / Cultural Resources	1	0	1
Hazardous Materials	1	0	1
Total:	**8**	**10**	**18**

Table 1−2: Formal Scoping Comments by Commenter Type and Subject for the April 2024 Scoping Period

Subject	Agency Comments	Public Comments	Total Comments
Traffic and Transportation	0	3	3
Facility Design and Aesthetics	0	1	1
Recreation	0	1	1
Socioeconomics / Business Concerns/Tourism	0	1	1
Sustainability	1	0	1
Historic / Cultural Resources	0	1	1
Total:	**1**	**7**	**8**

1.5 Relevant Environmental Laws and Regulations

1.5.1 National Environmental Policy Act

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

NEPA also requires federal agencies to prepare a detailed statement on (1) the environmental impact of a proposed action; (2) any adverse effects that cannot be avoided; (3) alternatives to the proposed action; (4) the relationship between local short-term uses of man’s environment and the maintenance and enhancement of long-term productivity; and (5) any irreversible and irretrievable commitments of resources that would be involved in the proposed action (42 U.S.C. 4332(2)(C)).

Federal agencies are required to provide meaningful opportunities for the public to comment on proposed actions. Opportunities for the public to comment begin during scoping and are carried out through a public review of the Draft EA.

1.5.2 Section 106 of the National Historic Preservation Act

The NHPA (54 U.S.C. 300101 et seq.) directs federal agencies to protect historic properties and avoid, minimize, or mitigate potential adverse effects that may occur from a proposed action. The process by which an agency assesses the effects of a proposed action is referred to as the Section 106 process and is detailed in 36 C.F.R. 800.

Historic properties are those that are listed in, or eligible for listing in, the NRHP. The NRHP is maintained by the National Park Service and includes buildings, sites, districts, structures, or

objects that have historic significance in American history, architecture, archaeology, engineering, or culture at the local, state, or national level. Generally, properties must be at least 50 years old to qualify for listing in the NRHP, unless of exceptional significance.

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

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

1.5.3 Section 7 of the Endangered Species Act

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

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

1.5.4 Relevant Laws and Regulations and Design Standards

Table 1−3 below provides a list of relevant laws and regulations that GSA must comply with as part of the project planning and NEPA process.

Table 1−3: Potentially Applicable Laws and Regulations

Statutes
National Environmental Policy Act of 1970 (42 U.S.C. § 4321 et seq.)
Clean Air Act of 1970 as amended (42 U.S.C. § 7401, et seq.)
Clean Water Act of 1977 as amended (33 U.S.C. § 1251, et seq.)
Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. § 9601, et seq.)
Archaeological Resources Protection Act of 1979 (16 U.S.C. § 470aa−mm)
Energy Independence and Security Act (42 U.S.C. § 17001, et seq.)
National Energy Conservation Policy Act (42 U.S.C. §82312, et seq.)
Resource Conservation and Recovery Act of 1976 (42 U.S.C. § 6901, et seq.)
Endangered Species Act of 1973 (16 U.S.C. § 1531−1544)
National Historic Preservation Act of 1966 (54 U.S.C. § 300101 et seq.) (89 Public Law 665 (1966)
Federal Uniform Relocation and Real Estate Acquisition Policies Act of 1970 as amended (42 U.S.C. 4601−4655)
Americans with Disabilities Act of 1970 (42 U.S.C. § 12101)
Coastal Zone Management Act of 1972 (16 U.S.C. § 1451, et seq.)
Noise Control Act of 1972, 42 U.S.C. § 4901 et seq.
Regulations
Protection of Archaeological Resources: Uniform Regulations (32 C.F.R. 229)
U.S. Army Corps of Engineers Regulations (33 C.F.R. 320-330)
Protection of Historic Properties (36 C.F.R. 800)
Hazardous Substance Regulations (40 C.F.R. 300−399)
Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 Federal Register 44716, Thursday, September 29, 1983)
Executive Orders
Executive Order 11593−Protection and Enhancement of the Cultural Environment
Executive Order 11988−Floodplain Management
Executive Order 11990−Protection of Wetlands
Executive Order 13589−Promoting Efficient Spending
Executive Order 14154 – Unleashing American Energy
Maine Administrative Code
Stormwater Management C.M.R. 06, 096, ch. 500
Erosion and Sediment Control C.M.R. 06, 096, ch. 500, app 096−500−A
Wetlands and Water Bodies Protection C.M.R. 06, 096, ch. 310
Natural Resources Protection Act C.M.R. 06, 096, ch. 305
Mandatory Shoreland Zoning Act C.M.R. 06, 096, ch. 1000

Table 1−4 provides a list of relevant design standards.

Table 1−4: Relevant Design Standards

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

2.0 ALTERNATIVES

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

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

2.1 Alternatives Considered

2.1.1 Alternative 1 − Action Alternative

GSA would develop a Modernized LPOE to the north and south of Customs Street (**Figure 2−1**). The existing alignment of Customs Street would remain intact. This alternative would include the construction of a new Main LPOE Building (Main Building), a primary inspection canopy, secondary inspection facilities, staff and public parking areas, additional traffic lanes, supporting facilities, stormwater management facilities, and snow storage areas. The newly constructed Main Building would be located to the north of Customs Street. A new operations and maintenance garage for GSA as well as CBP and GSA staff parking would be constructed to the south of Customs Street. All new construction would include resilient design features and Americans with Disabilities Act accessibility considerations. GSA is also considering geothermal energy as a renewable energy source for the Modernized LPOE.

Inbound traffic from the international bridge would enter the LPOE through one of three POV lanes along Main Street. Vehicles would be processed and inspected as appropriate under the primary canopy. Traffic would then continue south along Main Street into the U.S. or be diverted to a soft secondary inspection canopy accessed by Customs Street. Outbound traffic travels north along Main Street through the primary canopy. The primary canopy would cover outbound traffic lanes and an outbound inspection booth.

The Main Building would be added to the west side of the historic building and connected via a new two-story link with first and second floors and a basement. The Existing LPOE Building would be renovated and upgraded with life safety, security, and accessibility features. The historic, existing garage would be demolished to allow space for the Main Building.

CALAIS FERRY POINT LAND PORT OF ENTRY EXPANSION AND MODERNIZATION PROJECT

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

N

Source: (ESRI, 2024; Morphosis, 2024)

FIGURE 2-1: ACTION ALTERNATIVE

0 100 200
Feet

City of Calais, ME

GSA anticipates that construction would start in 2026 and end in 2029. The LPOE would remain open and operational throughout construction. However, the LPOE may be closed in the evening hours during winter to accommodate the construction schedule. Additional temporary, intermittent closures of the LPOE may be necessary during construction for work such as utility hookups or traffic diversion. During temporary closures, traffic would be re-routed to the Milltown or International Avenue LPOEs (see Section 3.5 − Traffic and Transportation).

This alternative would occupy 1.73 +/- acres with approximately 1.57 impervious acres.

Land Acquisition

Alternative 1 would require the acquisition of three parcels, one improved with a vacant commercial building, and a portion of Main Street. **Table 2−1** and **Figure 2−2** show the approximate land acquisition area required for the Project, listed by tax parcel number.

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

Parcel Number	Approximate Property Acquisition (acres)
1-23	0.13
1-28	0.14
1-29	0.07
Main Street	0.21
Total Property Acquisition for LPOE area	0.55
Total LPOE Area*	**1.73**

* includes 1.18 acres of existing government-owned property

2.1.2 Alternative 2 − No Action Alternative

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

CALAIS FERRY POINT LAND PORT OF ENTRY EXPANSION AND MODERNIZATION PROJECT

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

Source: (ESRI, 2024; Morphosis, 2024)

N

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

0 100 200
Feet

City of Calais, ME

2.2 Alternatives Considered and Dismissed from Detailed Analysis

Alternative 3

GSA considered an alternative, referred to as Alternative 3, which would retain and renovate the Existing LPOE Building and expand the LPOE by connecting an addition to the south side of the Existing LPOE Building. This alternative would include building space expanded to the south and west of the Existing LPOE Building. An operations and maintenance garage and salt storage would be positioned further west of the Existing LPOE Building separated by staff and visitor parking areas.

This alternative would require GSA to acquire private property including the gas station and convenience store on the west side of Main Street, and close the eastern end of Customs Street. Businesses and properties on Customs Street would be significantly impacted by the closure of its eastern end.

Alternative 3 was cost prohibitive due to the project property acquisition requirements. Therefore, this alternative was dismissed from detailed analysis in this Draft EA.

Alternative 4

GSA considered an alternative, referred to as Alternative 4, which would realign the primary inspection canopy south of the Existing LPOE Building and route inbound traffic west through the LPOE. A second smaller canopy would be constructed on Main Street for outbound traffic. This alternative would retain and renovate the Existing LPOE Building expand the LPOE by constructing a Main Building situated south of the realigned Primary Inspection canopy. The new building would be aligned generally parallel to Whitney Street. Whitney Street would then serve as the exit for the Existing LPOE.

This alternative would require GSA to acquire private property including the gas station and convenience store on the west side of Main Street, and close Customs Street. All traffic would be routed to Whitney Street after being processed at the LPOE. Businesses and properties on Customs Street would be significantly affected by its closure. Residents and businesses on Whitney Street would be significantly impacted by the traffic increase.

Alternative 4 was cost prohibitive due to the project property acquisition requirements. Therefore, this alternative was dismissed from detailed analysis in this Draft EA. Therefore, this alternative was dismissed from detailed analysis in this Draft EA.

3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

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

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

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

- Population and Housing
- Utilities
- Community Facilities and Services
- Visual Resources

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

Table 3−1: Topics Considered but Dismissed from Detailed Analysis

Dismissed Topic	Reasons for Dismissing Impact Topic
Population and Housing	The Project would not measurably increase staffing at the Modernized LPOE. The Action Alternative would not result in changes to the existing and future population and housing needs in the vicinity of the study area. Therefore, this topic was dismissed from further analysis in the Draft EA.
Community Facilities and Services	There are no community facilities or services in the study area; therefore, this topic was dismissed from further analysis in this Draft EA.
Utilities	Existing utilities would be connected to service to the Main Building. Impacts from operations on additional utility needs would be negligible. While construction could result in temporary and minor outages for some utilities at the Existing LPOE due to the Modernized LPOE construction, any impacts on utilities or from utilities would be temporary. Therefore, this topic was dismissed from further analysis in this Draft EA.
Visual Resources	The Modernized LPOE would have larger, more modern structures and as a result the Action Alternative would have changes to its visual appearance. However, the general aesthetic of the study area would be similar to the current aesthetic. Therefore, this topic was dismissed from further analysis in this Draft EA.

3.1 Methodology

This section summarizes the existing physical, biological, social, and economic conditions of the study area. For each resource analyzed in this chapter, the area that could be impacted by the Project is defined, and the elements or components of the resource that may be potentially affected are described. For some resources, the geographic area for analysis extends beyond

the boundaries of the study area. For other resources, the area of analysis is located within the footprint of the study area. The new Main Building and all of its proposed facilities associated with the modernized LPOE campus are referred to as the "Modernized LPOE" throughout this analysis. The Existing LPOE Building and accessory uses are referred to as the "Existing LPOE" throughout this analysis.

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

3.1.1 Types of Effects

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

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

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

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

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

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

3.1.2 Evaluation Criteria

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

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

Magnitude:

- Major − Substantial effect or change in a resource that is easily defined, noticeable, and measurable, or exceeds a standard.

- Moderate − Noticeable change in a resource occurs, but the integrity of the resource remains intact.
- Minor − Change in a resource occurs, but no substantial resource effect results.
- Negligible − The effect is at the lowest levels of detection − barely measurable but with perceptible consequences.
- None − The effect is below the threshold of detection with no perceptible consequences.

Duration:

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

Extent:

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

3.2 Land Use and Zoning

3.2.1 Affected Environment

The Existing LPOE is located within the City of Calais, Washington County, Maine. The Project's study area encompasses approximately 3.8 acres, which is the maximum amount of land area needed to build the Action Alternative. Current land use within the study area is government (Existing LPOE) and commercial (**Figure 3−1**).

The City of Calais adopted *The 2005 Comprehensive Plan* and subsequently revised selected chapters, including the transportation and land use chapters, in 2009 (Washington County Council of Governments [WCCOG], 2015). The plan states that the City has an interest in supporting the downtown business district, which has faced pressure from businesses relocating further outside of the City on Route 1. The Existing LPOE is in close proximity to the downtown business district and provides a direct link for POVs entering Calais to patronize the downtown businesses.


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CANADA
UNITED STATES
St. Croix River
3-1-4
3-1
Main St
1-1
1-3
Customs St
1-32
1-31
U.S. Route 1
1-29
1-28
1-27
1-22
1-23
Whitney St
Calais Ferry Point LPOE Study Area
Tax Parcels
Land Use
Commercial
Government
Municipal
JMT
N
Source: (Parsons, 2018; ESRI, 2024)
FIGURE 3-1: EXISTING LAND USE
0
100
200
Feet
City of Calais, ME

Zoning designations within the study area were identified using the *City of Calais Zoning and Shoreland Zoning Map* (LatLong Logic, LLC., 2016). The study area has base Town-Wide zoning districts and Shoreland zoning overlay districts (**Figure 3−2**).

Approximately 88 percent of the study area is included in the Shoreland zoning districts, which are established by the City of Calais Shoreland Zoning Ordinance. These overlay districts include additional zoning requirements intended to guide development in shoreline areas. The entire study area is zoned as Commercial and Institutional (C-1). Areas generally west of Main Street are overlaid with the Limited Residential (LR) Shoreland district. Areas generally east of Main Street are overlaid with General Development 1 (GD-1) and Resource Protection (RP) Shoreland zoning. **Table 3−2** shows a summary of the land use and zoning in the study area. **Table 3−3** shows the breakdown of zoning in the study area.

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

Parcel	Owner	Zone	Shoreland Overlay Districts	Current Land Use
1-1	Federal	C-1	LR / GD-1	Government
1-3	Private	C-1	LR	Commercial
1-23	Private	C-1	None	Commercial
1-27	Federal	C-1	LR	Government
1-28	Private	C-1	LR	Commercial
1-29	Private	C-1	LR	Commercial
1-31	Private	C-1	GD-1	Commercial
1-32	Private	C-1	LR / GD-1	Commercial
1-22	Private	C-1	GD-1	Commercial
3-1	Private	C-1	GD-1 / RP	Commercial
3-1-4	Municipal	C-1	RP	Municipal

Source: LatLong Logic, LLC, 2016

Table 3−3: Breakdown of Zoning in the Study Area

Zone	Acreage	Percentage
Town-Wide Districts*		
C-1	3.8	100
Town-Wide Districts Total:	**3.8**	**100**
Shoreland Overlay Districts*		
LR	1.5	39.5
GD-1	1.05	27.6
RP	0.8	21.1
Shoreland Overlay Districts Total:	**3.35**	**88.2***

***Percentage does not equal 100 − Part of the study area is located outside of any Shoreland Overlay Districts**
Source: LatLong Logic, LLC, 2016

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DISCLAIMER - GIS data on zoning in Calais, ME is not available. Data shown in map is from the City of Calais Zoning and Shoreland Zoning Map, available through the Calais Code Enforcement Office.

Source: (LatLong Logic, LLC, 2016)

N

FIGURE 3-2: ZONING AND SHORELAND OVERLAY DISTRICTS

0 125 250
Feet

City of Calais, ME

3.2.2 Environmental Consequences

Alternative 1 − Action Alternative

Alternative 1 would include land acquisition and construction within the study area. Acquisition of commercial properties would be required south of Customs Street in addition to part of Main Street. Alternative 1 would require acquisition of 0.55 +/- acre, consisting of unimproved commercial land and one commercial property improved with a vacant structure.

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

After construction, the acquired commercial properties would change from commercial land use to government land use, which would be considered institutional use. As a result, the Modernized LPOE would be consistent with Commercial and Institutional zoning and would have **no effect** on zoning and land use.

Based on a review of the Shoreland Zoning guidance, government uses within the Limited Residential and General Development Shoreland Zoning Districts are permitted but would require Planning Board approval. Shoreland Zoning requirements (e.g., setbacks, vegetation removal) would also be considered in the design of the Modernized LPOE and associated utilities. Consistent with 40 C.F.R. § 3312, GSA would consult with local officials to design the Modernized LPOE in a manner consistent with the Shoreline Zoning requirements to the maximum extent practicable, without compromising security of the LPOE or CBP mission requirements.

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

Alternative 2 − No Action Alternative

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

3.3 Socioeconomic Resources

The analysis of socioeconomic resources identifies those aspects of the social and economic environment that are sensitive to changes and that may be affected by actions associated with the Modernized LPOE. Socioeconomic factors describe the local demographics, income characteristics, and employment relevant to Calais, Washington County (Region of Influence [ROI]), and Maine (Region of Comparison) that could be potentially affected by the Project.

3.3.1 Affected Environment

3.3.1.1 Population

A review of U.S. Census Bureau (USCB) data was conducted to compare the socioeconomic characteristics of Calais with Washington County and Maine (USCB, 2010a; USCB, 2015a; USCB, 2020a; USCB, 2023a). **Table 3−4** below shows the population trends from 2010 to 2023. The population of Calais and Washington County decreased by 3.3 percent and 5.7 percent, respectively. The total population in Maine increased by 3.7 percent.

Table 3−4: Population Trends from 2010 − 2023

Location	2010	2015	2020	2023	Population Change (2010−2023)
Calais	3,192	3,038	3,011	3,087	-3.3%
Washington County	33,154	32,191	31,378	31,261	-5.7%
Maine	1,327,665	1,329,100	1,340,825	1,377,400	3.7%

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

3.3.1.2 Employment

The economic structure of Calais is primarily comprised of educational services, health care, social assistance; retail trade; public administration; construction; and other services except public administration (USCB, 2023b).

Table 3−5 illustrates the five categories representing the majority of the economic development structure of Calais compared with the same categories in Washington County and Maine. The numbers represent a workforce of age 16 and older (USCB, 2023b).

Table 3−5: Economic Structure Comparison for Census Year 2023

Industry*	Calais	Washington County	Maine
Educational Services, health care, and social assistance	38.9%	29.9%	27.4%
Retail Trade	20.7%	11.5%	12.7%
Public Administration	13.5%	7.1%	4.5%
Construction	7.6%	6.7%	7.7%
Other services except public administration	3.9%	4.0%	4.4%

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

Table 3−6 shows the annual unemployment rates in Calais, Washington County, and Maine in 2010, 2015, 2020, and 2023. Unemployment rates in Calais have experienced an overall increase from 4.8 percent in 2010 to 7.4 percent in 2023. The rates in Washington County generally decreased from 2010 to 2023 (10.4 percent to 6.6 percent). The unemployment rate in Maine increased slightly between 2010 and 2015 (6.5 percent to 6.8 percent), then decreased slightly between 2015 and 2023 (6.8 percent to 3.9 percent).

Table 3−6: Unemployment Rates from 2010 − 2023

Location	2010	2015	2020	2023
Calais	4.8%	7.9%	11.0%	7.4%
Washington County	10.4%	9.8%	7.1%	6.6%
Maine	6.5%	6.8%	4.0%	3.9%

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

3.3.1.3 Income

Table 3−7 presents 2010, 2015, 2020, and 2023 mean household incomes for Calais, Washington County, and Maine. All dollar estimates were adjusted for inflation.

Table 3−7: Mean Household Incomes from 2010 − 2023

Location	2010	2015	2020	2023	Percent Change (2010−2023)
Calais	$41,557	$51,930	$48,173	$66,946	61.1%
Washington County	$44,320	$49,337	$58,374	$71,586	61.5%
Maine	$60,036	$64,985	$78,301	$96,507	60.8%

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

The mean household incomes in Calais increased by 61.1 percent from 2010 to 2023. Similarly, mean household income increased by 61.5 percent and 60.8 percent over the 13-year span for Washington County and Maine, respectively.

3.3.2 Environmental Consequences

Alternative 1 − Action Alternative

Alternative 1 would include land acquisition and construction within the study area. Alternative 1 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 (the Uniform Act). GSA would notify the property owner of its intent to acquire and its appraisal obligations. GSA would determine the amount of just compensation to be offered for the private property; this amount would not be less than the fair market value established by an approved appraisal. No residential properties would be acquired. There would be **direct, long-term, minor, site-specific,** and **adverse** effects to private property owners whose properties would be acquired for construction of the Modernized LPOE. There would also be **direct, long-term, minor, localized and regional,** and **adverse** effects to socioeconomics due to the loss of real estate tax revenue from the replacement of private property with federal property.

During construction, the Modernized LPOE would result in **direct, indirect, short-term, minor, regional,** and **beneficial** economic effects within the ROI due to the creation of construction jobs and spending in the local community. The increase in construction expenditures within the ROI would last for the duration of construction. These effects would be regional as personnel from counties adjacent to the ROI may be hired to work on the construction site. Temporary, intermittent closures of the LPOE during construction may affect the amount of traffic in the downtown business district. However, construction personnel would likely patronize local

businesses, restaurants, and retail stores in Calais as well as temporary housing (hotels, motels, short-term rentals) in the area. The additional workforce would be largely associated with construction and considered temporary and, therefore, would not contribute to a significant change in population.

Alternative 2 − No Action Alternative

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

3.4 Traffic and Transportation

3.4.1 Affected Environment

The Existing LPOE is located at the terminus of Main Street. Main Street is characterized as a two-lane arterial highway which links Calais to Milltown Boulevard/New Brunswick Route 170 in St. Stephen, New Brunswick, Canada. To the east of the Existing LPOE Building are two inbound and one outbound international travel lanes that are partially covered by a canopy. An unnamed 22-foot-wide access road runs north of the Existing LPOE Building and ties into Customs Street. The Existing LPOE serves pedestrians and POVs including recreational vehicles entering the U.S. from Canda. There is no bus traffic or commercial traffic at the Calais Ferry Point LPOE (Parsons, 2018). Commercial traffic is processed at the Calais International Avenue LPOE.

Traffic data for 2018 to 2023 indicates that traffic counts dipped during entry restrictions associated with Coronavirus Disease 2019 (COVID-19) from 2020 through 2022 but were approaching pre-pandemic levels as of March 2023 (**Table 3−8**; GSA and CBP, 2023). Traffic data for outbound crossings is not available. The longest average wait time for POVs is 10 minutes between 12:00PM and 4:00PM. Average wait times the remainder of the day is minimal (CBP, 2024). Most of the traffic recorded by CBP was vehicular, specifically passenger cars (89.0 percent) with an additional 10.5 percent being larger trucks, and 0.5 percent being pedestrians.

Table 3−8: Calais Ferry Point LPOE Inbound Traffic Data

	2018	2019	2020	2021	2022	2023 (Jan. − Mar.)
POV Count	439,805	437,773	204,863	32,529	145,492	95,975
POV Occupants	711,700	703,863	315,929	43,636	233,501	150,922
Pedestrians	4,514	4,355	1,547	70	1,028	559

Source: GSA and CBP, 2023

3.4.2 Environmental Consequences

Alternative 1 − Action Alternative

Under Alternative 1, three inbound lanes would be constructed for the Modernized LPOE to accommodate inbound traffic and improve the processing efficiency. Outbound traffic would exit through one outbound lane to enter Canada. Temporary traffic impacts would occur during construction. These impacts may include traffic delays resulting from temporary lane closures or during the use of temporary inspection areas. The Existing LPOE may be closed in the evening

hours during winter to accommodate the construction schedule. Additional temporary, intermittent closures of the LPOE may be necessary during construction for work such as utility hookups or traffic diversion. During temporary closures, traffic would be re-routed to the Milltown or International Avenue LPOEs.

During construction, there would be **direct, short-term, minor, localized,** and **adverse** effects on traffic and transportation because of detours and traffic delays. As design of the Project progresses, GSA, in coordination with Maine Department of Transportation (Maine DOT), would create a traffic management plan that would outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and temporary inspection areas. This plan would consider the need to temporarily redirect traffic to the other two Calais LPOEs, potential impacts on the nearby access roads during construction, and any mitigation measures.

After construction, i.e. during operations, **direct, long-term, minor, localized** and **regional**, and **beneficial** effects to traffic would occur under Alternative 1 since the Modernized LPOE improvements would increase processing efficiency and capacity for all traffic types, reduce traffic queues, and minimize conflict points. At this time, the Project is not expected to impact the traffic volume passing the Modernized LPOE.

Alternative 2 − No Action Alternative

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

3.5 Geology, Topography, and Soils

3.5.1 Affected Environment

3.5.1.1 Geology

The study area is underlain by igneous bedrock formations. This bedrock formed sometime between 350 to 400 million years ago during the Devonian period and consists of Devonian gabbro, diorite, and ultramafic unmetamorphosed rock (Osberg et al., 1985). Depth to bedrock is between 12 and 60 inches (in.) (Natural Resources Conservation Service [NRCS], 2024).

3.5.1.2 Geological Hazards

The study area and vicinity do not contain any active faults and there are no active Quaternary faults[1] within 60 miles of the area of analysis (U.S. Geological Survey [USGS], 2024). No earthquakes greater than 5.0 magnitude have occurred within 60 miles of Calais in the last 100 years. The largest earthquake inside of 60 miles from Calais was a 3.8 magnitude event in East Machias, Maine, approximately 32 miles to the south-southwest (Earthquake Track, 2024a). There have been numerous earthquakes between magnitude 1.6 and 3.0 in the last 50 years within 60 miles of the study area (Earthquake Track, 2024b). According to the Federal Emergency

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

Management Agency's (FEMA) Earthquake Hazards Map, the study area, and much of Maine, is within the seismic design category (which indicates the likelihood and severity of earthquakes) of "B." Category B indicates: "could experience shaking of moderate intensity" and "moderate shaking ─ Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage Slight" (FEMA, 2020a).

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

3.5.1.3 Topography

The topography in the study area slopes from west to east. The western portion of the study area is at approximately 40 ft above mean sea level and gently slopes down to approximately 10 ft above mean sea level at the eastern boundary near the St. Croix River (Google Earth, 2022; ESRI, 2024; **Figure 3−3**).

3.5.1.4 Soils

Soils within the study area have been heavily disturbed by historical use of the area as well as the construction of the Existing LPOE, parking areas, and roads. Natural soil horizons are unlikely to remain within the study area.

The Soil Survey Geographic Database compiled by the U.S. Department of Agriculture - NRCS indicates that the study area contains two soil map units, though one of the units is listed as Water, associated with the St. Croix River (**Figure 3−4, Table 3−9**).

Table 3−9: Calais Ferry Point LPOE Study Area Soils Summary Table

Symbol	Description	Farmland Classification	Depth to Water Table (in.)	Acres in Study Area
Ud	Udorthents-Urban land complex	Not Farmland	>80	3.4
W	Water	Not Farmland	0	0.4
			Total:	**3.8**

Source: NRCS, 2024

The study area consists entirely of Udorthents-Urban land complex (consisting of Udorthents; Ud), a soil type found in areas which have been cut and/or filled by human activity, and urban land in a highly mixed pattern and cannot be differentiated at the mapped scale. The properties and characteristics of this complex are highly variable, but generally consist of moderately well drained (hydrologic group A), nonhydric, non-prime farmland soils in urbanized uplands (NRCS, 2024). Since Udorthents-Urban land complex is typically heavily impacted by human activity and development, measures such as erosion potential of the soil type are variable and reflective of impervious portions of the study area, as well as vegetative cover of non-impervious surfaces. The depth to bedrock is also variable based on prior development, but as stated in 3.5.1.1, is typically identified between 12 and 60 in. below the ground surface. A small portion of the study area shown in **Figure 3−4** is identified as Water (W), which is a NRCS category for areas covered by surface water, such as the St. Croix River. No soils within the study area have a farmland designation; therefore, the Farmland Policy Protection Act does not apply.

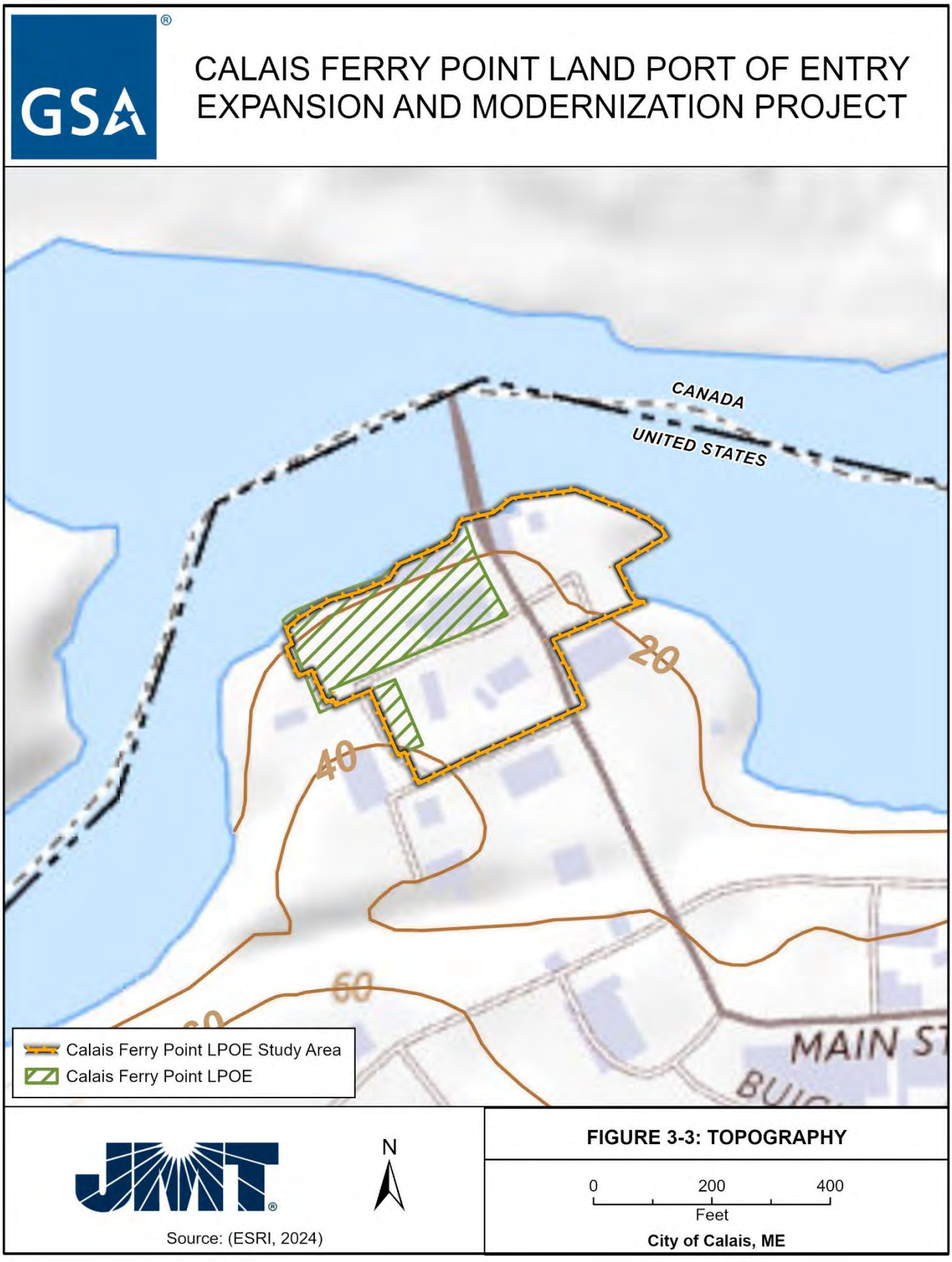


FIGURE 3-3: TOPOGRAPHY


GSA
CALAIS FERRY POINT LAND PORT OF ENTRY
EXPANSION AND MODERNIZATION PROJECT
CANADA
UNITED STATES
W
Ud
W
Ud
Calais Ferry Point LPOE Study Area
Calais Ferry Point LPOE
NRCS Soil Map Units
Udorthents-Urban Land Complex (Ud)
Water (W)
Map Unit | Depth to Bedrock (in)
Ud | 12-60
W | >80
JMT
N
Source: (ESRI, 2024; NRCS, 2024)
FIGURE 3-4: SOILS
0
200
400
Feet
City of Calais, ME

3.5.2 Environmental Consequences

3.5.2.1 Geology

Alternative 1 − Action Alternative

Due to the shallow depth to bedrock in the study area, rock excavation would be needed in some areas during construction grading activities (**Figure 3−4**; NRCS, 2024). Grading for Alternative 1 would likely require blasting and other percussive measures. Geotechnical investigations would determine the depth to bedrock within the study area and the amount of rock excavation that would be anticipated. The use of line or channel drilling described above would directly affect the excavated bedrock and stress-induced damage to surrounding rock mass may occur. Practices to reduce potential effects to surrounding rock mass would be adhered to, when possible. As a result, construction of the Modernized LPOE would have a **direct, permanent, moderate, localized,** and **adverse** effect on geology**.**

Drilling into bedrock is also anticipated for a geothermal system. Geothermal energy would be considered as a renewable energy source for the Modernized LPOE. Alternative 1 would utilize a geothermal heat pump system that would require installation of a geothermal well, likely consisting of a vertical closed-loop geothermal system. The final system is estimated to require 10 to 17 vertical bores spaced 20 ft apart and 300 to 500 ft deep, each. The final locations of geothermal bores and the piping system would need to be carefully coordinated during the design phase for the building (Colby Company, LLC, 2022).

The site disturbance of the geothermal system is estimated to be less than 7,000 square feet (SF) based on the most boreholes and up to 400 SF per bore. Maine regulates geothermal bores through the Maine Department of Environmental Protection (Maine DEP) Underground Injection Control program. A Maine DEP Permit-by-Rule may be required to satisfy the Natural Resources Protection Act (NRPA) for the Project in close proximity to the St. Croix River. Shoreland Zoning requirements should also be considered during the geothermal siting and design (Colby Company, LLC, 2022). The final locations of geothermal bores and the piping system would need to be carefully coordinated during the design phase for the building.

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

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

Alternative 2 − No Action Alternative

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

3.5.2.2. Topography

Alternative 1 − Action Alternative

The study area is located along a slope with approximately 30 ft of grade change. Some grading would be required for the Modernized LPOE under the Action Alternative. During construction, grading would be conducted so that import/export of fill soils would be minimized. As a result of permanent grading, the effect on topography would be **direct, permanent, minor, site−specific, and adverse.**

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

Alternative 2 − No Action Alternative

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

3.5.2.3 Soils

Alternative 1 − Action Alternative

Construction and site preparation consisting of grading, excavation, and filling would occur on previously disturbed terrain and would create very little new disturbance. Construction activities may expose soils within the study area to wind, erosion, and sedimentation resulting in **direct, indirect, long-term, negligible, site-specific,** and **adverse** impacts.

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

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

Alternative 2 − No Action Alternative

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

3.6 Biological Resources

Biological resources information was collected for the study area during on-site field investigations conducted on June 13, 2023, by qualified biologists.

3.6.1 Affected Environment

3.6.1.1 Vegetation

The entire study area is maintained/disturbed, encompassing approximately 3.8 acres of road and other paved areas, structures, and disturbed vegetation. Vegetation within the study area includes disturbed lawns and disjunct stands of early successional trees and shrubs and introduced species along the St. Croix River. The species found along the St. Croix River during the June 2023 site visit consisted of box elder (*Acer negundo*), American elm (*Ulmus americana*), red maple (*Acer rubrum*), common persimmon (*Diospyros virginiana*), and trumpet vine (*Campsis radicans*). Disturbed lawns consisted of various herbaceous vegetation.

3.6.1.2 Wildlife and Wildlife Habitat

The NRPA was established in 1988 with the objective of preventing degradation, destruction, or unreasonable impacts to Maine's rivers and streams, great ponds, fragile mountain areas, freshwater wetlands, significant wildlife habitat, coastal wetlands, and coastal sand dunes systems. The program is administered by the Maine DEP in organized areas like Calais. The NRPA requires a permit when an activity is proposed adjacent to a coastal wetland, great pond, river, stream or brook or significant wildlife habitat contained within a freshwater wetland, or certain freshwater wetlands.

Aquatic

The section of the St. Croix River adjacent to the study area is an estuary and provides priority habitat for anadromous fish. According to the Maine Department of Inland Fisheries and Wildlife's (MDIFW) Stream Habitat Viewer, this section of the river is documented Alewife (*Alosa pseudoharengus*) habitat and a Sea-Run Rainbow Smelt (*Osmerus mordax*) access route (MDIFW, 2024a).

Essential Fish Habitat (EFH) mandate was established in 1996 to improve the Magnuson-Stevens Fishery Conservation and Management Act and highlights the importance of healthy habitat for commercial and recreational fisheries. A review of the National Oceanic and Atmospheric Administration's (NOAA) EFH Mapper indicates the presence of Atlantic Salmon Habitat Areas of Particular Concern within the adjacent St. Croix River. In addition, the mapper indicates the presence of EFH for the species listed below (NOAA, 2024):

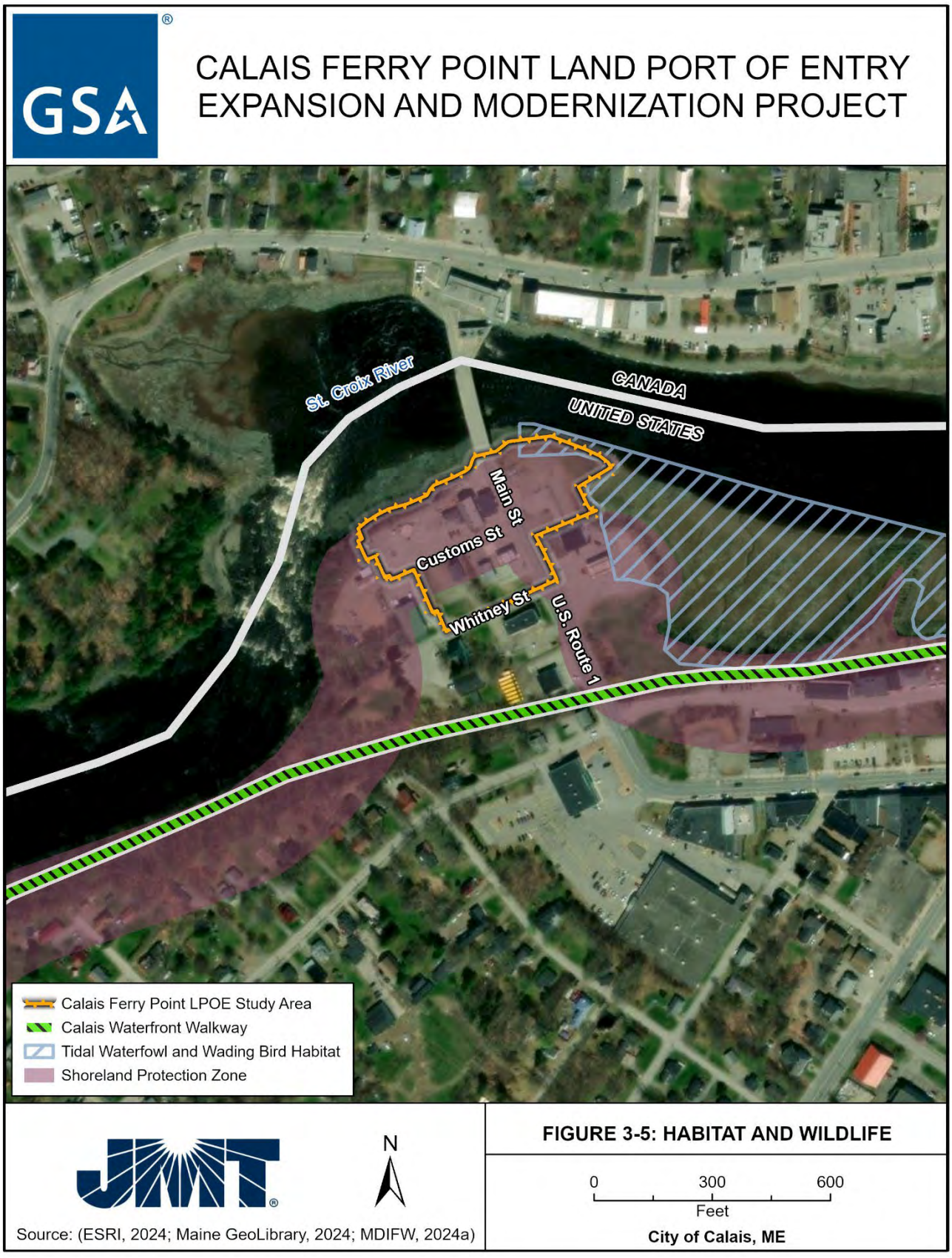
- Atlantic Salmon (*Salmo salar*; All life stages)
- American Plaice (*Hippoglossoides platessoides*; Adult, Eggs, Juvenile, Larvae)
- Atlantic Cod (*Gadus morhua*; Adult, Juvenile, Larvae)
- Atlantic Herring (*Clupea harengus*; Adult, Juvenile, Larvae)

- Atlantic Mackerel (*Scomber scombrus*; Adult, Juvenile)
- Atlantic Sea Scallop (*Placopecten magellanicus*; All Stages)
- Little Skate (*Leucoraja erinacea*; Adult, Juvenile)
- Ocean Pout *(Macrozoarces americanus*; Adult, Eggs, Juvenile)
- Pollock (*Pollachius virens*; Adult, Juvenile, Larvae)
- Red Hake (*Urophycis chuss*; Adult, Eggs/Larvae/Juvenile)
- Silver Hake (*Merluccius bilinearis*; Adult)
- Smooth Skate (*Malacoraja senta*; Juvenile)
- Thorny Skate (*Amblyraja radiata*; Juvenile)
- White Hake (*Urophycis tenuis*; Adult, Juvenile)
- Windowpane Flounder (*Scophthalmus aquosus*; Adult, Eggs, Juvenile, Larvae)
- Winter Flounder (*Pseudopleuronectes americanus*; Eggs, Juvenile, Larvae/Adult)
- Winter Skate (*Leucoraja ocellata;* Juvenile)

Terrestrial

The study area is primarily disturbed with small sections of disturbed lawns and disjointed patches of shrubs and trees. Wildlife that may occur in disturbed or otherwise developed areas include fox, opossum, white-tailed deer, beaver, chipmunks, skunks, raccoons, weasels, woodchucks, porcupines, squirrels, bats, sparrows, pigeons, starlings, bobcats, coyotes, hares and rabbits, moles, muskrats, otters, geese, owls, robins, swallows, woodpeckers, snakes, bear, and moose (MDIFW, 2024b). Significant Wildlife Habitats are defined under the NRPA as deer wintering areas, inland waterfowl / wading bird habitat, seabird nesting islands, shorebird areas, significant vernal pools, and tidal waterfowl / wading bird habitat. A review of available data from the MDIFW's Beginning with Habitat Map Viewer (MDIFW, 2024c) indicates:

- The study area is located within a Shoreland Zone associated with the St. Croix River (**Figure 3−5**). The Mandatory Shoreland Zoning Act (MSZA) requires municipalities to regulate land use activities that occur with the Shoreland Protection Zone (Maine DEP, 2023a). Municipalities are not required to adopt the guidelines verbatim and may wish to adopt a more stringent or different yet equally effective ordinance. The City of Calais has adopted a Shoreland Zoning Ordinance consistent with the Act and is responsible for administering and enforcing the ordinance (City of Calais, 2016). The Shoreland Protection Zone includes all areas within 75 ft of the normal high-water line of certain stream and all land within 250 ft of:
    - The normal high-water line of any great pond or river;
    - Upland edge of a coastal wetland, including areas affected by tidal action; and
    - Upland edge of a freshwater wetland.


GSA
CALAIS FERRY POINT LAND PORT OF ENTRY
EXPANSION AND MODERNIZATION PROJECT
St. Croix River
CANADA
UNITED STATES
Main St
Customs St
Whitney St
U.S. Route 1
Calais Ferry Point LPOE Study Area
Calais Waterfront Walkway
Tidal Waterfowl and Wading Bird Habitat
Shoreland Protection Zone
JMT
N
Source: (ESRI, 2024; Maine GeoLibrary, 2024; MDIFW, 2024a)
FIGURE 3-5: HABITAT AND WILDLIFE
0
300
600
Feet
City of Calais, ME

- No state rare wildlife and plant habitats and communities were identified within the study area.

- The Calais Waterfront Walkway, listed in the Maine Conserved Lands database, is outside of the study area to the south.

A review of available data from the MDIFW's Stream Habitat Viewer (MDIFW, 2024a) identified the presence of high-value tidal wading bird and waterfowl mudflat habitat along the St. Croix River within the study area. MDIFW has identified and rated intertidal areas along the coast as high or moderate value to certain species of waterfowl (ducks, geese, swans) and wading birds (herons, egrets, bitterns, ibises, coots, moorhens and rails) which require specific types of tidal wetland habitat for feeding, roosting, nesting and brood rearing. Tidal waterfowl and wading bird habitat includes only the mapped habitat within the coastal wetland, which is regulated as a protected natural resource under the NRPA. Additionally, the map viewer did not display any habitat blocks overlapping the study area.

3.6.1.3 Federally Protected Threatened and Endangered Species and Special Status Species

Under Section 7 of the ESA, the U.S. Fish and Wildlife Service (USFWS) has regulatory authority over federally listed endangered or threatened plant and animal species. The USFWS Information for Planning and Consultation (IPaC) was reviewed to identify federally listed threatened and endangered species, designated critical habitats[2], migratory birds, and national wildlife refuges potentially occurring within and surrounding the study area (**Appendix B**; USFWS, 2025a).

IPaC indicates that two federally listed species may occur within the study area: Tricolored Bat (*Perimyotis subflavus*) and Monarch Butterfly (*Danaus plexippus*). The federal status for the tricolored bat is "Proposed Endangered"[3] and the federal status for the monarch butterfly is "Proposed Threatened."[4] Proposed endangered and proposed threatened species receive no statutory protection under the ESA (ESA, 1973). If the tricolored bat and monarch butterfly are formally listed prior to construction, GSA would need to coordinate with USFWS regarding potential mitigation measures. No USFWS designated critical habitat for either species was identified within the study area.

ESA's Section 7 NOAA Fisheries Mapper was also reviewed to identify federally listed threatened and endangered fish species within and surrounding the study area. The mapper indicates two species may be present within the St. Croix River: the threatened/endangered Atlantic Sturgeon (*Acipenser oxyrinchus oxyrinchus*) and the endangered Shortnose Sturgeon (*Acipenser brevirostrum*) (NOAA, 2022).

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

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

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

Special status species are considered:

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

The Migratory Bird Treaty Act (MBTA) prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the U.S. Fish and Wildlife Service (USFWS, 2024a). The USFWS IPaC query identifies 12 bird species protected under the MBTA as potentially occurring within the study area:

- Bald eagle (*Haliaeetus leucocephalus*) − breeding season from December 1 to August 31;
- Black-billed cuckoo (*Coccyzus erythropthalmus*) − breeding season from May 15 to October 10;
- Bobolink (*Dolichonyx oryzivorous*) − breeding season from May 20 to July 31;
- Canada warbler (*Cardellina canadensis*) − breeding season from May 20 to August 10;
- Cape May warbler (*Setophaga tigrine*) − breeding season from June 1 to July 31;
- Chimney swift (*Chaetura pelagica*) − breeding season from March 15 to August 25;
- Eastern whip-poor-will (*Antrostomus vociferus*) − breeding season from May 1 to August 20;
- Evening grosbeak (*Coccothraustes vespertinus*) − breeding season from May 15 to August 10;
- Lesser yellowlegs (*Tringa flavipes*) − breeds elsewhere;
- Olive-sided flycatcher (*Contopus cooperi*) − breeding season from May 20 to August 31;
- Semipalmated sandpiper (*Calidris pusilla*) − breeds elsewhere; and,
- Veery (*Catharus fuscescens fuscescens*) − breeding season from May 15 to Jul 15.

The bald eagle is protected by the Bald and Golden Eagle Protection Act even though it has been delisted under the Endangered Species Act. The Bald and Golden Eagle Protection Act, originally passed in 1940, provides for the protection of the bald eagle and the golden eagle (as amended in 1962) by prohibiting the take, possession, sale, purchase, barter; or offer to sell, purchase or barter, transport, export or import, of any bald or golden eagle, alive or dead, including any part, nest, or egg, unless allowed by permit (16 U.S.C. 668(a); 50 C.F.R. 22) (USFWS, 2024b). Based on a review of the USFWS Bald Eagles Nest Sites data online mapper and field observations, there are no bald eagle nests within or immediately adjacent to the study area; however, there are two known nests within 5 miles of the study area (USFWS, 2024c). According to the USFWS, one nest, located to the southeast is a breeding pair and one nest, located to the south, is a resident pair.

3.6.2 Environmental Consequences

3.6.2.1 Vegetation

Alternative 1 − Action Alternative

Under Alternative 1, approximately 0.16 acres of disturbed lawns within the study area would be cleared for the Modernized LPOE. Clearing of vegetation along the St. Croix River is not anticipated. The total area of disturbance would be approximately 1.73 acres, of which approximately 1.57 acres is impervious. The remaining 0.16 acres would be landscaped vegetation.

Because the Existing LPOE is primarily paved, construction activities are not expected to have an adverse effect on vegetation. Staging areas would be established in previously disturbed and unvegetated areas to the extent possible. BMPs, such as equipment washing and proper disposal of invasive species found during construction activities, would be implemented to limit the introduction and establishment of invasive species.

No clearing would be proposed along the St. Croix River. Due to the disturbed nature of the existing vegetation, and therefore low quality to wildlife, Alternative 1 would have **direct, long-term, negligible, site specific,** and **adverse** effects on vegetation.

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

Alternative 2 − No Action Alternative

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

3.6.2.2 Wildlife

Alternative 1 − Action Alternative

Construction activities could cause minor displacement of and disturbance to wildlife that may be present in or near the study area due to habitat loss, noise, and visual disturbance during project

activities. The start of construction activities would likely scare wildlife away from the footprint of disturbance. Species would be expected to return to areas where vegetation is not cleared, and where habitat still exists after project activities are completed. Species likely to be impacted are common and widely distributed and, as a result, construction of Alternative 1 would not impact the size or future viability of their populations.

BMPs would be implemented during the construction and operation of the Modernized LPOE to minimize potential adverse effects to wildlife and aquatic life in the St. Croix River. Construction activities would occur within the Shoreland Protection Zone 250-foot buffer for priority habitat identified along the St. Croix River and may require permit review under the MSZA. Additionally, an NRPA permit may be required prior to the start of construction activities, as the study area is adjacent to the St. Croix River. Adherence to the BMPs required by the permit would minimize potential contaminants or sediment entering the river; therefore, construction activities would result in **direct, indirect, short-term, negligible, localized,** and **adverse** effects to tidal waterfowl and wading bird habitat, EFH, and fishes within the river as well as other wildlife.

In addition, construction vehicles would observe speed limits to minimize the possibility for any wildlife-vehicle collisions. Staging and stockpile areas would be located within or immediately adjacent to the construction footprint within the study area.

After construction, no large-scale increases in border crossings are expected. Noise from traffic passing through the LPOE would be consistent with current levels. Alternative 1 would also not alter existing wildlife movement patterns or result in substantial fragmentation of habitat since the existing study area is already developed. As a result, Alternative 1 would have **no effect** on wildlife.

Alternative 2 − No Action Alternative

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

3.6.2.3 Federally Protected Threatened and Endangered Species and Special Status Species

Alternative 1 − Action Alternative

Construction of the Modernized LPOE under Alternative 1 would have **no effect** on federally listed plants or animals, proposed, or candidate species, or any federally designated critical habitat. No USFWS federally protected threatened or endangered species are known to occur in or immediately adjacent to the study area, nor is there suitable habitat or federally designated critical habitat in the study area. No in-water work would be proposed within the St. Croix River as a part of the Project; therefore, impacts to sturgeon protected by NOAA are not anticipated.

During construction, bald eagles and other migratory birds may occur in or near the study area but are unlikely to utilize the available shoreline habitat due to the high levels of disturbance and traffic. BMPs would be implemented to reduce any potential disturbance to the adjacent habitat. Construction activities could temporarily displace migratory birds, but the disturbance would not increase migratory bird energy expenditure or resource competition outside of the range of natural

variation. Additionally, any temporary disturbances to migratory bird activities would end following construction. Therefore, Alternative 1 would have **direct, short-term, negligible, localized,** and **adverse** effects on migratory birds during the construction of the Modernized LPOE.

After construction, no large-scale increases in border crossings are expected. Noise from traffic passing through the LPOE would be consistent with current levels. Tree clearing is not anticipated under Alternative 1. As a result, the Action Alternative would have **no effect** on migratory birds.

Alternative 2 − No Action Alternative

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

3.7 Water Resources

3.7.1 Affected Environment

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

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

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

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

WOTUS are regulated under Sections 404 and 401 of the Clean Water Act (CWA). The USACE regulates the discharge of fill material into WOTUS under Section 404 and issues permits for actions proposed within such waters. Under Section 401 of the CWA, certificates of compliance with state or tribal water quality standards are required for any discharge of dredge and fill material into WOTUS. The Maine DEP is the designated certifying agency for issuance of Section 401 water quality certification for activities in the City of Calais.

The study area is located within the Magurrewock Stream - St. Croix River watershed (Hydrologic Unit Code 010500010806), which has a drainage area of 25,348 acres. The study area drains to the St. Croix River (Maine Rivers, 2025). The St. Croix River is considered traditional navigable waters and therefore subject to Section 10 of the Rivers and Harbors Act of 1899, also administered by the USACE (USACE, 2006).

The St. Croix River qualifies as a protected natural resource under the Maine DEP NRPA. Maine requires that applicants for federal licenses or permits to conduct activities that may result in a discharge to a navigable waterway must supply the federal licensing authority with a state certification that discharges would comply with state water quality standards, prior to the issuance of the federal license or permit. The Maine DEP may add conditions to the certification which must become conditions of the federal license. This requirement may be combined with certain state permit applications that also require compliance with state water quality standards, including the NRPA permit.

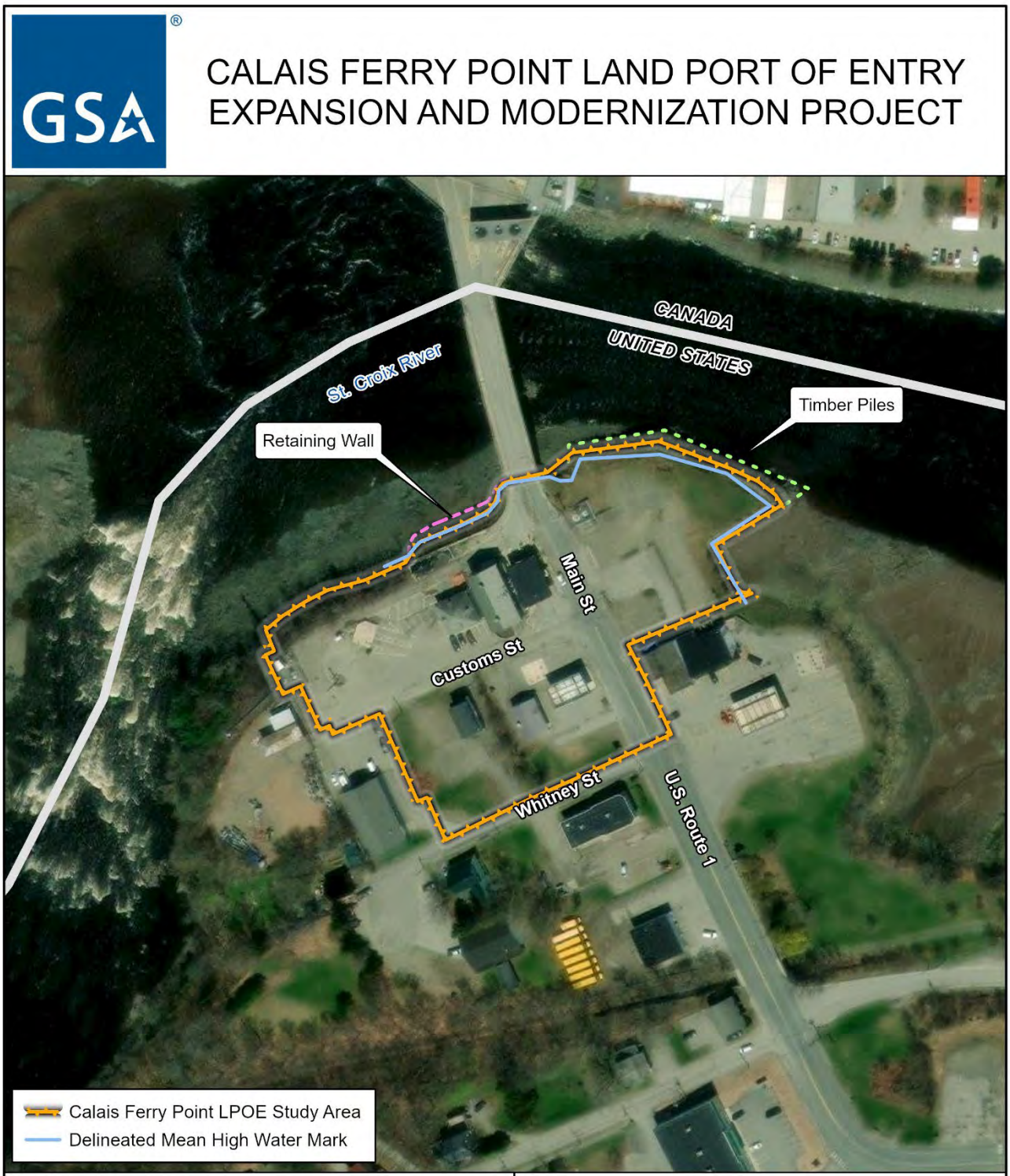
The National Wetlands Inventory (NWI) and National Hydrology Dataset (NHD) databases were queried to map possible WOTUS that may occur in the study area. NWI mapping indicates no wetland areas in the study area (USFWS, 2024d). NHD identifies the St. Croix River north of the study area.

A WOTUS delineation was also conducted on June 13, 2023, by JMT, in accordance with the Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory, 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region, Version 2.0 (USACE, 2011) and current regulations.

No wetlands were located within the study area; however, a segment of the St. Croix River shoreline was identified within the study area (JMT, 2024a). During the site visit, the mean high-water mark was delineated as the jurisdictional boundary (**Figure 3−6**). The mean high-water mark is an approximate average of the high tides. It is denoted by a line that water impresses on the land. A request for a Preliminary Jurisdictional Determination (PJD) to approve this jurisdictional boundary was submitted to the USACE. The PJD was approved on June 21, 2024 (**Appendix B**).

A retaining wall is located along the shoreline of the St. Croix River. The wall is approximately 30 ft high and 150 ft long and is constructed of 2-3 ft long concrete blocks that vary in height from 12-18 in. Timber piles associated with a bulkhead and old wharf are also present along the northern and eastern shoreline of the study area (**Figure 3−6**).

Monitoring and Assessment Report which identified previous impairment designations for the portion of the St. Croix River that borders the study area (Maine DEP, 2022a). The report details the pollutant responsible for the impairment, and the suspected cause and source of the pollutant. All impaired waters in Maine are placed on a federally mandated 303(d) impaired waters list. Waters that are impaired due to human activities require a plan to restore water quality and associated designated use(s). Maine DEP schedules each of these waters for development of a Total Maximum Daily Load (TMDL), which is a reduction plan that defines the limit of a pollutant(s) that a water can receive and still meet water quality standards. A TMDL Implementation Plan is developed after a TMDL is approved by the EPA. Once fully implemented, the TMDL Implementation Plan would restore the impaired waters and maintain its water quality.


GSA
CALAIS FERRY POINT LAND PORT OF ENTRY
EXPANSION AND MODERNIZATION PROJECT
CANADA
UNITED STATES
St. Croix River
Timber Piles
Retaining Wall
Main St
Customs St
Whitney St
U.S. Route 1
Calais Ferry Point LPOE Study Area
Delineated Mean High Water Mark
JMT
N
Source: (JMT, 2023b; ESRI, 2024)
FIGURE 3-6: MEAN HIGH WATER MARK
0
150
300
Feet
City of Calais, ME

The portion of the St. Croix River that borders the study area is currently listed as a Category 2: Estuarine and Marine Waters Attaining Shellfish Harvesting Designated Use. It is impaired under 303(d) due to Escherichia coli (Category 4A). The Maine Bacteria TMDL was approved in 2009 and the abatement effort associated with the combined sewer overflows within the City of Calais is ongoing (Maine DEP, 2022b).

Additionally, Maine Title 38, Section 465 defines four classifications for fresh surface waters in the state and establishes water quality standards for each classification. Class AA waters are the highest classification and are considered "outstanding natural resources which should be preserved because of their ecological, social, scenic, or recreational importance," whereas Class C waters are the lowest classification. The St. Croix River is listed as a Class C water.

3.7.1.2 Floodplains

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

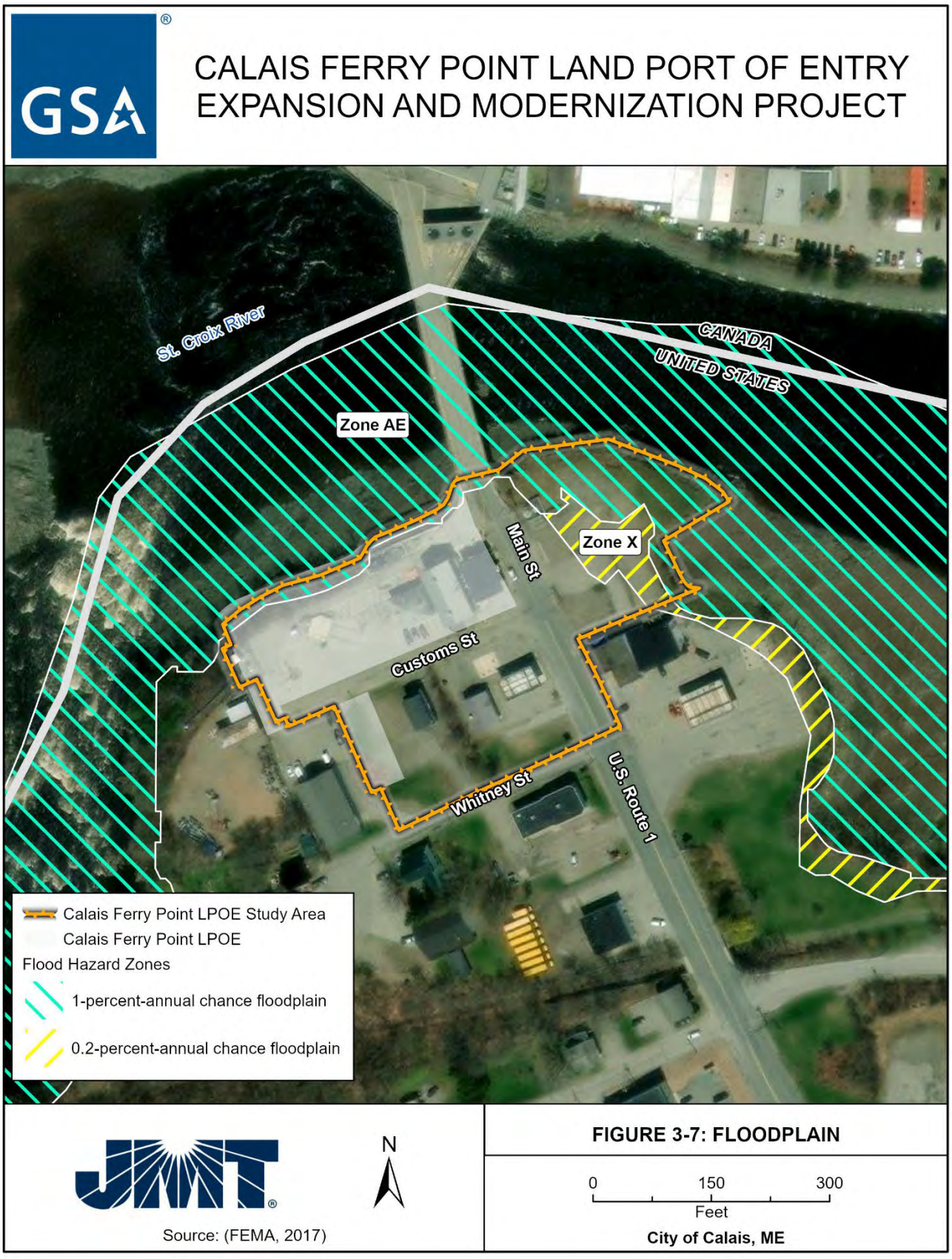
The FEMA National Flood Hazard Layer Map of Washington County, Maine, specifically Flood Insurance Rate Maps Panel 23029C0708E, specifies portions of the study area as Zones AE and X (FEMA, 2017; **Figure 3−7**). Zone X is considered an area of moderate to low risk of flooding, which includes the 0.2-percent annual chance (historically known as the 500-year) floodplain. Zone AE, the 1-percent annual chance floodplain, is considered a Special Flood Hazard Area and a high-risk area for flooding. The base flood elevation (BFE) for the study area ranges from approximately 16 ft at the eastern boundary to approximately 19 ft at the western boundary.

FEMA defines a "Critical Action" as a facility[5] for which even a slight chance of flooding is too great (FEMA, 2020b). GSA's baseline requirement for a building enclosure is to locate non-critical facilities above the 1-percent annual chance BFE plus two ft, while "Critical Action" facilities must be elevated above the 0.2-percent annual chance BFE plus three ft, or the 0.2-percent annual chance flood elevation, whichever is higher. The CBP issued a determination in September 2023 that the LPOE is not considered a "Critical Action" facility (**Appendix B**). GSA would need to design the Modernized LPOE to minimize impacts to the floodplain and mitigate to protect all critical facilities.

3.7.1.3 Stormwater Management

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

[5] Examples of such facilities range from the storage of national strategic material; to the storage of volatile or toxic materials; to facilities such as hospitals, schools, and childcare facilities (FEMA, 2020b).


GSA
CALAIS FERRY POINT LAND PORT OF ENTRY
EXPANSION AND MODERNIZATION PROJECT
St. Croix River
CANADA
UNITED STATES
Zone AE
Zone X
Main St
Customs St
Whitney St
U.S. Route 1
Calais Ferry Point LPOE Study Area
Calais Ferry Point LPOE
Flood Hazard Zones
1-percent-annual chance floodplain
0.2-percent-annual chance floodplain
JMT
N
Source: (FEMA, 2017)
FIGURE 3-7: FLOODPLAIN
0
150
300
Feet
City of Calais, ME

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

The existing stormwater drainage at the Existing LPOE generally follows the site's natural topography. The existing drainage system includes catch basins toward the western edge of Main Street, a linear grated catch basin between the Existing LPOE and secondary inspection building, and a catch basin located on the south side of the Existing LPOE. Stormwater discharges by underground piping directly to the St. Croix River (Parsons, 2018).

3.7.1.4 Groundwater

Under Section 1424(e) of the Safe Drinking Water Act of 1974 (Public Law 93−523, 42 U.S.C. 300 et. seq) the EPA may designate sole source aquifers (SSA). A review of the EPA's map of SSAs (EPA, 2024b) and the Maine Geological Survey's (MGS) Significant Sand and Gravel Aquifer maps (MGS, 2024) indicates that the study area is not within an SSA or significant sand and gravel aquifer.

A review of available information from the Maine Center for Disease Control and Prevention Division of Environmental and Community Health Public Water Resources Information System (Maine Division of Environmental and Community Health, 2024) indicates that the study area does not contain any wells.

3.7.1.5 Coastal Zone

The City of Calais and the entire study area are located within Maine's coastal zone. Federal actions that may have reasonably foreseeable effects on any land or water use or natural resources of Maine's Coastal Zone Management Act (CZMA)-designated coastal zone are subject to federal consistency review (15 C.F.R. Part 930, Subpart C) and must provide a consistency determination to Maine Department of Marine Resources (DMR).

The Maine DACF Natural Areas Program on Coastal Resiliency has produced data on the locations of potential inland extents of sea level rise scenarios (1, 2, 3.3, and 6 ft) (Maine DACF, 2021b). These levels of sea level rise are referenced to the Highest Astronomical Tide (HAT), which NOAA describes as "the elevation of the highest predicted astronomical tide expected to occur at a specific tide station over the National Tidal Datum Epoch (NTDE). The NTDE is a specific 19-year period adopted by the National Ocean Service as the official time segment over which tide observations are taken and reduced to obtain mean values (e.g., mean lower low water, etc.) for tidal datums" (NOAA, 2023).

The present NTDE is 1983 through 2001 and is considered for revision every 20-25 years (Maine DACF, 2023). A review of these data through Maine DACF's HAT viewer identified the eastern portion of the study area is at risk of Sea Level Rise/Storm Surge under several sea

level rise scenarios (**Figure 3−8**). The HAT viewer does not account for localized changes in tidal range or amplitude in areas where no offsets have been calculated - the viewer simply interpolates predicted water levels into these areas. Thus, the HAT viewer should be used for general site planning only (Maine DACF, 2023).

3.7.2 Environmental Consequences

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

Alternative 1 − Action Alternative

Construction of the Modernized LPOE is not anticipated to impact the shoreline or the jurisdictional boundaries of the St. Croix River. No in-water work is proposed. Therefore, CWA Section 404/401 and Section 10 permits would not be required. Construction activities would occur within the Shoreland Protection Zone 250 ft buffer for priority habitat identified along the St. Croix River and may require permit review under the MSZA. Additionally, an NRPA permit may be required prior to the start of construction activities, as the study area is adjacent to the St. Croix River. The type of permitting process required depends on the type of resource affected and level of impact and can include Permit-by-Rule, a tiered review process, or the full NRPA permit process (Maine DEP, 2023b). A structural engineering analysis of the retaining wall to determine its stability may be required prior to construction.

Short-term impacts from stormwater runoff into the river could occur during construction activities. BMPs, including erosion and sediment control, would be implemented. No work would take place directly in or over the WOTUS. The Modernized LPOE would result in **direct, short-term, negligible, localized,** and **adverse** effects to WOTUS.

After construction, there would be **direct, short-term, negligible, localized,** and **adverse** effects to the WOTUS during the operation of the Modernized LPOE. Section 3.7.2.3 (Stormwater Management) discusses the effects to stormwater management.

Alternative 2 − No Action Alternative

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

3.7.2.2 Floodplains

Alternative 1 − Action Alternative

While portions of the study area are located in both the 1-percent annual chance floodplain and 0.2-percent annual chance floodplain, the study area is primarily paved and has been previously disturbed to construct the Existing LPOE's parking lots and other associated facilities. The majority of the Modernized LPOE would be located within the same footprint of the Existing LPOE. In addition, the construction of the Modernized LPOE would not change the elevation of the study area within the 1-percent annual chance floodplain and therefore would not increase the base flood elevation. As a result, construction of the Modernized LPOE would have **no effect** on the 1-percent annual chance floodplain and/or 0.2-percent annual chance floodplain.

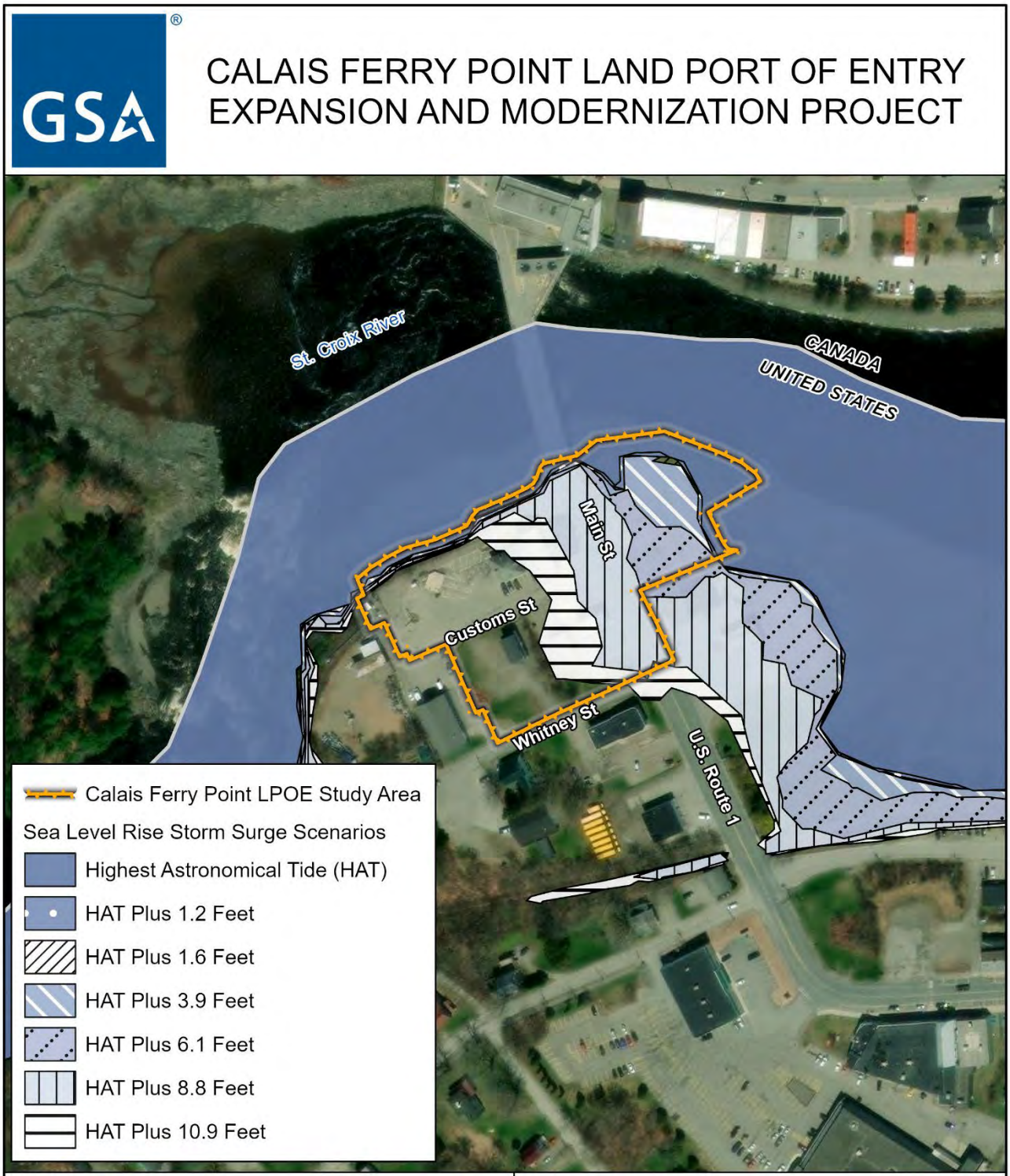


FIGURE 3-8: HIGHEST ASTRONOMICAL TIDE

Alternative 2 − No Action Alternative

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

3.7.2.3 Stormwater Management

Alternative 1 − Action Alternative

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

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

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

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

Stormwater runoff from the Modernized LPOE would be designed to comply with the EISA Section 438 requirements to retain runoff from the 95th percentile storm and mitigate peak runoff rate increases from larger design storm events. Stormwater design would also be pursuant to the requirements of the Maine DEP Stormwater Management Standards, Chapter 500, related to water quality treatment; the Project's stormwater design would incorporate appropriate BMPs in conformance with Section 4. C. (3) and corresponding Appendices of Chapter 500.

After construction, under Alternative 1, proposed impervious surface area would increase by 0.52 acres from 1.05 acres (existing) to 1.57 acres (proposed). The upgraded proposed drainage

system may include infiltration or bio-filtration areas, underground infiltration trenches or retention chambers, and underground grit chamber devices.

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

Alternative 2 − No Action Alternative

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

3.7.2.4 Groundwater

Alternative 1 − Action Alternative

Under Alternative 1, earthwork would occur to prepare the site for construction of the Modernized LPOE. Contaminants (such as hazardous materials like fuel, paint, and other chemicals) may percolate into the groundwater from storm events and adversely affect groundwater quality in the short term. Drilling for the proposed geothermal systems would also affect groundwater by causing erosion due to surface disturbance and potential contamination from drilling fluids (containing salts, heavy metals, and other chemicals). GSA would implement appropriate BMPs to minimize adverse effects to groundwater similar to the measures described above in the stormwater section. As a result, Alternative 1 would result in **direct, indirect, short-term, negligible, localized,** and **adverse** effects to groundwater.

After construction, the long-term effects of Alternative 1 would result in small reductions of ground recharge from the addition of approximately 0.52 acres of impervious surfaces to the study area. Post-construction, stormwater infrastructure design would be incorporated into the Modernized LPOE to promote stormwater infiltration to recharge the groundwater where feasible. As a result, Alternative 1 would result in **direct, indirect, long-term, negligible, localized,** and **adverse** effects to groundwater.

Alternative 2 − No Action Alternative

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

3.7.2.5 Coastal Zone

Alternative 1 − Action Alternative

GSA will coordinate with Maine DMR for a federal consistency review under CZMA. The effect to coastal zone during construction is **undetermined** until coordination with Maine DMR is complete.

Under Alternative 1, GSA would coordinate with local officials to design the Modernized LPOE in a manner consistent with the Calais Shoreline Zoning requirements to the maximum extent practicable. After construction, the Modernized LPOE would have **direct, long-term, minor, site-specific,** and **beneficial** effects on the coastal zone as a result of the implementation of measures implemented as a result of this coordination.

Alternative 2 − No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. The No Action Alternative would therefore have **no effect** on the coastal zone resiliency of the study area.

3.8 Cultural and Tribal Resources

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

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

3.8.1 Affected Environment

A desktop literature review and pedestrian survey of cultural resources, including archaeological resources and historic structures, was conducted in the study area in winter 2023 as part of a cultural resources technical report. The study area includes the Existing LPOE and several private properties. This does not represent the official initiation of the Project with MHPC. GSA invited each of the four federally recognized tribes (Houlton Band of Maliseet Indians, Mi'kmaq Nation,

Passamaquoddy Tribe, and Penobscot Nation) to consult on this project and each was invited to attend the public scoping meetings. The Passamaquoddy THPO attended the initial scoping meeting where he requested additional mapping information and noted the potential for a buried fuel tank. It was also noted that the Peskotomuhkati Nation of Canada, related to the Passamaquoddy Tribe, has used the St. Croix River for transportation and sustenance for millennia and still does today, including between Calais and St. Stephens (Passamaquoddy Recognition Group Inc., 2023). No other response has been received from the Passamaquoddy or other Tribes or Nations. Evaluations of eligibility and determinations of effect on the private property and structures within the study area have not been completed. No archaeological surveys have been completed as of the release of the Draft EA. Coordination between GSA, MHPC, THPOs, and other consulting agencies and parties will be initiated through the Section 106 process.

3.8.1.1 History of the Study Area

Calais Ferry Point LPOE

The Existing LPOE is located in Parcel 1-1 and construction was completed in 1936 on approximately 1.1 acres (Building Conservation Associates, Inc., 2019). The Existing LPOE consists of the Existing LPOE Building and existing garage. The Existing LPOE Building is a two-story, brick clad building constructed in the Colonial Revival style with slate-clad gable roof and two brick chimneys. The Main Street side of the building features a canopy extending over two travel lanes (Building Conservation Associates, Inc., 2019). A four-bay wood frame garage has been renovated to create space for immigration functions and public restrooms. GSA also owns Parcel 1-27 (0.08 acres) on the south side of Customs Street, a former commercial parcel that is now a gravel parking lot. Main Street and the international bridge over the St. Croix River pre-dated the facilities (Building Conservation Associates, Inc., 2019). The garage has an asphalt-shingled, pyramidal roof and is currently clad in aluminum “clapboard” siding. Major alterations include a replaced canopy in 1996, updated windows, and updated slate roof dating to 2015 on the Existing LPOE Building and partially renovated garage space (Building Conservation Associates, Inc., 2019).

The earliest mapped structure within the Existing LPOE parcel was the “S. Rideout Gristmill” visible on the 1881 Colby atlas, but historic documents note the mill was likely present by at least 1824 (Colby, 1881; Building Conservation Associates, Inc., 2019). The gristmill appears to have been replaced by the St. Croix Gas Light Company facility by 1885 and then the addition of the “Trimble Brothers & Company Shoe Factory” in the eastern half of the parcel by 1906 (Sanborn Map Company, 1885; Sanborn Map Company, 1906). These two facilities were replaced by the Existing LPOE in the early 1930s. No clear mapping is present for the change between 1911 and 1936 (Sanborn Map Company, 1911).

The Existing LPOE officially opened in 1936. The Existing LPOE was listed in the NRHP in 2014 as part of a Multiple Property Documentation Form for border crossing facilities constructed in the 1930s and 1940s (NRHP Ref # 14000559; MHPC Inventory No.: 071−0227). The NRHP listing includes the Existing LPOE Building as the primary resource and the existing garage as a contributing auxiliary structure. The Existing LPOE Building is significant as an example of the extant border crossing stations developed from 1930 to 1943 as part of the history of border security (Building Conservation Associates, Inc., 2019). The existing garage was also opened in

1936 (NRHP Ref # 14000559; MHPC Inventory No.: 071−0228). A secondary inspection structure (MHPC Inventory No.: 071−0289), at 3 Customs Street, west of the garage, was surveyed along with the Existing LPOE. The secondary inspection structure, documented as being constructed in 1962, was identified as a non-contributing resource in the Calais Ferry Point NRHP listing.

Private Property

Historic maps and atlases show the development of the study area including prior parcel boundaries. Occupation of the study area by Euro-Americans was present by the last quarter of the eighteenth century, though it had been explored as early as the early seventeenth century. The area surrounding the Existing LPOE, particularly north of the intersection of Main Street and Union Street, has been developed and re-developed multiple times through the past century and a half with the international bridge present in multiple forms for over 130 years. Wharfs, commercial structures, residences, and a railroad were present within the study area through the late nineteenth and twentieth centuries (Colby, 1881; Sanborn Map Company, 1889; Sanborn Map Company, 1911). The east side of Main Street, including Parcels 3-01 and 3-01-4 contained a wharf with several commercial, storage, and industrial buildings that changed overtime, with the majority demolished by 1981 and the remainder demolished by 2009.

Four parcels on the south side of Customs Street, including 1-23, 1-27, 1-28, and 1-29, contained up to five residences on Customs Street and one residence on Whitney Street. Between 1981 and 1996 all but two of the structures on Customs Street were demolished. The building on Customs Street (Parcel 1-27) was demolished in 2009 - 2018. The building at 14 Customs Street (Parcel 1-29) was built in 1972 (Property Card #1210, City of Calais), replacing an older residence that had been demolished. It was most recently used as a commercial building. (AxisGIS, 2019). Parcels 1-32 and 1-31 encompass a gas station at the corner of Main Street and Customs Street. The gas station was constructed in 1998 according to the City of Calais, replacing commercial structures (AxisGIS, 2019; Sanborn Map Company, 1906). Parcel 1-22 is a vacant parcel formerly occupied by the Andrews Hotel, which was demolished between 1981 and 1996 (Sanborn Map Company, 1889; Sanborn Map Company, 1906).

3.8.1.2 Cultural Resource Reconnaissance Investigation

Known Cultural Resources

A cultural resources records search of the study area was requested by GSA as part of a cultural resources technical report. On February 27, 2024, MHPC responded to the cultural resources technical report, noting a lack of surveys of the study area and immediate vicinity (**Appendix B**). The information provided by MHPC showed that no prior archaeological or historic architecture surveys had been conducted within the study area or the immediate vicinity. The 1936 Existing LPOE Building and existing garage are listed in the NRHP, while the secondary inspection structure is a non-contributing resource. None of the private property or associated structures have been evaluated for their eligibility at this time. No known archaeological resources are located within the study area. The coordination with MHPC does not represent official project initiation on behalf of GSA.

Archaeological Sensitivity Assessment

In the February 2024 letter (**Appendix B**), MHPC concurred that no further archaeological investigations are required within the study area (Mohney, 2024). The historic archaeological potential within the study area at the Existing LPOE is considered low because many of the original historic structures within the study area have undergone demolition and redevelopment. There is unlikely to be integrity to the cultural resources because of the periods of development and intervening demolition within the study area. After discussion with MHPC, it was determined that there is a low likelihood of an intact Pre-Contact[6] resources in the study area because of the historic development in the area (Arthur Spiess, PhD., personal communication 2023).

Historic Architecture Assessment

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

The building at 14 Customs Street (Parcel 1-29) and the gas station at 37 Main Street (Parcels 1-32 & 1-31) are located within the Study Area. The two-story building at 14 Customs Street was built in 1972, replacing an older residence. That building has been heavily altered and retains little historic fabric or integrity. The building has not been evaluated for NRHP eligibility. The gas station was built around 1998 and does not meet the age criteria to be considered eligible for listing in the NRHP. MHPC noted that depending on the alternative under consideration it might be necessary to assess indirect impacts on potential historic properties outside of the Study Area. GSA will take this recommendation into consideration.

3.8.1.3 Native American Tribes

Maine is home to four federally recognized Wabanaki tribes, including the Houlton Band of Maliseet Indians, Mi'kmaq Nation, Passamaquoddy Tribe, and Penobscot Nation, together making up the Wabanaki Confederacy. The Passamaquoddy Tribe live on the largest reservation in the state on the west branch of the St. Croix River in Indian Township, Washington County, Maine, approximately 22 miles from the Existing LPOE (Passamaquoddy Tribe, 2024). A Canadian recognized tribe, the Peskotomuhkati Nation, related to the Passamaquoddy Tribe, is present in New Brunswick and uses the St. Croix River (Schoodic/Skutik River) between St. Andrews (13.6 miles to southeast) and Mohannes (3.9 miles to southwest), a stretch of the river that includes the study area. The Peskotomuhkati Nation has used the St. Croix River for transportation and sustenance for millennia and still does today (Passamaquoddy Recognition Group Inc., 2023).

3.8.2 Environmental Consequences

In the February 2024 letter, MHPC noted that it might be necessary to assess indirect impacts on potential historic properties outside of the Study Area, dependent upon the preferred alternative. No archaeological survey is required by MHPC. This consultation was done as part of a cultural resources technical report.

[6] Pre-Contact is a reference to Native American cultural traditions prior to extensive trade and interaction with European settlers (MHPC, 2019).

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

Alternative 1 − Action Alternative

Alternative 1 would result in the renovation of the Existing LPOE Building, the demolition of the existing garage, and the demolition of the secondary inspection station. The Existing LPOE is listed on the NRHP with the Existing LPOE Building and garage as the primary and auxiliary contributing structures respectively. A Main Building and additional facilities would be constructed west of the Existing LPOE Building. The canopy for the Existing LPOE would be replaced and moved further south along Main Street. Additional traffic patterns would flow north of the Existing LPOE Building and parking would be added west of the Main Building. The radio tower and utilities area would remain to the west of the Existing LPOE. Parcels 1-23, 1-28 and 1-29, including the commercial building at 1-29, would be acquired for operations and maintenance and additional parking. The commercial building would be demolished. The building has not been surveyed for eligibility for listing in the NRHP.

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

There are no other previously recorded historic properties within the study area. Since MHPC concurred that no additional archaeological investigations were required, then implementation of Alternative 1 would result in **no effect** to archaeological resources.

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

No U.S. federally recognized Tribes or Nations use the study area for cultural activities, nor do they own properties within the study area that would be impacted by the Project. There is no access for use of the federally owned property for sustenance fishing on Ferry Point for the Peskotomuhkati Nation or Passamaquoddy Tribe and there would continue to be no access to the Modernized LPOE after completion. Therefore, Alternative 1 would have **no effect** to Tribes or Nations.

Alternative 2 − No Action Alternative

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

3.9 Air Quality

The Clean Air Act requires that the EPA establish primary and secondary National Ambient Air Quality Standards (NAAQS) for air pollutants that are considered harmful to the public and environment. The pollutants, identified as criteria pollutants, include ozone, particulates that have aerodynamic diameters of 10 micrometers or less (PM10), particulates with aerodynamic diameters of less than 2.5 micrometers (PM2.5); carbon monoxide (CO); nitrogen dioxide (NO_2); sulfur dioxide; and lead. Federally funded projects are required to comply with the General Conformity Rule to ensure that federal actions do not interfere with a state's plans to attain or maintain the NAAQS.

3.9.1 Affected Environment

Maine, including Washington County, is in attainment for the NAAQS for all criteria pollutants and is therefore not subject to EPA's general conformity requirements (EPA, 2025a). Washington County contains two air monitoring stations south of Calais that measure concentrations of ozone and particulate matter. One station is in Sipayik approximately 20 miles southeast, while the other station is in Jonesport approximately 50 miles south-southwest. Not all criteria pollutants are monitored in the county. EPA's AirData Air Quality Index Summary Report (EPA, 2025b) notes air quality monitoring was performed for 31 days (about 1 month) within the County thus far in 2025; yet there are no reported exceedances of the NAAQS.

Air emission sources in the vicinity of the Existing LPOE primarily include exhaust emissions of vehicles that travel through the Existing LPOE on Main Street. Air emissions are also emitted from the oil-fueled boiler and diesel-fueled emergency generator that serve the Existing LPOE Building.

3.9.2 Environmental Consequences

Alternative 1 − Action Alternative

Project impacts on air quality were qualitatively assessed using publicly available data and project design information for Alternative 1. During construction of Alternative 1, operation of construction vehicles and construction associated traffic delays would result in temporary increases in emissions of criteria pollutants due to the exhaust emissions associated with construction vehicles and equipment, idling of vehicles passing through the Existing LPOE during construction delays, release of fugitive dust from construction, and disturbance of excavated soils. Emissions from construction activities are anticipated to include CO, nitrogen oxides, volatile organic compounds (VOCs), PM10, and PM2.5. GSA would require contractors to use the best available technology regarding construction equipment, to the extent possible, to minimize and/or mitigate vehicle emissions. Dust suppression would be used onsite to control particulates. Mitigation measures would reduce emissions, but there would still be a net increase of emissions during site preparation, demolition, and construction activities. The Action Alternative would result in **direct, short-term, minor, site-specific,** and **adverse** effects on air quality.

During operation, the Project is not anticipated to induce traffic level increases. Traffic levels are expected to return to pre-construction numbers once construction is complete. The Modernized LPOE would benefit from vehicle processing upgrades and additional lanes that would increase the capacity to process vehicles more efficiently and reduce vehicle idling. Decreased vehicle

idling would decrease vehicle emissions at the LPOE because vehicles would move faster through the LPOE, thereby creating less exhaust, which contains carbon dioxide, NO_2, and PMs. Heating and cooling would be provided via heat pumps powered through geothermal well fields, which would decrease the need for non-renewable energy sources for heating the Modernized LPOE. Electrical power is provided by Eastern Maine Electrical Cooperative. A diesel-powered backup generator sized to accommodate the Modernized LPOE would be used in emergency situations, and would have negligible effect on air quality. Alternative 1 would have **direct, long-term, minor, regional,** and **beneficial** effects on air quality during operation of the Modernized LPOE.

Alternative 2 − No Action Alternative

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

3.10 Noise

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

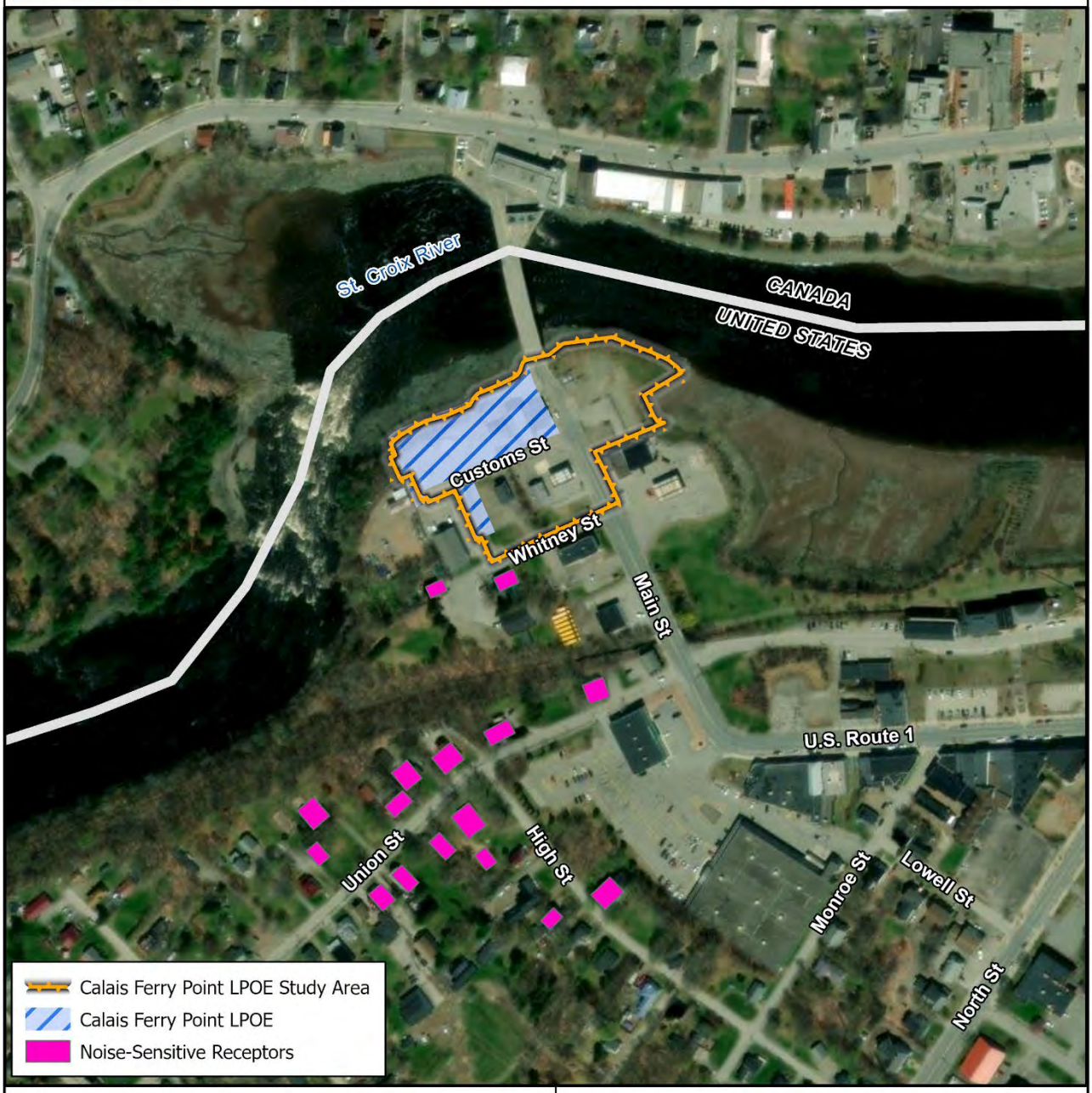
The U.S. Occupational Safety and Health Administration (OSHA) has established acceptable occupational noise exposure levels (29 C.F.R. 1910.95, 2008). These regulations state that employees must not be exposed to occupational noise levels greater than 90 A-weighted decibels (dBA) without adequate hearing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

3.10.1 Affected Environment

Noise-sensitive land uses include those associated with indoor or outdoor activities that may be subject to stress or substantial interference from noise and generally include residences, hotels/motels, nursing homes, schools, places of worship, and libraries. No noise sensitive land uses were identified within the study area. Residential properties are located within the immediate vicinity of the Existing LPOE (**Figure 3−9**). Existing noise sources include passenger vehicles entering the Existing LPOE and the surrounding industrial and commercial activities.

Ambient noise in the study area is mostly the vehicular traffic traveling along Main Street. POVs are the main noise sources, with additional ambient noise coming from the Existing LPOE and surrounding commercial and residential land uses.

CALAIS FERRY POINT LAND PORT OF ENTRY EXPANSION AND MODERNIZATION PROJECT



Source: (ESRI, 2024)

N

FIGURE 3-9: NOISE SENSITIVE RECEPTORS

0 300 600
Feet

City of Calais, ME

3.10.2 Environmental Consequences

Alternative 1 − Action Alternative

Under Alternative 1, there would be temporary increases in noise levels from construction equipment and activities. Demolition and construction activities would generate noise caused by the operation of heavy equipment, such as bulldozers, excavators, and dump trucks. Construction vehicles and equipment on average generate noise levels of 77 to 130 dBA directly at the source of the sound (Berger et al., 2018). Relatively high construction noise levels (76 to 82 dBA) typically occur within distances of 400 to 800 ft from the site of major equipment operations. Affected noise sensitive receptors within this distance include the residential properties located at 10 and 15 Whitney Street, as well as residential properties along Union Street and High Street (**Figure 3−9**).

Construction of Alternative 1 would require grading. Due to the relatively shallow depth of bedrock underlying the study area, grading would likely require blasting and other percussive measures. The average noise level from blasting bedrock is typically around 80-90 dBA, with peak levels potentially reaching up to 115 dBA, depending on the size of the blast, distance from the blast site, and the type of rock being blasted. Geotechnical investigations would need to be performed to determine the amount of rock excavation that would be anticipated. Construction would result in **direct, short-term, minor, site-specific,** and **adverse** effects from noise.

Noise regulations are intended to protect human health from environmental noise pollution or regulating occupational noise hazards. Environmental standards associated with site plan review in the City Land Use Code (Chapter 6) require that noise generated on a site “will not be objectionable.” Construction crews would follow applicable OSHA regulations regarding noise exposures and wear protective equipment. Mitigation measures that GSA would consider include using low-noise construction machinery with sound-dampening technology and low-noise engines, position noise sources farther away from sensitive areas like residences, informing nearby residents about construction plans and noise mitigation measures, and limiting construction activities to daylight hours to the maximum extent possible.

The Modernized LPOE would be similar to existing operations and result in a similar noise environment. The Modernized LPOE would comply with OSHA’s noise exposure levels during operation. Alternative 1 would be compliant with the Noise Control Act of 1972, and the Quiet Communities Act of 1978. After construction, operation of the Modernized LPOE is not anticipated to create increased noise, so there would be **no effect**.

Alternative 2 − No Action Alternative

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

3.11 Recreational Resources

3.11.1 Affected Environment

Recreation facilities and attractions surrounding the Existing LPOE consist of the Calais Waterfront Walkway, which is in the former location of the Maine Central rail line perpendicular to Main Street and north of Union Street (**Figure 3−5**). The Calais Waterfront Walkway is an approximately 1.5-mile gravel and crushed stone walkway that follows the St. Croix River from the town library at Todd Street to South Street. The Calais Waterfront Walkway is part of a larger network of trails, locally called the Cobscook Trails Project, which seeks to bring nature-based recreation and tourism to Washington County (Maine Trail Finder, 2024).

The Calais Waterfront Walkway is part of the Maine portion of the East Coast Greenway, a 3,000-mile-long protected biking and walking path project from Key West, Florida to Calais, Maine. As a part of this, Calais contains the Calais “Trails Gateway” Project, connecting Calais, Maine to St. Stephens, New Brunswick, Canada. Calais’s 2005 Comprehensive plan has the goal to promote and protect the availability of outdoor recreation opportunities for all Calais citizens. The Modernized LPOE would create operational efficiency, safety, and security for pedestrians and cyclists crossing the border (East Coast Greenway Alliance, 2023).

The Existing LPOE is also a walking and cycling access point to St. Stephen, New Brunswick, Canada across the international bridge. A system of trails and paths is being developed along the St. Stephen waterfront, opposite the Calais Waterfront Walkway, which would draw additional trail users through the study area.

While water depth changes with the tides on the St. Croix River, the portion of the river surrounding the Existing LPOE is navigable by small boats including kayaks and canoes. There are several guided paddle trips through the region to view local wildlife and scenery. The Calais Waterfront Boat Landing is east of Ferry Point at Union Street and North Street, along the waterfront walkway (Maine Trail Finder, 2024).

3.11.2 Environmental Consequences

Alternative 1 − Action Alternative

Under Alternative 1, construction may result in temporary, intermittent closures at the border that would likely occur for short periods of time. Border closures at the LPOE could interfere with pedestrians and cyclists crossing the international bridge; however, this would only last the duration of the Project and would cease upon conclusion of these activities. No impact is anticipated to the Calais Waterfront Walkway. The construction phase would result in **direct, short-term, minor, site-specific,** and **adverse** effects on pedestrians and cyclists accessing recreational resources. After construction there would be **direct, long-term, minor, site specific**, and **beneficial** effects on pedestrians and cyclists accessing recreational resources as modernization of the border crossing would increase efficiency and safety of the border crossing with pedestrian processing facilities separated from vehicular processing facilities.

Alternative 2 − No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. The No Action Alternative would have **no effect** to pedestrians using the LPOE to access recreational resources in the both the U.S. and Canada, as there are currently no separated pedestrian processing facilities from vehicular traffic.

3.12 Hazardous Materials

3.12.1 Affected Environment

A Phase I Environmental Site Assessment (Phase I ESA) was completed on the Study Area, and a Phase II ESA and Building Materials Survey were completed for the Existing LPOE parcel. JMT conducted completed site inspections on June 13, 2023, and November 13, 2023, for the Phase I ESA and between November 14-20, 2023, for the Phase II ESA. Details on the Existing LPOE parcel and the privately-owned parcels identified for acquisition as a part of Alternative 1 − Action Alternative (p. 16, **Figure 2−2**) are summarized below.

3.12.1.1 Phase 1 ESA

A Phase I ESA was prepared for the study area in March 2024 (Revised November 2024; JMT, 2024b). The assessment was performed in accordance with the American Society of Testing and Materials (ASTM) Standard Practice for the Phase I Environmental Site Assessment Process (ASTM Designation: E1527−21) and the U.S. Environmental Protection Agency Standard Practice for All Appropriate Inquiries (40 C.F.R. Part 312) under the Comprehensive Environmental Response, Compensation, and Liability Act. The main objective of the Phase I ESA was to identify recognized environmental conditions (RECs)[7] in connection with the study area.

Existing LPOE parcel

The Phase I ESA identified the following REC at the Existing LPOE parcel:

- Fire Insurance Maps (FIMs) show historical coal and coke storage associated with prior use of the study area by the Saint Croix Gas Light Company (1895 to at least 1949). Common contaminants associated with coal gasification processes include heavy metals and polyaromatic hydrocarbons (PAHs) and the possibility exists that these facilities may have released contaminants in the study area. Additionally, a gas tank is shown on the 1949 fire insurance map. It could not be determined if it is an underground storage tank

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

(UST) or an aboveground storage tank (AST) and, if it is a UST, its removal could not be confirmed (JMT, 2024b).

The Phase I ESA identified the following Historic REC at the Existing LPOE parcel:

- A closed spill record (B−672−2004) from 2004 where 30 gallons of diesel were released from a truck. The report indicates that the spill took place and was contained on asphalt, and after cleanup with sorbents the cleanup was deemed adequate (JMT, 2024b).

The Phase II ESA was prepared in March 2024 (JMT, 2024c). This assessment was performed in accordance with the ASTM E1903−19 (Standard Practice for Phase II ESAs). The objective of the Phase II ESA was to evaluate RECs identified in the Phase I ESA, through soil and groundwater testing.

GSA is consulting with Maine DEP on the need for further action.

3.12.1.2 Aboveground Storage Tanks

There are four ASTs on the Existing LPOE parcel. Three 330-gallon diesel ASTs are in the basement of the Existing LPOE Building, and one 275-gallon heating oil AST is in the separate GOV garage.

3.12.1.3 Building Materials Inspections

An Asbestos Survey Report (Federal Occupational Health, 2012) details the identification of suspect asbestos-containing materials (ACM) and bulk sampling that was performed at the Existing LPOE Building. The report identifies four miscellaneous materials as in good and non-friable condition. These include brown 9x9 ft. floor tile, black mastic under 12x12 ft. gray floor tile, tan cove-base mastic, and a black coating underneath a break room sink. Further, thermal systems insulations on piping in the basement of the Existing LPOE Building was already labeled as ACM prior to the completion of the referenced asbestos survey.

A Lead-Based Paint Survey Report (Federal Occupational Health, 2013) details the identification of lead-based paint. Out of 97 samples collected throughout the Existing LPOE Building, 64 were seen to exceed the federal threshold value of at least 1.0 mg/cm2 lead. The report also indicated that, in its current, undisturbed state, the lead does not pose a health hazard to humans.

Land Acquisition Parcels for Alternative 1 − Action Alternative

The Phase I ESA did not identify any RECs at the private properties identified for acquisition under Alternative 1 - Action Alternative, Parcels 1-23, 1-28 and 1-29 (p. 16, **Figure 2−2**).

3.12.2 Environmental Consequences

Alternative 1 − Action Alternative

Planned demolition and construction activities associated with the Action Alternative have the potential to disturb hazardous materials identified in the Alternative 1 - Action Alternative area. The following should be considered if this alternative is selected. There would be **direct, short-**

term, minor, site-specific, and **adverse** effects from accidental spills of hazardous materials, such as from construction vehicles or during the removal of existing fuel and other storage tanks.

GSA would complete a site-specific health and safety plan (HASP) ahead of any ground intrusive work on any/all parcels comprising the Alternative 1 − Action Alternative area. The site-specific HASP would consider protections for workers from surface and subsurface contaminants identified during the Phase II ESA for the Existing LPOE parcel. Maine Excavation and Construction Worker Remedial Action Guidelines (RAGs) for certain metals (primarily lead and manganese) were commonly exceeded in surface and/or subsurface soil samples throughout the Existing LPOE parcel. Naphthalene also exceeded the Excavation/Construction Work RAG for groundwater and soil on the Existing LPOE parcel. Exposure routes can include, but are not limited to, ingestion and inhalation. Health and safety management techniques should consider dust suppression techniques (e.g., water truck availability during earth movement activities), as well as possible soil screening with a photoionization detector during ground-intrusive work, as appropriate. The development of a site-specific HASP would assess potential exposure pathways for workers and provide health and safety controls for work during construction and/or remediation activities.

A Material Management Plan (MMP) should be developed to offer guidance on handling, storage, on-site re-use, or off-site disposal of soil and groundwater encountered during redevelopment activities planned for the Alternative 1 − Action Alternative area. The MMP should be prepared in accordance with applicable federal, state, and local regulations. Construction and demolition waste would be removed frequently to minimize contaminant runoff from standing waste. Removal and disposal of fuel and other storage tanks would be conducted using licensed contractors and all proper closure procedures.

ACM and lead-based paint waste identified in the 2012 and 2013 Survey Reports would be produced from the demolition and/or renovation of Existing LPOE Building. The possibility of ACM and lead should be considered during demolition of buildings within the Alternative 1 − Action Alternative area. Asbestos and lead encountered during demolition activities should be disposed of in accordance with state and federal regulations.

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

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

Alternative 2 − No Action Alternative

Under the No Action Alternative, no construction or modernization activities would occur at the Existing LPOE other than maintenance, repair, and alteration, as needed. Any unknown or possible buried environmental contamination and hazardous materials would remain in place. The No Action Alternative would result in **no effect** on hazardous materials.

3.13 Unavoidable Adverse Environmental Effects

Impacts from the Action Alternative on the environment have been described in detail in the previous individual resource sections of this chapter. **Table 3−10** provides a summary of unavoidable adverse environmental effects of the Project.

Table 3−10: Unavoidable Adverse Environmental Effects

Resource	Unavoidable Effects
Land Use and Zoning	During construction, there would be **direct, short-term, minor, localized,** and **adverse** effects on land use because of temporary road and pedestrian detours and temporary, intermittent closures of the LPOE during construction.
Socioeconomic Resources	After construction, there would be **direct, long-term, minor, site-specific,** and **adverse** effects to private property owners whose properties would be acquired for construction of the Modernized LPOE. There would also be **direct, long-term, minor, localized** and **regional,** and **adverse** effects to socioeconomics due to the loss of real estate tax revenue from the replacement of private property with federal property.
Traffic and Transportation	During construction there would be **direct, short-term, minor, localized,** and **adverse** effects due to detours and traffic delays.
Geology, Topography, and Soils	During construction there would be **direct, permanent, moderate, localized,** and **adverse** effects due to grading and drilling for geothermal. During construction, grading would be conducted so that import/export of fill soils would be minimized. The effect on topography would be **direct, permanent, minor, site-specific, and adverse.** Construction activities may expose soils within the study area to wind, erosion, and sedimentation resulting in **direct, indirect, long-term, negligible, site-specific,** and **adverse** impacts.
Biological Resources	Due to the disturbed nature of the existing vegetation, and therefore low quality to wildlife Alternative 1 would have **direct, long-term, negligible, site specific,** and **adverse** effects on vegetation. Construction activities would result in **direct, indirect, short-term, negligible, localized,** and **adverse** effects to tidal waterfowl and wading bird habitat, EFH, and fishes within the river as well as other wildlife. Alternative 1 would have **direct, short-term, negligible, localized,** and **adverse** effects on migratory birds during construction of the Modernized LPOE.
Water Resources	Alternative 1 Construction of Alternative 1 would result in **direct, short-term, negligible, localized,** and **adverse** effects to WOTUS, specifically the St. Croix River. There would be **direct, short-term, negligible, localized,** and **adverse** effects to stormwater management during construction activities because of potential runoff and contaminants from the construction process. After construction increased impervious areas would result in **direct, long-term, negligible, localized,** and **adverse** effects to stormwater management.

Resource	Unavoidable Effects
Water Resources (Cont.)	During and after construction there would be **direct, indirect, short-term, negligible, localized,** and **adverse** effects to groundwater due to the impact of contaminants and erosion from drilling short-term and reductions in groundwater recharge long-term. Reductions in water quality in the study area would continue to occur from stormwater runoff as there is currently no retention basin to treat the runoff. There would be **direct, indirect, long-term, negligible, localized,** and **adverse** effects to groundwater.
Cultural and Tribal Resources	GSA will coordinate with MHPC on an effects determination. Currently, the effect to the NRHP-listed resource is **undetermined**.
Air Quality	During construction there would be **direct, short-term, minor, site-specific,** and **adverse** effects on air quality from increased emissions and fugitive dust.
Noise	During construction there would be **direct, short-term, minor, site-specific**, and **adverse** effects to noise due to construction activity and equipment use.
Recreational Resources	The construction phase would result in **direct, short-term, minor, site-specific,** and **adverse** effects on pedestrians and cyclists accessing recreational resources accessing the border.
Hazardous Materials	During construction, there would be **direct, short-term, minor, site-specific,** and **adverse** effects from accidental spills of hazardous materials, such as from construction vehicles or during the removal of existing fuel and other storage tanks. At this time, the Modernized LPOE project is not expected to impact the traffic volume, and therefore the number of vehicles passing through the LPOE carrying hazardous materials is not expected to increase. The potential for any spills or release of hazardous materials during normal operations would be minimal. Overall, LPOE operations would result in **direct, long-term, negligible, site-specific,** and **adverse** effects.

3.14 Irreversible and Irretrievable Commitments of Resources

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

3.14.1 Irreversible Commitments of Resources

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

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

- Workforce labor for both the construction of and operation of the Modernized LPOE.

3.14.2 Irretrievable Commitments of Resources

As noted above, "irretrievable" commitments of resources are those that are lost for a period of time, but not permanently. The Action Alternative would entail the long-term loss of the landscaped, non-native vegetation within the study area. Mitigation measures and BMPs would be implemented to minimize impacts; they are summarized for each resource in **Table 3−11**.

Table 3−11: Summary of Mitigation Measures and BMPs

Resource	Mitigation Measures and BMPs
Land Use and Zoning	GSA would coordinate with landowners and business owners to maintain access to their properties during and after construction. Consistent with 40 C.F.R. § 3312, GSA would consult with local officials to design the Modernized LPOE in a manner consistent with the Shoreline Zoning requirements to the maximum extent practicable, without compromising security of the LPOE or CBP mission requirements.
Socioeconomic Resources	GSA would notify the property owner of its intent to acquire and its appraisal obligations. GSA would determine the amount of just compensation to be offered for the private property; this amount would not be less than the fair market value established by an approved appraisal.
Traffic and Transportation	GSA, in coordination with Maine Department of Transportation (Maine DOT), would create a traffic management plan that would outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and temporary inspection areas. This plan would consider the need to temporarily redirect traffic to the other two Calais LPOEs, potential impacts on the nearby access roads during construction, and any mitigation measures.
Geology, Topography, and Soils	Stormwater management BMPs would be implemented to prevent or reduce soil erosion and soil pollution/contamination during and after construction. BMPs that GSA would consider include installing silt fencing and sediment traps; placing gravel or riprap for heavy vehicle transit; and reestablishing vegetation to minimize erosion and sedimentation. Revegetation with regionally appropriate native plant species of areas around the buildings, parking lots, and other infrastructure where soils remain exposed after construction would also minimize impacts over a longer term. To the extent practicable, existing disturbed and developed land within the study area would be used for staging construction equipment and stockpiling.
Biological Resources	Staging areas would be established in previously disturbed and unvegetated areas to the extent possible. BMPs, such as equipment washing and proper disposal of invasive species found during construction activities, would be implemented to limit the introduction and establishment of invasive species. Construction vehicles would observe speed limits to minimize the possibility for any wildlife-vehicle collisions. Staging and stockpile areas would be located within or immediately adjacent to the construction footprint to reduce the area of disturbance.
Water Resources	The SWPPP would include erosion prevention, sediment control, and water quality requirements in controlling stormwater runoff and pollutants during construction and post construction. Spill prevention BMPs would be implemented to reduce the risk of contaminated sediments escaping the site via erosion or the risk of spilled materials (e.g., diesel fuels or oils) escaping the site via stormwater runoff during the construction phase. Drop cloths, proper storage of chemicals, and immediate treatment of spill areas with absorbents and soil removal are examples of BMPs

Resource	Mitigation Measures and BMPs
Water Resources (Cont.)	that GSA would consider to mitigate the risk of spills. Geothermal well drillers would not use materials or procedures which may adversely affect public health, the drill site, and groundwater. All drilling fluids and contaminated drill cuttings, samples, or liquids would be disposed of properly. All drilling equipment which may have become contaminated during a drilling operation would be thoroughly cleaned and decontaminated before reuse. The well would be sited such that there is no migration of contaminants into uncontaminated zones. Stormwater design would also be pursuant to the requirements of the Maine DEP Stormwater Management Standards, Chapter 500, related to water quality treatment; the Project's stormwater design would incorporate appropriate BMPs in conformance with Section 4.C.(3) and corresponding Appendices of Chapter 500. GSA would implement appropriate BMPs to minimize adverse effects to groundwater similar to the measures described above in the stormwater section. GSA would coordinate with local officials to design the Modernized LPOE in a manner consistent with the Calais Shoreline Zoning requirements to the maximum extent practicable.
Cultural and Tribal Resources	Cultural resource investigations and consultation in accordance with Section 106 will be initiated and would continue beyond publication of the Final EA. Consultation with MHPC will define mitigation measures.
Air Quality	GSA would require contractors to use the best available technology regarding construction equipment, to the extent possible, to minimize and/or mitigate vehicle emissions. Dust suppression would be used onsite to control particulates.
Noise	The Modernized LPOE would comply with OSHA's noise exposure levels during operation. Each alternative would be compliant with the Noise Control Act of 1972, and the Quiet Communities Act of 1978. Mitigation measures that GSA would consider include using low-noise construction machinery with sound-dampening technology and low-noise engines, position noise sources farther away from sensitive areas like residences, informing nearby residents about construction plans and noise mitigation measures, and limiting construction activities to daylight hours to the maximum extent possible.
Recreational Resources	A traffic management plan would be prepared prior to construction that would outline the anticipated timing, duration, and proposed phasing of travel lane closures, traffic detours, and temporary inspection areas.
Hazardous Materials	GSA would complete a site-specific health and safety plan (HASP) ahead of any ground intrusive work on any/all parcels comprising the study area. The site-specific HASP would consider protections for workers from surface and subsurface contaminants identified during the Phase II Environmental Site Assessment (ESA). A Material Management Plan (MMP) would be developed to offer guidance on handling, storage, on-site re-use, or off-site disposal of soil and groundwater encountered during redevelopment activities planned for the study area. The MMP would be prepared in accordance with applicable federal, state, and local regulations. Construction and demolition waste would be removed frequently to minimize contaminant runoff from standing waste. Removal and disposal of fuel and other storage tanks would be conducted using licensed contractors and all

Resource	Mitigation Measures and BMPs
Hazardous Materials (Cont.)	proper closure procedures. BMPs for managing ACM during demolition may include adequately wetting all regulated ACMs, sealing the material in leak tight containers, and disposing of the ACMs as expediently as practicable. Lead-safe practices would be employed during demolition. CBP staff would continue to utilize existing inspection and safety procedures that are currently in place. BMPs would be in place to minimize the chance of a spill occurring, and any potential spill or leak would be addressed in accordance with applicable laws and regulations as soon as it is noticed.

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APPENDIX A: SCOPING REPORT

PUBLIC MEETING SCOPING REPORT

Calais Ferry Point Land Port of Entry
Calais, Maine

Prepared for:

U.S General Services Administration
Region 1 – New England

Prepared by Johnson, Mirmiran, and Thompson

Submitted: September 2024

JMT Project No: 22-03611-001

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Appendix G: Index of Comments by Source and Date

ACRONYMS AND ABBREVIATIONS

CBP	U.S. Customs and Border Protection
CFR	Code of Federal Regulations
CEQ	Council on Environmental Quality
EA	Environmental Assessment
EDT	Eastern Daylight Time
GSA	U.S. General Services Administration
LPOE	Land Port of Entry
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
U.S.	United States
USC	United States Code

1.0 INTRODUCTION

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

JMT, GSA's NEPA Contractor, has prepared this scoping report on behalf of GSA to describe the proposed project (i.e., background information, project location and facilities, proposed action, and alternatives), the public scoping meetings, advertisement materials for the scoping meetings, and to summarize the comments received during the two public scoping periods. This document also includes:

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

GSA, with support from JMT, held a public scoping meeting on Tuesday, June 13, 2023, from 5:00 to 7:00 PM Eastern Daylight Time (EDT) at the Maine Indian Education Center. Comments were accepted during the public scoping period from May 25 to July 13, 2023.

After the first public scoping meeting, the Study Area was expanded due to updates in the design concepts. In order to provide an update to the public and solicit comments pertinent to the revised Study Area, GSA held a second public scoping meeting on Thursday, April 25, 2024, from 5:00 to 7:00 PM (EDT) at the Maine Indian Education Center in Calais. Comments were accepted during the public scoping period from April 11 to May 31, 2024.

2.0 PROJECT DESCRIPTION

The Calais Ferry Point LPOE is a port of entry for vehicles and pedestrians crossing the U.S. Canada border between Calais, Maine, and St. Stephen, New Brunswick, Canada. Traffic crossing through the Calais Ferry Point LPOE generally includes tourist traffic and local residents from St. Stephen or Calais accessing local businesses on either side of the border. The port accommodates non-commercial vehicles and pedestrian traffic and focuses on the inspection and control of vehicles, goods, and people. Commercial traffic entering or leaving the U.S. at Calais is directed to the Calais International Avenue LPOE three miles south on International Avenue. See Figure 2-1 below for a broad overview of the region.

Figure 2-1. Calais Ferry Point LPOE Project Location

Adjacent land uses include gas stations, a duty-free shop and other commercial and residential properties to the south, east, and west. The Calais Waterfront Walkway crosses the peninsula south of the LPOE site just north of Union Street. See Figure 2-2 for an aerial view delineating the study areas for NEPA as of June 2023 and March 2024, respectively.

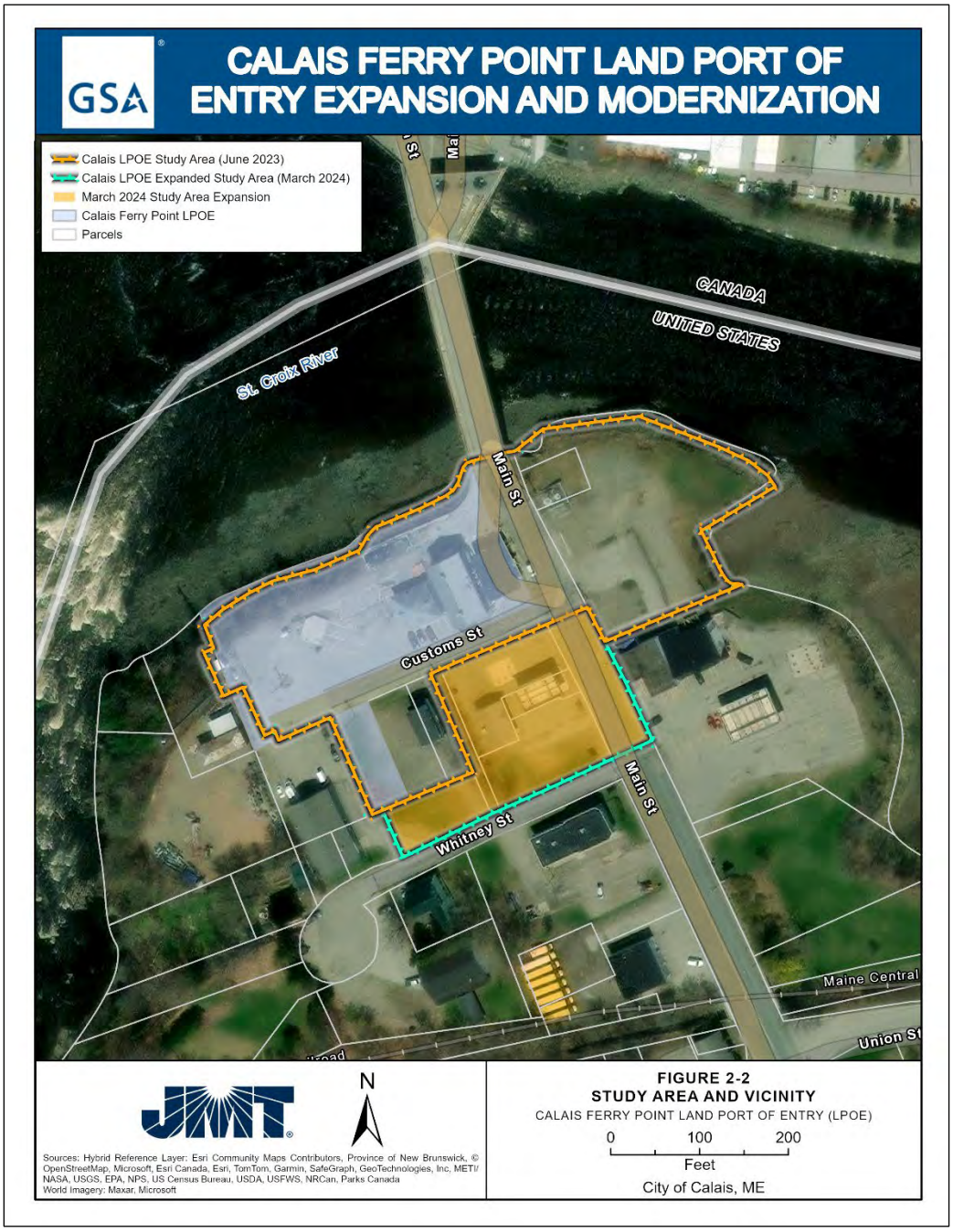

Figure 2-2. Calais Ferry Point LPOE Study Area and Vicinity

The proposed project would expand and modernize the Calais Ferry Point LPOE to improve the operational efficiency, safety, and security of Customs and Border Protection (CBP) personnel and cross-border travelers at the LPOE. The proposed LPOE would be functional, accessible, and equitable for CBP and their operations and interactions with the public. All facility and infrastructure improvements proposed under the action alternatives would incorporate

sustainable, climate-resilient, cyber-secure, and operationally efficient design. Specific sustainability goals include, but are not limited to:

- A net-zero ready facility;
- 80% fossil fuel-energy generated reduction;
- Use GSA's green proving ground technology;
- Achievement of LEED Gold and SITES Silver certification; and
- Whole-building embodied carbon reduction.

2.1 EXISTING FACILITIES

The existing LPOE consists of a main building and a garage on 1.45 acres of property. The existing LPOE consists of the main building constructed in 1935 and a garage constructed in 1936, both of which are listed on the National Register of Historic Places (NRHP), and a non-commercial Primary Inspection canopy on the east side of the main building. The non-commercial Primary Inspection canopy is an attached steel structure with corrugated metal roof panels over two enclosed inspection booths each serving inspections of one lane of non-commercial vehicle traffic.

The main building is two stories and has a full basement that houses electrical and mechanical equipment, restrooms, a locker room, and storage. The first floor includes office space, pedestrian processing areas, Secondary Immigrations Inspections, Secondary Customs processing, a public counter, and a kitchen. The second floor houses a conference/training room, server room, staff restrooms, lactation room, and a Maine State Police office.

The garage is a one-story building with a slab on grade that houses three staff parking bays, a generator bay, public restrooms, and the Trusted Traveler office for NEXUS[1].

Due to steady increases in traffic, poor pedestrian infrastructure, lack of separations between traffic types (vehicle and pedestrian), and outdated facilities and technologies, the facilities at the LPOE no longer function adequately and pose safety and security risks for CBP officers and the traveling public.

2.2 PROPOSED ALTERNATIVES

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

- Construction of a new Garage, inspection canopies, inspection booths and lanes, additional parking, an impound lot, and outbound, inbound and bypass lanes;
- Acquisition of additional land;
- Expansion of the existing main building listed on the NRHP; and
- Demolition of the existing garage listed on the NRHP.

[1] NEXUS is a joint Canada Border Services Agency and U.S. Customs and Border Protections and agents from both countries work in the office.

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

3.0 NOTIFICATION OF SCOPING MEETINGS

This section summarizes the outreach conducted to inform the public of the Calais Ferry Point LPOE scoping meetings and solicit comments on the project. GSA notified the public of the scoping meetings using advertisements in local newspapers, letters to interested parties and adjacent property owners, press releases to local media, and social media posts. Advertisements and meeting materials were provided in both English and French.

3.1 NEWSPAPER ADVERTISEMENTS

JMT published an advertisement in both English and French in The Calais Advertiser on May 25 and June 1, 2023, prior to the first meeting, and on April 11 and April 18, 2024, prior to the second meeting. The advertisements stated GSA’s intent to prepare an EA and conduct each scoping meeting; provided a brief description of the project; identified each public scoping meeting’s time and location; and included instructions for submitting comments via email or through written comments via mail. **Appendix A** contains affidavits of the legal notices.

3.2 PRESS RELEASE AND SOCIAL MEDIA

GSA distributed to local media and posted press releases on the GSA New England Region 1 website on June 5, 2023, prior to the first scoping meeting[2], and on April 15, 2024, prior to the second scoping meeting[3]. Each press release briefly summarized the purpose of the scoping meeting, and provided details of each meeting’s time, date, and location. **Appendix B** contains a screenshot of each press release. A link to the press release was also provided on the project website[4].

To increase project visibility and in an effort to expand public participation in the second scoping meeting for the Calais Ferry Point LPOE Expansion and Modernization project, GSA advertised on several social media platforms. GSA posted a social media notice to the “U.S. General Services Administration New England Region” Facebook page on April 15, 2024. The Facebook post announced the scoping meeting and provided a link to the press release with the meeting details. Similarly, the “GSA New England Region” X/Twitter page posted a notice announcing the scoping meeting on April 15, 2024. **Appendix B** contains screenshots of the Facebook and Twitter posts.

3.3 INTERESTED PARTIES LETTER

A list of stakeholders was developed for the Calais Ferry Point LPOE which included state and local government officials including the Maine Congressional Delegation; federal, state, and local agencies (including Canadian agency contacts); non-governmental organizations; and adjacent property owners or individuals with a known or potential interest in the project. The scoping letters were emailed to interested parties with available email addresses on May 30, 2023, and April 4, 2024. Hard copies were mailed to interested parties without email addresses on the same dates.

[2] https://gsa.gov/about-us/gsa-regions/region-1-new-england/region-1-newsroom/press-releases/us-general-services-administration-to-host-publi-06052023

[3] https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/region-1-newsroom/press-releases/gsa-to-host-second-public-scoping-meeting-for-new-lpoe-at-calaisferry-point-me-04152024

[4] http://gsa.gov/calaisferrypoint

Each letter provided background information on the project, the date and time of each public scoping meeting, and instructions on how to submit comments. **Appendix C** contains the list of interested parties identified for the Calais Ferry Point LPOE Expansion and Modernization project and a copy of the letters sent to interested parties.

4.0 PUBLIC SCOPING MEETINGS

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

4.1 MEETING DETAILS AND LOCATION

2023 Public Scoping Meeting #1

The first public scoping meeting was held on Tuesday, June 13, 2023, from 5:00 to 7:00 PM (EST) at the Maine Indian Education Center at 39 Union Street, Calais, ME. A total of 13 people attended the public meeting, in addition to GSA and JMT personnel.

The meeting was held in an open-house format. Meeting posters were available in English and French to facilitate the discussion between GSA and the public. A translator was also available to assist with translation. Throughout the public scoping meeting, the GSA team worked to encourage discussion and ensure that the public had ample opportunities to speak with project representatives.

2024 Public Scoping Meeting #2

Following GSA's decision to expand the Study Area, a second public scoping meeting was held on Thursday, April 25, 2024, from 5:00 to 7:00 PM (EDT) at the Maine Indian Education Center in Calais. A total of 14 people attended the public meeting, in addition to GSA and JMT personnel.

The meeting included a formal presentation by GSA and JMT staff, which covered the meeting's purpose, changes in the Study Area, and an overview of the NEPA process. Following the presentation and formal comment session, GSA staff were available to speak individually with meeting attendees. Meeting posters were available in English to facilitate the discussion between GSA and the public.

GSA provided an informational handout at both meetings that summarized the project background, NEPA process, and how to submit public comments either in-person at the meeting, via email, or via mail. Mailable comment forms were available for attendees who wished to provide written comments. The meeting handout also included a QR code with a direct link to an online form (also available in French) to submit comments. Attendees also had the opportunity to sign up for additional project email updates. **Appendix D** contains the handout, posters, and comment form for the public scoping meetings, which were also shared on the project website. The meeting sign-in sheets are available in **Appendix E**.

GSA followed up via email with meeting attendees and interested parties after the second public scoping meeting on May 23, 2024. The email included a reminder for submitting written comments

and provided handouts available at the public scoping meeting (see **Appendix E**). A transcript of the meeting is located in **Appendix F**.

5.0 PUBLIC SCOPING COMMENTS

GSA invited scoping comments on the Calais Ferry Point LPOE EA from the public, agencies, and other interested parties. GSA will consider all scoping comments received during the development of the Draft EA. **Appendix G** contains an index of all comments received during both public scoping periods.

5.1 COLLECTING COMMENTS

GSA offered multiple ways to submit comments, including comment forms, letters, emails, and spoken comments at the public scoping meeting. GSA accepted comments throughout both public scoping comment periods. GSA created a dedicated project email inbox (calaisferrypoint.LPOE@gsa.gov) specifically to receive public comments pertaining to this project.

5.2 SUMMARY OF COMMENTERS

JMT indexed received comments based on the source or commenter. Commenters included federal, state, and local agencies and members of the public. A total of 16 commenters provided input during the scoping period, 11 during the first scoping meeting and 5 during the second scoping meeting. **Appendix G** includes an index of comments including the commenter name, affiliation, date received, and nature of the comment.

5.3 ISSUES IDENTIFIED DURING SCOPING MEETING #1

JMT categorized each comment by subject. Table 5-1 shows the number of comments received by subject and commenter type. A total of 11 commenters submitted 18 comments (some commenters submitted more than one comment).

Table 5-1. Commenter Type and Comments by Subject

Subject	Number of Agency Comments	Number of Public Comments	Total Number of Comments
Requests for Information	3	2	5
Traffic and Transportation	1	3	4
Recreation	0	1	1
Socioeconomics / Business Concerns / Tourism	0	2	2
Wildlife / Wildlife Habitat	1	0	1
Sustainability / Climate Change	1	1	2
Water Quality	0	1	1
Historic / Cultural Resources	1	0	1
Hazardous Materials	1	0	1
Total	8	10	18

5.4 SUMMARY OF COMMENTS BY SUBJECT, SCOPING MEETING #1

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

5.4.1 Requests for Information

Five comments were submitted requesting additional information, including requests for more specialized information once the design has progressed further, questions about land acquisition, questions about environmental and cultural effects, and requests for additional information about the road and bridge.

5.4.2 Traffic and Transportation

Four comments were submitted with concerns about traffic and transportation. Comments included concerns about the proposed traffic flow, potential impacts on businesses, access to adjacent properties, and potential increases in traffic through the LPOE and adjacent roadway.

5.4.3 Recreation

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

5.4.4 Socioeconomics / Business Concerns/Tourism

Two comments were received regarding the potential socioeconomic effects of the project and business concerns. Local businesses in the area access the existing roadway network and are patronized by customers crossing through the LPOE. Commenters expressed concerns that trucks would be unable to enter and exit a warehouse and fencing would impinge on commercial traffic. One commenter was concerned with the impacts of the proposed LPOE construction on regional tourism.

5.4.5 Wildlife/ Wildlife Habitat

One comment was received regarding wildlife and wildlife habitat, and included information about potential rare, threatened, and endangered species that may be in the affected area.

5.4.6 Sustainability / Climate Change

Two comments were submitted supporting actions that would increase the sustainability / climate resilience of the proposed Calais Ferry Point LPOE. The commenters suggested that the EA consider climate-related hazards that may impact the project, such as extreme precipitation, flooding, extreme wind events, and drought.

5.4.7 Water Quality

One comment was submitted regarding water quality with a focus on potential construction pollution of the St. Croix River.

5.4.8 Historic / Cultural Resources

One comment was submitted regarding historic and cultural resources pertaining to the NRHP listing of the LPOE and garage.

5.4.9 Hazardous Materials

One comment was submitted regarding hazardous materials and expressed concerns with underground gas tanks in the LPOE study area.

5.5 Issues Identified During Scoping Meeting #2

JMT categorized each comment by subject. Table 5-2 shows the number of comments received by subject and commenter type. A total of 5 commenters submitted eight comments (some commenters submitted more than one comment).

Table 5-2. Commenter Type and Comments by Subject

Subject	Number of Agency Comments	Number of Public Comments	Total Number of Comments
Traffic and Transportation	0	3	3
Facility Design & Aesthetics	0	1	1
Recreation	0	1	1
Socioeconomics / Business Concerns/Tourism	0	1	1
Sustainability / Climate Change	1	0	1
Historic / Cultural Resources	0	1	1
Total	1	7	8

5.6 Summary of Comments by Subject, Public Meeting #2

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

5.6.1 Traffic and Transportation

Three comments were submitted with concerns about traffic and transportation. Comments included concerns about the proposed traffic flow, potential impacts on businesses, access to adjacent properties, and potential increases in traffic through the LPOE and adjacent roadway.

5.6.2 Facility Design and Aesthetics

One comment was submitted regarding the proposed facility design and aesthetics. The comment supported keeping the facility's aesthetics consistent with Maine, the city of Calais, and its environment.

5.6.3 Recreation

One comment was received regarding a trail network that passes through the study area and the proposed LPOE. The commenter expressed interest in communicating with the project team about the trail and how trail signage could be improved at the new LPOE.

5.6.4 Socioeconomics / Business Concerns / Tourism

One comment was received regarding the potential socioeconomic effects of the project and business concerns. The commenter expressed concern that trucks would be unable to enter and exit a warehouse, and that fencing would impinge on commercial traffic.

5.6.5 Sustainability/Climate Change

One comment was submitted supporting actions that would increase the sustainability/climate resilience of the proposed Calais Ferry Point LPOE. The commenters suggested that the EA consider climate-related hazards that may impact the project and consider environmentally friendly construction and materials.

5.6.6 Historic/Cultural Resources

One comment was submitted regarding historic and cultural resources. The commenter was concerned with maintaining the historic appearance of the LPOE.

6.0 LIST OF REFERENCES

(Morphosis Team, 2023). Morphosis Team. 2023. Preliminary Concept Design Update- Calais Ferry Point Land Port of Entry. U.S. General Services Administration and U.S. Customs and Border Protection.

APPENDIX A: NEWSPAPER ADVERTISEMENTS

Legals/Notices

PASSAMAQUODDY TRIBAL COURT
ADVERTISEMENT NOTICE FOR CHANGE OF NAME

PASSAMAQUODDY TRIBAL COURT DOCKET NO: 2023-PBNM-04.
TO ALL PERSONS INTERESTED IN THE PETITION HEREINAFTER, DESCRIBED, A PETITION HAS BEEN PRESENTED TO SAID COURT BY JENNIFER NEPTUNE-BARNES PRAYING THAT HER NAME BE CHANGED AS FOLLOWS:
FROM JENNIFER ANN NEPTUNE-BARNES TO JENNIFER ANN NEPTUNE. IF YOU DESIRE TO OBJECT THERETO, YOU OR YOUR ATTORNEY SHOULD FILE A WRITTEN APPEARANCE IN SAID COURT AT THE PLEASANT POINT TRIBAL COURT BEFORE 9:00 O'CLOCK A.M./ OF THE 14th DAY OF JULY, THE RETURNED DAY OF THIS NOTICE.
WITNESS, ANDREA DANA, OF SAID COURT THIS 19TH DAY OF JUNE

Andrea Dana, Clerk, Passamaquoddy Tribal Court

CA0000011049

Washington County Community College
Calais, Maine
Discover Choices • Create Success

Notice
Washington County Community College is seeking request for Quotation in the following areas:

-Auto Detailing
-Auto Repairs & Maintenance
-Auto Parts
-Electrical Supplies

Deadline for Submission June 2, 2023, at 9am
Please contact Ashley Macdonald at 454-1023
or amacdonald@wccc.me.edu or visit
https://www.wccc.me.edu/about-wccc/news-info/rfp/
For more information

CA0000011006

Town of Wesley Snow Plow Bid

Town of Wesley is accepting sealed bids for a 3-year contract for 7.5 miles of snowplowing and sanding in addition to sanding of school driveway when needed, starting the 2023 season. All bids are to be made Per Mile and must be received by Monday, Wednesday, May 31, 2023 by 2:00. Must be fully insured and be able to provide proof of dependable equipment and back up by September 1st, 2023. Sand and Salt will be put up by the town. Selectmen have the right to accept or reject any or all bids.

Please mark outside of envelope "SNOWPLOW BID" and mail or hand deliver to:

Town of Wesley, 2 Whining Pines Drive, Wesley, ME 04686

Please call or email for any information regarding bids at: tow255@live.com or 255-0941

CA0000010926

Town of Wesley Garbage Disposal Pick Up Bid

The Town of Wesley is accepting sealed bids for a 3-year contract for residential curb side pickup. Approximately 2 Ton per week, approximately 45 residential stops and 3 dumpsters needed. Must pick up weekly, be fully insured and have proof of contract with landfill/transfer station. Bids must be in no later than 2:00 p.m. Wednesday, May 31, 2023. Selectmen have the right to accept or reject any or all bids.

Please mark outside of envelope "WASTE DISPOSAL BID" and mail or hand deliver to:

Town of Wesley, 2 Whining Pines Drive, Wesley, ME 04686

CA0000009777

Public Meeting on the Scoping and Development of an Environmental Assessment for the Calais Ferry Point Land Port of Entry Modernization Project

The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze potential impacts from the proposed modernization project at the Calais Ferry Point Land Port of Entry in Calais, Maine. GSA is hosting a public meeting to provide project information, and to obtain written comments, on the scope of the EA on Tuesday June 13, 2023, from 5:00 PM - 7:00 PM ET at:
The Maine Indian Education Center
39 Union Street
Calais, ME 04619

Written comments must be submitted to GSA by July 13, 2023 using one of the following methods:
- In-Person: At the meeting
- Email: calaisferrypoint.lpoe@gsa.gov with subject line "**Calais Ferry Point EA**"
- Mail: Send written comments by mail to:
  General Services Administration
  Attention: Li Wang, Project Manager
  T.P. O'Neill Federal Building
  10 Causeway Street, 11th Floor, Boston, MA 02222

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

Réunion publique sur la portée et l'élaboration d'une Évaluation Environnementale pour le projet de modernisation du port d'entrée terrestre de Calais Ferry Point

La General Services Administration (GSA) des États-Unis prépare une Évaluation Environnementale (EE) pour analyser les impacts potentiels du projet de modernisation proposé au port d'entrée terrestre de Calais Ferry Point à Calais, dans le Maine. La GSA organise une réunion publique pour fournir des informations sur le projet et pour obtenir des commentaires écrits sur la portée de l'EE le mardi 13 juin 2023, de 17h00 à 19h00 HE à:
Le centre d'Éducation Indienne du Maine
39, rue Union
Calais, Maine 04619

Les commentaires écrits doivent être soumis à la GSA avant le 13 juillet 2023 en utilisant l'une des méthodes suivantes :
- En personne : lors de la reunion
- E-mail : calaisferrypoint.lpoe@gsa.gov avec pour ligne d'objet "**Calais Ferry Point EA**"
- Courrier : envoyer des commentaires écrits par courrier à :
  General Services Administration
  Attention: Li Wang, Project Manager
  T.P. O'Neill Federal Building
  10 Causeway Street, 11th Floor, Boston, MA 02222

Plus d'informations sur le projet peuvent être consultées à l'adresse suivante: http://gsa.gov/calaisferrypoint.
Pour plus d'informations, veuillez contacter Li Wang, chef de projet, GSA au numéro suivant (857) 246-6644 ou à l'e-mail calaisferrypoint.lpoe@gsa.gov.

CA0000011057

Mortgagee's Sale of Real Estate

By virtue of and in execution of the Power of Sale contained in a certain Mortgage Deed given by Lake Properties, LLC (Mortgagor) to Lincoln Capital, LLC dated December 18, 2020 and recorded December 22, 2020 in the Washington County Registry of Deeds, Book 4737, Page 218, for breach of the conditions of said Mortgage and for the purpose of foreclosing the same there will be sold at Public Sale at 1:30 o'clock, P.M. on the 29th day of June, 2023, at Clifford & Golden, PA, 5 Maple Street, Lisbon Falls, Maine, all and singular the premises described in said Mortgage.

To wit: All those premises described in a Trustee's Deed of Tammy Parsons, Trustee of the Frances Lorraine Eldridge Revocable Trust to Lake Properties, LLC dated December 18, 2020 and recorded December 22, 2020 in the Washington County Registry of Deeds at Book 4737 Page 216.

Street Address: 152 River Road, Calais, Maine 04619.

Terms of Sale: The sale will be by public auction. All bidders for the property will be required to make a deposit of $5,000.00 by certified or bank check payable to Clifford & Golden, PA at the time of the sale which deposit is non-refundable as to the highest bidder. The balance of the purchase price shall be paid within forty-five (45) days of the Public Sale. In the event that a representative of the mortgage holder is not present at the time and place set forth in this notice, no sale shall be deemed to have occurred and all rights to reschedule a subsequent sale are reserved. Other terms to be announced at the sale.

Lincoln Capital, LLC
By: Todd Miranda
Its Member hereunto duly authorized

CA0000011010

Town News

Meddybemps

Linda Baniszeski

June is here already. With it comes some happy birthday news. Sue and Ken Bogden celebrate their special days this week, and Janna Gillespie does so on the 3rd. Many good things are wished for each of them.

Road work on Routes 191 and 214 appears to be in preparation for a complete repaving. It can't happen too soon. Some of those potholes could break a wheel. In other areas, road surfaces are disappearing a piece at a time. Traveling to Machias almost every week, it is apparent that 191 in that direction also needs serious improvement. We are thankful that it appears MEDot has finally gotten to our neck of the woods.

Thankful memories are deserving of all the service people who gave all they had in the service of our country and rescuing the world many, many times. We are grateful to continue to enjoy what is left of true America. June 6, 1944 marks D-Day, the great allied invasion of Europe. It was the largest amphibious warfare operation in history. In the following 24 hours, 4,414 allied personnel were killed (thousands of them were Americans). Great freedom came at the price of great sacrifice. Today, many forget, and our schools fail to teach the greatness of the American spirit and sacrifice throughout the world. The United States was never the aggressor, always the liberator. God Bless America!

Many Meddybemps camps have come alive again. Nice lighting at night reflects across the lake waters. Many out of state vehicles have been seen on our roadways and at various stores. Docks are in place. Boats and watercraft have been launched. The season is officially upon us. Yippee!

As I prepared to take Teddi out late one night and turned on the light to illuminate the lawn area along the lake, I saw this big critter. It was lumbering into the yard where Teddi and I had been going. We still have not decided if it was a huge skunk or porcupine. It was sort of in the shadows. We deduct it was going to dig grubs out of our grass. After the light came on, it slowly turned and went back into the bushes. Needless to say, Teddi and I went out the other door into a different yard for her needs.

Also from our property, we watched a flying encounter between an eagle and a crow. That crow was not thinking of giving up the pursuit of the eagle. We figure it was trying to rob the crow's nest. Mother Crow was having none of that. Earlier, we saw this majestic eagle (possibly the same one) soaring over our house toward the lake, and then returning toward the woods. From our sun porch I often see very fascinating events. Two mother ducks have been swimming by — one with four babies and the other with five. Many return each year to the same nesting spots. We always fear for the tiny offspring who are prey to snapper turtles, hawks, and eagles.

A few boats were out on Meddybemps Lake over the weekend. Only here in this part of Maine do we have mostly quiet boating days. But, when fireworks start going off beginning with the Memorial Day holiday throughout the summer, we will have a different kind of noisiness. Oh well, people will have their fun.

This is a busy week for our household. Little Teddi has her first grooming on Wednesday. Thursday, she is being spayed. Combined with various medical appointments for us and follow-ups for her, the beginning of June is a whirlwind.

In the midst of busy lives, we must "...number our days, that we may gain a heart of wisdom." (Psalm 90:12). Every day is a gift.

Please send your news to LBaniszeski@myfairpoint.net or phone 454-3719.

Blessings to all!

Li'l Bookworms at Pembroke Library

Pembroke Library Events

May 1-31 – Li'l Kids ART SHOW – Wednesday is the last day of the show

Thursday morning – Interlibrary Loan Delivery

Thursday morning – Zoom Yoga with Sam Williams, 207-214-6516

Thursday, 10 a.m. – Li'l Bookworms (story time for ages 0-4 yrs)

Saturday, 9 a.m. – noon – Used Book Shop Open

For more information visit www.pembrokelibrary.org

Legals/Notices

Public Meeting on the Scoping and Development of an Environmental Assessment for the Calais Ferry Point Land Port of Entry Modernization Project

The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze potential impacts from the proposed modernization project at the Calais Ferry Point Land Port of Entry in Calais, Maine. GSA is hosting a public meeting to provide project information, and to obtain written comments, on the scope of the EA on Tuesday June 13, 2023, from 5:00 PM - 7:00 PM ET at:
The Maine Indian Education Center
39 Union Street
Calais, ME 04619

Written comments must be submitted to GSA by July 13, 2023 using one of the following methods:

- In-Person: At the meeting
- Email: calaisferrypoint.lpoe@gsa.gov with subject line "**Calais Ferry Point EA**"
- Mail: Send written comments by mail to:
  General Services Administration
  Attention: Li Wang, Project Manager
  T.P. O'Neill Federal Building
  10 Causeway Street, 11th Floor, Boston, MA 02222

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

Réunion publique sur la portée et l'élaboration d'une Évaluation Environnementale pour le projet de modernisation du port d'entrée terrestre de Calais Ferry Point

La General Services Administration (GSA) des États-Unis prépare une Évaluation Environnementale (EE) pour analyser les impacts potentiels du projet de modernisation proposé au port d'entrée terrestre de Calais Ferry Point à Calais, dans le Maine. La GSA organise une réunion publique pour fournir des informations sur le projet et pour obtenir des commentaires écrits sur la portée de l'EE le mardi 13 juin 2023, de 17h00 à 19h00 HE à:
Le centre d'Éducation Indienne du Maine
39, rue Union
Calais, Maine 04619

Les commentaires écrits doivent être soumis à la GSA avant le 13 juillet 2023 en utilisant l'une des méthodes suivantes :

- En personne : lors de la reunion
- E-mail : calaisferrypoint.lpoe@gsa.gov avec pour ligne d'objet **"Calais Ferry Point EA"**
- Courrier : envoyer des commentaires écrits par courrier à :
  General Services Administration
  Attention: Li Wang, Project Manager
  T.P. O'Neill Federal Building
  10 Causeway Street, 11th Floor, Boston, MA 02222

Plus d'informations sur le projet peuvent être consultées à l'adresse suivante: http://gsa.gov/calaisferrypoint.
Pour plus d'informations, veuillez contacter Li Wang, chef de projet, GSA au numéro suivant (857) 246-6644 ou à l'e-mail calaisferrypoint.lpoe@gsa.gov.

GA0001105T

Town News

Princeton

Sandra Smith

The Princeton Town Office has requests for bids as follows: snowplowing, sanding, and snow removal for 23 miles +/- of roads; snowplowing, sanding, and snow removal of all municipal buildings; operating of the transfer station and curbside pick-up; and mowing and general maintenance of the Princeton Cemeteries and municipal lots. Bids must be received by

3 p.m., Monday, April 15, 2024. Contact the town office for more information. A reminder that nomination papers are due on Friday, April 12. Also, a reminder to try to avoid the Eastern Cut-off (Dump/Transfer Station) Road due to its current condition.

Tuesday was the regularly scheduled meeting for the Princeton Board of Selectmen, all of whom were able to attend: chair John Leighton, Wayne Croman, Shain Phelps, Steven Cilley, and Michael Dwelley. Before the meeting, the board met to continue work on contract bids and the budget. First on the agenda was a representative of homeowners from Black Cat Point. He asked what is the process to make a private road a town road. Chair John Leighton explained that it is a long process. The road has to be brought up to code, then the board needs to be petitioned, and then the town needs to vote on it. Currently, there are eight homes on the point.

Next, Amanda Woodruff, President of Princeton Parks & Recreation, supported by attending members, read a letter that was a response to an email sent to the town office by a "concerned citizen." The email questioned the donation of tennis/basketball court tiles to another party and the structure of Parks & Rec. The concerned citizen identified herself at the meeting as Meesha Norris. A discussion ensued. Basically, Parks and Rec. consulted with others, and it was learned that the tennis/basketball courts needed much more work and the tiles were not a safe solution. Then, Parks and Rec. was approached by another party who asked about purchasing the tiles. It was agreed by a vote of the members to donate them to this party. This was brought to the selectmen, they felt that the tiles belonged to Parks & Rec., and it was up to them. Since the organization of Parks & Rec. a year and a half ago, there has been continuous and open contact with the town. Minutes of each Parks & Rec. meeting are provided to the town office. Members also attend board meetings to inform and ask permission for events. Princeton Parks and Recreation, as with past groups Friends of Princeton, The Freshwater Festival Committee, the previous PPRC and Playground Committee, is separate from the basic structure of the town and has members who are diligent, honest, dedicated unpaid volunteers working to provide special events and activities. Princeton has not had an official Recreation Department for quite a few years and historically has worked to keep the town finances in balance.

Next was a brief discussion regarding food trucks coming to Princeton. The board felt there were so few times that there was not an issue. Selectman Cilley reported all was quiet with animal control. Selectmen Phelps reported that Ernest Carle took down a tree in the cemetery. Selectman Croman reported that the West Street corner will be fixed when the weather permits and that travel should continue to be avoided on the Eastern Cut-off Rd (Dump/Transfer Station).

Donna Worden, town treasurer, reported that MMA Insurance does not cover volunteers working on town property and that a waiver is needed. Sue Lawless, town clerk, reported that the new voting booths would be too costly, and fortunately, Hamden donated ten used voting booths (including one for handicapped voters). Last, the ambulance service contract was signed. Note that I am a member of Parks & Rec. I report any meetings as an overview. I have been writing this column for eight years, and this is column number 404. I try to report as best I can without prejudice.

The Princeton Public Library's first meeting this year of the Cribbage Group had to be rescheduled to this Thursday due to the storm last Thursday, much to members' disappointment. Also, do check into the Book Bingo self-directed reading challenge. It will be a fun activity. Heidi reports that all of the special glasses the library purchased and offered for free for the eclipse were given out.

Princeton Parks & Rec.'s Lego League was on Wednesday. The largest group yet made vehicles and then tested them for speed. On Saturday, the weather was marginal, so there were no attendees. The next Lego Leagues are Wednesday, April 17, and Saturday, April 20. The next meeting of Parks & Rec. is Monday, April 22, at 6:30 at the Princeton Public Library. Meetings are always open, and anyone is welcome to attend.

A Reminder that starting this Saturday, April 13th, Ernest Carle will be sawing, splitting, and piling firewood into the shelter at the Princeton Wood Bank on the Airport Road. Volunteers are welcome to help from 9-11 a.m. each Saturday until the shelter is full for next winter. Waivers will be signed before anyone volunteers, and those running saws and splitters must be 18 or older. Those who don't have chainsaw or wood splitter skills can still help by stacking the wood. Bring your work gloves and snacks, and plan to have fun!

The next meeting of the Princeton Republican Committee is Tuesday, April 23, from 6:30-7:30 in the town office Meeting Room. All registered Republicans are invited to take part. For more information, contact Jim at 796-7002.

April 8-12 - Princeton Elementary School Spring Fling Week

April 11 - Cribbage Resumes at Princeton Public Library at 6 p.m.

April 12 - Princeton Deadline for Return of Nomination Papers

April 13 - Princeton Wood Bank Volunteers Needed, 9-11 a.m.

April 15 - Princeton Town Office and Library Closed for Holiday

April 18 - Princeton Rod & Gun Club Meeting, Town Office, 7 p.m.

April 23 - Princeton Republican Committee Meeting, 6:30-7:30 p.m.

April 27 - Princeton Parks & Rec. Plants & Pastries

To send me news, just drop me a note at princetonnews@outlook.com or give me a call after 10 a.m. at 796-2261. Note that my deadline to submit the column is 2 p.m. on Monday.

Legals/Notices

Second Public Meeting on the Scoping and Development of an Environmental Assessment for the Calais Ferry Point Land Port of Entry Modernization Project

The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze potential impacts from the proposed modernization project at the Calais Ferry Point Land Port of Entry in Calais, Maine. A public meeting was held on June 13, 2023 to solicit public comment on the proposed project. Since that time, project development has continued and the need to expand the study area has been identified.

GSA will host a second public meeting on Thursday, April 25th, from 5:00 PM - 7:00 PM, with a presentation starting at 5:15 PM. GSA will provide updated information on the expanded project scope to the attendees. The meeting will be held at:

The Maine Indian Education Center
39 Union Street
Calais, ME 04619

Written comments must be submitted to GSA by May 31, 2024 using one of the following methods:

- In-Person: At the meeting
- Email: calaisferrypoint.lpoe@gsa.gov with subject line "Calais Ferry Point EA"
- Mail: Send written comments by mail to:

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

To request special accommodations such as a French translator or an American Sign Language interpreter or other audio/visual aids, please email calaisferrypoint.lpoe@gsa.gov before April 12, 2024. Further information about the project can be viewed at: http://gsa.gov/calaisferrypoint. For more information, please contact Li Wang, Project Manager, GSA at (857) 246-6644 or calaisferrypoint.lpoe@gsa.gov.

Deuxième Réunion publique sur la portée et l'élaboration d'une Évaluation Environnementale pour le projet de modernisation du port d'entrée terrestre de Calais Ferry Point

La General Services Administration (GSA) des États-Unis prépare une Évaluation Environnementale (EE) pour analyser les impacts potentiels du projet de modernisation proposé au port d'entrée terrestre de Calais Ferry Point à Calais, dans le Maine. Une réunion publique a eu lieu le 13 juin 2023 pour solliciter les commentaires du public sur le projet proposé. Depuis, le développement du projet s'est poursuivi et la nécessité d'élargir la zone d'étude a été identifiée.

La GSA organisera une deuxième réunion publique le jeudi 25 avril, de 17h00 à 19h00, avec une présentation commençant à 17h15. La GSA fournira aux participants des informations mises à jour sur la portée élargie du projet. La réunion aura lieu à:

Le centre d'Éducation Indienne du Maine
39, rue Union,
Calais, Maine 04619

Les commentaires écrits doivent être soumis à la GSA avant le 31 mai 2024 en utilisant l'une des méthodes suivantes :

- En personne : lors de la réunion
- Par courriel : calaisferrypoint.lpoe@gsa.gov avec pour ligne d'objet "Calais Ferry Point EA"
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General Services Administration
Attention: Li Wang, Project Manager
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Pour demander des aménagements spéciaux tels qu'un traducteur français ou un interprète en langue des signes américaine ou d'autres aides audiovisuelles, veuillez envoyer un courriel à l'adresse courriel suivante : calaisferrypoint.lpoe@gsa.gov, avant le 12 avril 2024. Plus d'informations sur le projet peuvent être consultées à l'adresse suivante: http://gsa.gov/calaisferrypoint. Pour plus d'informations, veuillez contacter Li Wang, chef de projet, GSA au numéro suivant (857) 246-6644 ou à l'adresse courriel suivante : calaisferrypoint.lpoe@gsa.gov.

CA00011830

Town News

Calais American Legion

Our monthly meeting is Thursday, April 18, at 6 p.m. at the Calais Veterans Center, 255 Main Street. We will be electing officers and need your support.

For any correspondence, mail Commander, Calais American Legion Sherman Brothers Post #3, PO Box 311, Calais, ME 04619; email calleg3@yahoo.com; or call 207-214-4410. Find Calais American Legion on Facebook.

Calais Veterans Center

The next meeting of the Calais Veterans Center will be Wednesday, April 24, at 6 p.m. All military members are invited to attend. Election of officers, change of center name, and future plans for a storage shed for equipment will be discussed. Volunteers are needed for Monday and Tuesday afternoons, plus to help with upcoming activities.

The center will be participating in the Community Yard Sale on April 27th. We are currently accepting donations of gently used items for the sale. If you would like to donate to the Vet Center, please contact Art Carter at 454-8238 or text Sherry Sivret at 207-214-4754 to make arrangements for drop off.

The Vet Center received a grant to bring arts and crafts workshops for all ages to the area. If you have a craft you would like to share, please reach out to Sherry Sivret at 207-214-5754.

April is the month of the Military Child – Purple Up! On April 15, we recognize some of the military's most unsung heroes -- the child! On that day, we are asking everyone to wear purple, representing all branches of the military and showing unity with each other.

The Veteran's Center has a new mailing address: PO Box 1, Calais, ME 04619.

Meddybemps News & Musings

Linda Baniszeski

We have heard from Janet Wooding, who is staying near her daughters, grands, and greats in Wales. They are taking very good care of her. One of her daughters is a medical doctor and keeps up with everything. Janet especially enjoyed time during the Easter holidays with her great-grandchildren. She shared some photos of the family, and the little ones are just adorable. It is very joyful for her to be with her extended family in Great Britain. We miss her. On the other hand, we are happy for her to have this time with her family from "across the pond."

Some seasonal residents are visiting their camps. One property had its lights on this weekend. Always welcome signs -- new life coming back to nature and the joy of camps once again being enjoyed and experienced.

By now, everyone has probably shared their eclipse experiences. Here are ours. We were able to watch it with a direct view from beginning to end from our deck. We finally got some glasses at US Cellular. We were able to see 95% of it -- but not a "total" eclipse. I kept humming the line from the song "You're So Vain" by Carly Simon written about an ex-boyfriend. In it, the song says "... you even went off to Nova Scotia to see a total eclipse of the sun" (apparently without her). It took a couple of days for it to get out of my mind, and now it will probably start up again.

As the eclipse began, a flock of crows was flying about and carrying on in a crazy way. Birds, squirrels, and chipmunks disappeared from the feeder. Then a cool breeze whipped across the deck. Throughout the phases, we wore our glasses. Teddi had to be kept in the house, with the shades drawn in the event she would jump up and look directly at the sun out the window. She was not a happy puppy.

Last week was just not her week. She also had to go to the vet for the rest of her annual vaccinations. She was a little drama queen this time. When the technician brought her to the front desk after her shots, she spun around and yelped (for no apparent reason). Perhaps she thought she would get more cookies or that she could make Barry feel guilty for taking her there. I really wish I could converse with her and know what she's thinking. But, maybe not; I might not like what I hear.

Our weather this week has been warmer and the grass is getting greener. Passover begins on April 22. It brings to mind the nation of Israel and the assault that it and its lands have been under since ancient times and since its established Nationhood in 1948. Biblical prophecies are being fulfilled before our eyes. It does not bode well for the enemies of Israel, according to scripture. God help us all.

Please share your news at LBaniszeski@myfairpoint.net or phone 454-3719.

"Through the Lord's mercies, we are not consumed, because His compassions fail not. They are new every morning; great is Your faithfulness." (Lamentations 3:22-23)

Blessings to all!

To our valued newspaper subscribers:
Please note that the recent changes to guaranteed United States Postal Service delivery dates by adding an extra day has caused a lot of subscribers dismay from receiving their paper a day late.
We apologize for these delays and we are working on a solution to have your paper arrive on time.

Legals/Notices

Second Public Meeting on the Scoping and Development of an Environmental Assessment for the Calais Ferry Point Land Port of Entry Modernization Project

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GSA will host a second public meeting on Thursday, April 25th, from 5:00 PM - 7:00 PM, with a presentation starting at 5:15 PM. GSA will provide updated information on the expanded project scope to the attendees. The meeting will be held at:

The Maine Indian Education Center
39 Union Street
Calais, ME 04619

Written comments must be submitted to GSA by May 31, 2024 using one of the following methods:

- In-Person: At the meeting
- Email: calaisferrypoint.lpoe@gsa.gov with subject line "Calais Ferry Point EA"
- Mail: Send written comments by mail to:

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

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Deuxième Réunion publique sur la portée et l'élaboration d'une Évaluation Environnementale pour le projet de modernisation du port d'entrée terrestre de Calais Ferry Point

La General Services Administration (GSA) des États-Unis prépare une Évaluation Environnementale (EE) pour analyser les impacts potentiels du projet de modernisation proposé au port d'entrée terrestre de Calais Ferry Point à Calais, dans le Maine. Une réunion publique a eu lieu le 13 juin 2023 pour solliciter les commentaires du public sur le projet proposé. Depuis, le développement du projet s'est poursuivi et la nécessité d'élargir la zone d'étude a été identifiée.

La GSA organisera une deuxième réunion publique le jeudi 25 avril, de 17h00 à 19h00, avec une présentation commençant à 17h15. La GSA fournira aux participants des informations mises à jour sur la portée élargie du projet. La réunion aura lieu à:

Le centre d'Éducation Indienne du Maine
39, rue Union,
Calais, Maine 04619

Les commentaires écrits doivent être soumis à la GSA avant le 31 mai 2024 en utilisant l'une des méthodes suivantes :

- En personne : lors de la réunion
- Par courriel : calaisferrypoint.lpoe@gsa.gov avec pour ligne d'objet "Calais Ferry Point EA"
- Courrier : envoyer des commentaires écrits par courrier à :

General Services Administration
Attention: Li Wang, Project Manager
T.P. O'Neill Federal Building
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Pour demander des aménagements spéciaux tels qu'un traducteur français ou un interprète en langue des signes américaine ou d'autres aides audiovisuelles, veuillez envoyer un courriel à l'adresse courriel suivante : calaisferrypoint.lpoe@gsa.gov, avant le 12 avril 2024. Plus d'informations sur le projet peuvent être consultées à l'adresse suivante: http://gsa.gov/calaisferrypoint. Pour plus d'informations, veuillez contacter Li Wang, chef de projet, GSA au numéro suivant (857) 246-6644 ou à l'adresse courriel suivante : calaisferrypoint.lpoe@gsa.gov.

CA0003118S0

APPENDIX B: PRESS RELEASE AND ADVERTISING ON SOCIAL MEDIA

U.S. General Services Administration to host public meeting for the new Land Port of Entry at Calais – Ferry Point, Maine

June 05, 2023

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

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

WHEN: Tuesday, June 13, 2023
5 p.m. to 7 p.m. ET

WHERE: The Maine Indian Education Center
39 Union Street
Calais, ME 04619

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

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

The proposed project will expand the historical port with a multi-story addition while preserving the historical character of the original structure. The expansion is intended to increase the inspection and operational capabilities, as well as modernize the LPOE to meet Federal inspection facility requirements.

The Ferry Point project will incorporate sustainability features that will reduce greenhouse gas emissions, mitigate environmental impact, and simultaneously increase the mission readiness of the Federal Government by increasing resilience to climate change.

Improving the connection between the two communities of Calais, Maine, and Saint Stephen, New Brunswick, Canada – and the two countries – this project will improve the conditions for economic, cultural and familial connections.

Written comments must be received by July 13, 2023, using one of the following methods:

- **In-Person:** Submit written comments at the public meeting via comment forms to be distributed at the meeting.
- Email: Send an email to calaisferrypoint.lpoe@gsa.gov and reference "Calais Ferry Point LPOE EA" in the subject line.
- Mail: Send written comments to the following address:
  U.S General Services Administration
  Attention: Li-hang Wang, Calais Ferry Point Project Manager
  Thomas P. O'Neill, Jr., Federal Building
  10 Causeway Street, 11th Floor
  Boston, MA 02222-1077

Project information is available at: gsa.gov/calaisferrypoint

U.S. General Services Administration to host second public scoping meeting for the new Land Port of Entry at Calais – Ferry Point, Maine

April 15, 2024

BOSTON – In compliance with the National Environmental Policy Act, the U.S. General Services Administration will host a second public meeting in support of an Environmental Assessment for the proposed modernization and expansion project of the Calais-Ferry Point Land Port of Entry project in Maine.

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

WHEN: Thursday, April 25, 2024
5:00 p.m. to 7:00 p.m. **ET**

WHERE: The Maine Indian Education Center
39 Union Street
Calais, ME 04619

A presentation will start at 5:15 p.m. where GSA will provide updated information on the expanded project scope to the attendees.

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

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

The proposed project will expand the historical port with a multi-story addition while preserving the historical character of the original structure. The expansion is intended to increase the inspection and operational capabilities, as well as modernize the land port to meet Federal
inspection facility requirements.

The Ferry Point project will incorporate sustainability features that will reduce carbon emissions, mitigate environmental impact, and simultaneously increase the mission readiness of the federal government by increasing resilience to climate change.

Improving the connection between the two communities of Calais, Maine, and Saint Stephen, New Brunswick, Canada – and the two countries – this project will improve the conditions for economic, cultural and familial connections.

Written comments must be received by *5:00 p.m., May 31, 2024*, using one of the following methods:

- **In-Person**: Submit written comments at the public meeting via comment forms to be distributed at the meeting.
- **Email**: Send an email to calaisferrypoint.lpoe@gsa.gov and reference "Calais Ferry Point LPOE EA" in the subject line.
- **Mail**: Send written comments to the following address:
  U.S General Services Administration
  Attention: Li-hang Wang, Calais Ferry Point Project Manager
  Thomas P. O'Neill, Jr., Federal Building
  10 Causeway Street, 11th Floor
  Boston, MA 02222-1077

Project information is available at: gsa.gov/calaisferrypoint

U.S. General Services Administration New England Region

April 15 ·

https://ow.ly/I9WN50Rg6kY

GSA to host second public scoping meeting for the new Land Port of Entry at Calais-Ferry Point, ME. The meeting will be held on April 25, 2024 at 5:00 p.m. at The Maine Indian Education Center in Calais, ME.

Like Comment

← Post

GSA New England
@US_GSAR1

ow.ly/ITkn50Rg6kZ

GSA to host second public scoping meeting for the new Land Port of Entry at Calais-Ferry Point, ME. The meeting will be held on April 25, 2024 at 5:00 p.m. at The Maine Indian Education Center in Calais, ME.

8:21 AM · Apr 15, 2024 · **41** Views

APPENDIX C: DISTRIBUTION LIST AND LETTER TO INTERESTED PARTIES

GSA New England Region

May 30, 2023

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

Dear Interested Party:

In compliance with the National Environmental Policy Act (NEPA), the U.S. General Services Administration (GSA) will prepare an Environmental Assessment (EA) to analyze the potential natural and human environmental impacts from the proposed modernization project at the Calais Ferry Point Land Port of Entry (LPOE) in Calais, Maine (ME) (Figure 1). You are receiving this letter because you have been identified as an interested party and/or stakeholder for this project. We encourage you to review the project information and provide any comments you may have.

GSA is the lead agency for the EA, acting on behalf of its federal agency tenant, U.S. Customs and Border Protection (CBP).

There are three land ports of entry in Calais, ME. The Calais Ferry Point LPOE, at 3 Customs Street, is situated at the northernmost point of a peninsula jutting into the Saint Croix River. It links Coastal Route 1 to Saint Stephen via a two-lane bridge, with the Canadian Border Services Agency facility on the opposite side of the river. The proposed project would improve the operational efficiency, safety, and security for CBP personnel and cross-border travelers at the LPOE. The existing facility can no longer adequately support the mission requirements of CBP. Specifically, the deficiencies at the LPOE fall into two broad categories: 1) limited capacity; and 2) the existing building's condition and available space allocations. Concurrently GSA will initiate consultation under the National Historic Preservation Act Section 106, along with NEPA compliance, as the current main building and the garage located on site are listed on the National Register of Historic Places (NRHP).

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

The action alternatives may include:

- Construction of a new garage; inspection canopies; inspection booths and lanes; additional parking; an impound lot; and outbound, inbound, and bypass lanes
- Acquisition of additional land
- Expansion of the existing main building listed on the NRHP
- Demolition of the existing garage listed on the NRHP

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

You are invited to attend and participate in a public meeting on Tuesday June 13, 2023, from 5:00PM to 7:00PM Eastern Standard Time at:

The Maine Indian Education Center
39 Union Street
Calais, ME 04619

The meeting will be conducted in an open house format, where project information will be presented and distributed to the attendees. A French translator and American Sign Language interpreter will be present. Project information, including the meeting materials, will also be available at the project website: http://gsa.gov/calaisferrypoint.

Your participation in the EA process is greatly appreciated. Written comments must be submitted to GSA by July 13, 2023 using one of the following methods:

- In-Person: At the meeting. A stenographer will be present at the scoping meeting to receive and record oral comments

- Email: Send an email to calaisferrypoint.lpoe@gsa.gov with subject line "Calais Ferry Point EA"

- Mail: Send written comments by mail to:

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

Further information about the project can be viewed at: http://gsa.gov/calaisferrypoint. For more information, please contact Li Wang, Calais Ferry Point Project Manager, GSA at 857-246-6644 or calaisferrypoint.lpoe@gsa.gov.

Thank you for your interest in this project.

Sincerely,

LI-HANG WANG

Digitally signed by LI-HANG WANG
DN: C=LI-HANG WANG +
OID.0.9.2342.19200300.100.1.1=47001004045913,
OU=General Services Administration, O=U.S. Government, C=US
Reason: I am the author of this document
Date: 2023.05.30 15:50:46-04'00'

Li Wang
Project Manager
General Services Administration, New England Region

LHW/tls

Enclosures

N

Sources: World Imagery: Maxar, Microsoft
Hybrid Reference Layer: Esri Community Maps Contributors, Province of New Brunswick, © OpenStreetMap, Microsoft, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada

FIGURE 1
NEPA STUDY AREA

CALAIS FERRY POINT LAND PORT OF ENTRY (LPOE)

0 100 200
Feet

City of Calais, ME

Recipients:

[redacted]

Undelivered/Responses/Fowards:

[redacted] – undelivered Change to:
[redacted]
[redacted] – out of office until June 19 – email Catherine Jolicoeur
[redacted]
[redacted] – forwarded to [redacted]
[redacted] – responded: will be attending the public scoping meeting
[redacted] – undelivered
[redacted] – direct future requests to [redacted]
[redacted] – undelivered – mailbox is full

Hard copy letters:

USA
Council of Environmental Quality

Department of Environmental Protection (Maine)
Department of Inland Fisheries and Wildlife (Maine)
Department of Economic and Community (Maine)
City of Calais – Water Department
Eastern Maine Electric Cooperative
CDRC – Calais Downtown Revitalization Coalition

Canada
Canada Border Services Agency – St. Stephen (Ferry Point Bridge)

Highlighted email address: These agencies were asked if they could provide information regarding the seawall.

Email text:

Good afternoon,

On behalf of the General Services Administration (Region 1), we are notifying your agency of the Proposed Modernization Project at the Calais Ferry Point Land Port of Entry in Calais, Maine. Attached please find the scoping letter associated with this project. Your participation in the Environmental Assessment process is greatly appreciated. GSA will consider all comments received on or before **July 13, 2023**. Guidance on submitting your comments is included in the attached letter.

Thank you,
Tina

Calais and USACE email:

Good afternoon,

On behalf of the General Services Administration (Region 1), we are notifying your agency of the Proposed Modernization Project at the Calais Ferry Point Land Port of Entry in Calais, Maine. Attached please find the scoping letter associated with this project. Your participation in the Environmental Assessment process is greatly appreciated. GSA will consider all comments received on or before **July 13, 2023**. Guidance on submitting your comments is included in the attached letter. In addition, GSA would appreciate any information you could provide regarding the

Thank you,
Tina

GSA New England Region

April 4, 2024

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

Dear Interested Party:

In compliance with the National Environmental Policy Act (NEPA), the U.S. General Services Administration (GSA) will prepare an Environmental Assessment (EA) to analyze the potential natural and human environmental impacts from the proposed modernization project at the Calais Ferry Point Land Port of Entry (LPOE) in Calais, Maine (ME). GSA is the lead agency for the EA, acting on behalf of its federal agency tenant, U.S. Customs and Border Protection (CBP).

You are receiving this letter because you have been identified as an interested party and/or stakeholder for this project. A public meeting for the proposed Calais Ferry Point LPOE modernization project was held on June 13, 2023. At this meeting, information about the proposed project and the NEPA process was presented in an open house format with GSA staff available to answer questions and accept public feedback. Since that time, project development has continued and the need to expand the study area has been identified. GSA will hold a second public meeting to provide a brief update on the project and to seek additional public feedback.

You are invited to attend and participate in a public meeting on Thursday April 25, 2024, from 5:00PM to 7:00PM Eastern Standard Time at:

The Maine Indian Education Center
39 Union Street
Calais, ME 04619

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

To request special accommodations for the meeting such as a French translator or an American Sign Language interpreter or other audio/visual aids, please email calaisferrypoint.lpoe@gsa.gov no later than April 12, 2024

Your participation in the EA process is greatly appreciated. Written comments must be submitted to GSA by May 31, 2024 using one of the following methods:

- In-Person: A stenographer will be present at the scoping meeting to receive and record oral comments. Comment forms will be available.

- Email: Send an email to calaisferrypoint.lpoe@gsa.gov with subject line "Calais Ferry Point EA"

- Mail: Send written comments by mail to:

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

Further information about the project can be viewed at: http://gsa.gov/calaisferrypoint. For more information, please contact Li Wang, Calais Ferry Point Project Manager, GSA at 857-246-6644 or calaisferrypoint.lpoe@gsa.gov.

Thank you for your interest in this project.

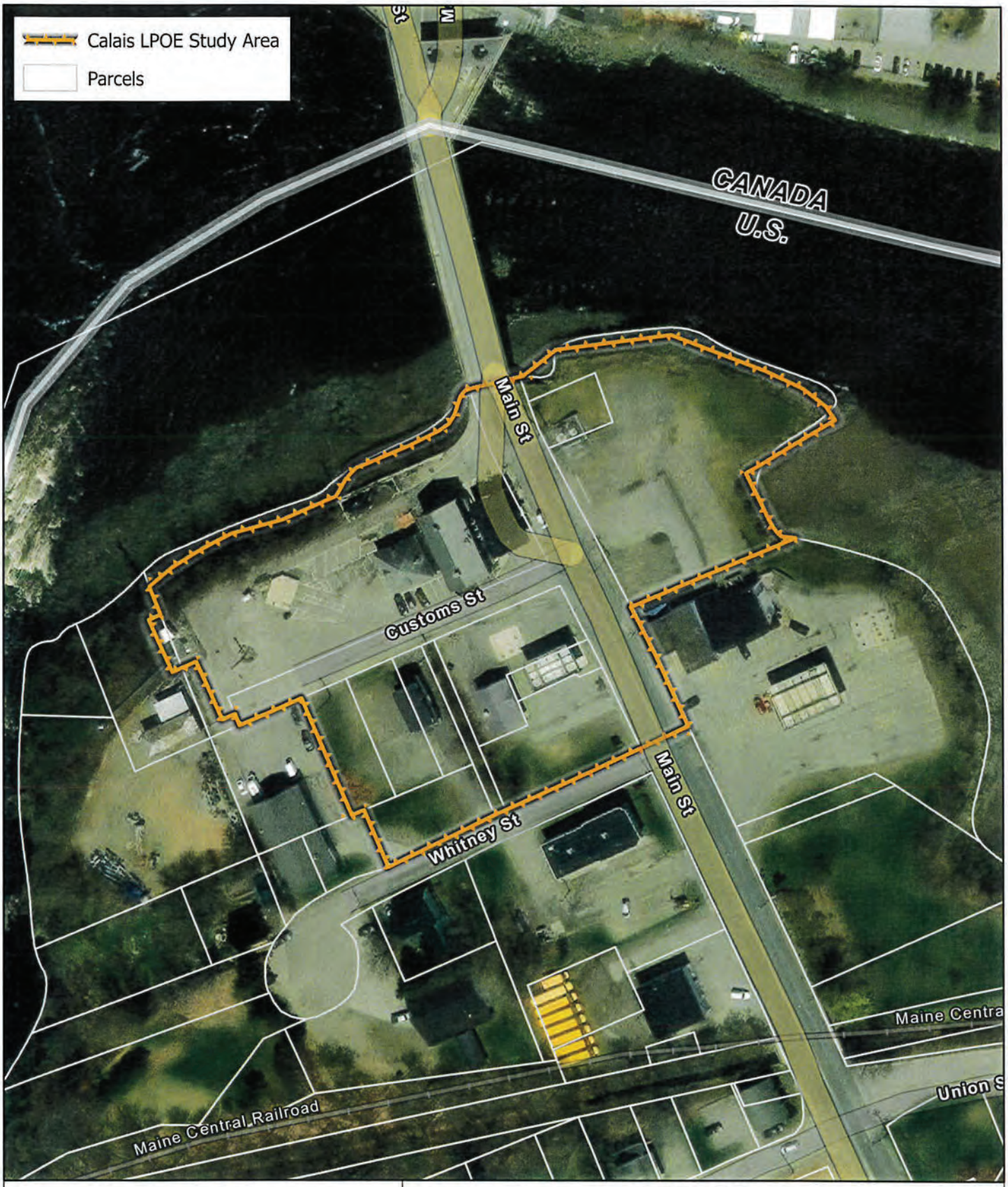
Sincerely,

DocuSigned by:
Li Wang
96B637728A614E0...

Li Wang
Project Manager
General Services Administration, New England Region

LHW/tls

Enclosures



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Sources: Hybrid Reference Layer: Esri Community Maps Contributors, Province of New Brunswick, © OpenStreetMap, Microsoft, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, NRCan, Parks Canada
World Imagery: Maxar, Microsoft; GIS.Maine.gov

FIGURE 1
REVISED NEPA STUDY AREA
CALAIS FERRY POINT LAND PORT OF ENTRY (LPOE)

0 150 300
Feet

City of Calais, ME

March 2024

Second Calais Scoping Meeting Distribution List: Emails

[redacted]

Hard Copy Letters:

- Line 3: Council on Environmental Quality
- Line 22: Department of Environmental Protection
- Line 24: Department of Inland Fisheries and Wildlife
- Line 26: Department of Economic and Community Development
- Line 40: City of Calais - Water Department
- Line 54: Handyman Roofing, Inc.
- Line 55: Bernardini, Charles & Marilyn
- Line 56: Ackley, Sharon
- Line 57: AED Mechanical
- Line 60: Canada Border Services Agency - St. Stephen (Ferry Point Bridge)

- Line 101: CDRC - Calais Downtown Revitalization Coalition
- Line 106: DownEast Acadia

Email Fails:

[redacted] - replaced with [redacted] and [redacted]

[redacted] – replaced with [redacted]

[redacted] - removed

[redacted] – replaced with [redacted]

[redacted] – Email sent to [redacted]

APPENDIX D: PUBLIC MEETING MATERIALS

WELCOME

PROPOSED MODERNIZATION PROJECT AT THE
CALAIS FERRY POINT LAND PORT OF ENTRY
CALAIS, MAINE

ENVIRONMENTAL ASSESSMENT
PUBLIC SCOPING MEETING

June 13, 2023

Maine Indian Education Center

5:00 PM to 7:00 PM

WE WELCOME YOUR COMMENTS!

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

Public scoping comments must be submitted to GSA by July 13, 2023.

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

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

calaisferrypoint.lpoe@gsa.gov
(Please include *"Calais Ferry Point Scoping Comment"* in subject line.)

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

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

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

NEPA PROCESS

INTERNAL SCOPING

- GSA identified a need to update the Calais Ferry Point LPOE with current land port design standards and operational requirements of the CBP while addressing existing deficiencies identified with ongoing LPOE operations.
- GSA conducted a Feasibility Study [November 2018] to explore viable alternatives to accommodate the Calais Ferry Point LPOE operations.

PUBLIC SCOPING PERIOD ★ WE ARE HERE

- GSA informs local, state, and federal agencies of the proposed project through a stakeholder scoping letter.
- The intent of the Public Scoping Meeting is to describe the project, solicit comments, and listen to community concerns and interests before preparation of the Environmental Assessment (EA).
- The public may submit comments on issues that should be considered in the EA.
- Public Scoping Period ends July 13, 2023.

PREPARATION OF THE DRAFT EA

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

DRAFT EA & PUBLIC COMMENT PERIOD

- GSA notifies the public that the Draft EA is available for public review. (Fall 2023)
- 30-day Public Comment Period is held, which will include a public meeting.
- Written comments on the contents of the Draft EA are accepted via U.S. mail, e-mail, or in-person at the public meeting.

FINAL EA & DETERMINATION PUBLIC REVIEW PERIOD

- Complete required consultations with agencies.
- Review, consider, and address, as appropriate, the public comments received.
- Revise and finalize the EA.
- Determine if the project can proceed under a Finding of No Significant Impacts.
- 30-day waiting period.

PURPOSE AND NEED

Existing Transportation Network (Feasibility Study, November 2018)

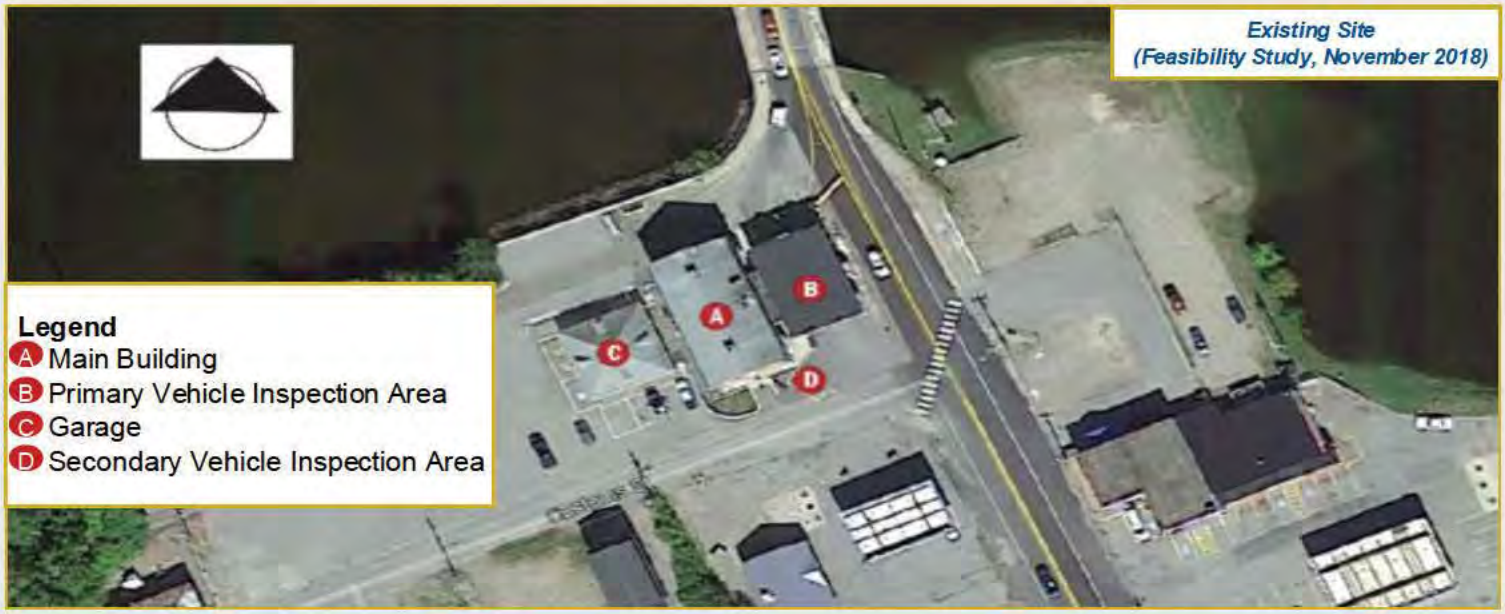
Purpose.

The purpose of the project is for GSA to support U.S. Customs and Border Protection's (CBP) missions by bringing the Calais Ferry Point LPOE operations in line with current land port design standards and operational requirements of CBP while addressing existing deficiencies identified with the ongoing port operations.

*GOV = government owned vehicle
*POV = privately owned vehicle

Need. The Proposed Action is needed to:

- Increase processing efficiency and capacity
- Reduce traffic queues and travel delays
- Minimize conflict points among passenger vehicles and pedestrians
- Add a functional secondary inspection area for passenger vehicles
- Allow for facility expansion
- Introduce new safety and security technologies
- Incorporate sustainability features, catalyze clean energy industries, and advance community goals



Existing Site (Feasibility Study, November 2018)

NEPA TIMELINE

Internal Scoping

Preparation of the Draft EA

Final EA & Public Comment Period

Public Scoping Period

★ *We are here*

Public Scoping Meeting June 13, 2023

Draft EA & Public Comment Period

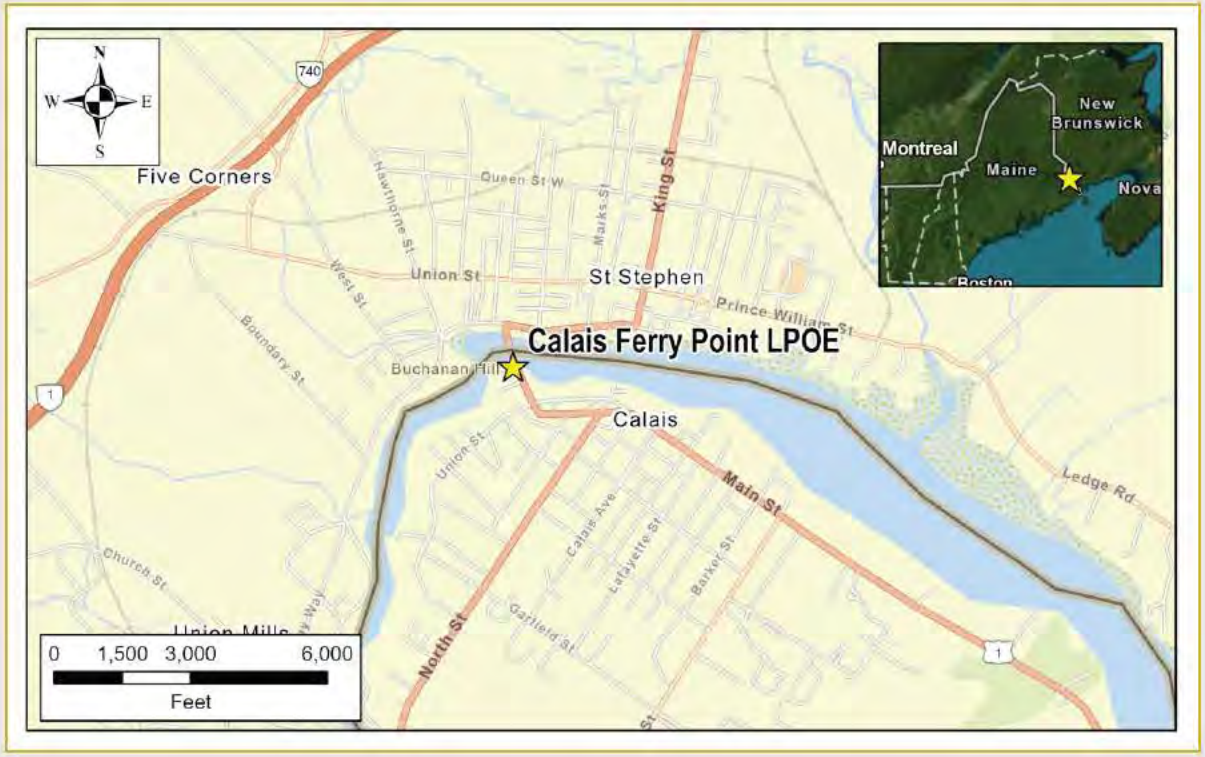
Public Meeting Fall 2023

Final EA & Determination **Winter 2023**

PROJECT BACKGROUND

The Calais Ferry Point LPOE, at 3 Customs Street, is situated at the northernmost point of a peninsula jutting into the Saint Croix River. It links Coastal Route 1 to Saint Stephen via a two-lane bridge, with the Canadian Border Services Agency facility on the opposite side of the river.

The port is a non-commercial LPOE that focuses on the inspection and control of people, vehicles, and goods. The LPOE has been operating since 1935, with existing facilities constructed in the 1930s.



The existing main building was built in 1935, with the garage constructed in 1936—both of which are listed on the National Register of Historic Places. Due to steady increases in traffic, poor pedestrian infrastructure, lack of separations between traffic types (vehicle and pedestrian), and outdated facilities and technologies, the facilities at the Calais LPOE no longer function adequately and pose safety and security risks for CBP officers and the general public. The existing Calais LPOE has spatial constraints, with limited interior space for offices and processing and limited opportunity for expansion within its current footprint. To address these issues, GSA proposes to modernize the existing LPOE. The Environmental Analysis will analyze the potential environmental impacts of the project.

PROPOSED ALTERNATIVES

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

The action alternatives may include:

- Construction of a new garage; inspection canopies; inspection booths and lanes; additional parking; an impound lot; and outbound, inbound, and bypass lanes
- Acquisition of additional land
- Expansion of the existing main building listed on the National Register of Historic Places
- Demolition of the existing garage listed on the National Register of Historic Places

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

National Historic Preservation Act: Section 106

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

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

General Services Administration

Calais Ferry Point Land Port of Entry, Calais, Maine Environmental Assessment

PUBLIC SCOPING MEETING HANDOUT

Summary

The U.S. General Services Administration (GSA) is proposing to modernize the Calais Ferry Point Land Port of Entry (LPOE) in Calais, Washington County, Maine. The proposed project would improve the operational efficiency, safety, and security for U.S. Customs and Border Protection (CBP) personnel and cross-border travelers at the LPOE. The existing facility can no longer adequately support the mission requirements of CBP. Specifically, the deficiencies at the LPOE fall into two broad categories: 1) limited capacity; and 2) the existing building's condition and available space allocations.

A Draft Environmental Assessment (EA) is being prepared in compliance with the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S. Code [U.S.C.] 4321), as implemented by Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] 1500–1508), and policies of the GSA as the lead federal agency. The Draft EA process provides steps and procedures to evaluate the potential natural and human environmental impacts for the proposed modernization and expansion of the Calais Ferry Point LPOE. Concurrently GSA will initiate consultation under the National Historic Preservation Act Section 106, along with NEPA compliance, as the current main building and the garage located on site are listed on the National Register of Historic Places (NRHP).

The GSA is providing an opportunity for the public and for local, state, or federal agencies to provide input and/or comment through scoping and public informational meetings concerning the preparation of the EA. The social, economic, and environmental considerations are evaluated and measured, as defined in the CEQ regulations, by their magnitude of impacts.

Project Background

The Calais Ferry Point LPOE is a port of entry for vehicles and pedestrians crossing the U.S.-Canada border, between Calais, Maine, and Saint Stephen, New Brunswick, Canada. The port is a non-commercial LPOE that focuses on the inspection and control of people, vehicles, and goods. The port has been operating since 1935, with existing facilities constructed in the 1930s. The existing main building was built in 1935, with the garage constructed in 1936—both of which are listed on the National Register of Historic Places. Due to steady increases in traffic, poor pedestrian infrastructure, lack of separations between traffic types (vehicle and pedestrian), and outdated facilities and technologies, the facilities at the LPOE no longer function adequately and pose safety and security risks for CBP officers and the traveling public. The existing LPOE has spatial constraints, with limited interior space for offices and processing and limited opportunity for expansion within its current footprint.

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

Administration des Services Généraux

Calais Ferry Point Land Port of Entry, Calais, l'État du Maine
Évaluation Environnementale (EE)

NOTE POUR LA RÉUNION PUBLIQUE DE CADRAGE DU PROJET

Alternatives envisagées

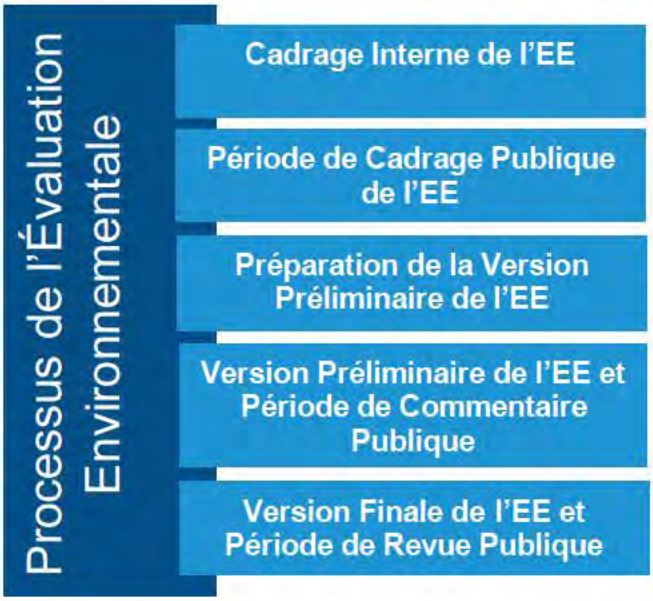
L'EE envisagera des alternatives « d'action » et une alternative « sans action ».

Les alternatives d'action pourraient inclure :

- Construction d'un nouveau garage; auvents d'inspection; guerites et couloirs d'inspection; stationnement supplémentaire; une fourrière; et voies de sortie, d'arrivée et de contournement
- Acquisition de terrains supplémentaires
- Agrandissement du bâtiment principal existant répertorié dans le NRHP
- Démolition du garage existant répertorié dans le NRHP

Dans le cas de l'alternative de non-intervention, le CBP continuerait à fonctionner sous les conditions existantes.

Processus du National Environmental Policy Act (NEPA)



NOUS SOMMES ICI

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

Votre participation au processus d'évaluation environnementale est grandement appréciée. Les commentaires écrits doivent être soumis à la GSA avant le **13 juillet 2023**.

Les commentaires peuvent être soumis par courriel à l'adresse suivante : calaisferrypoint.lpoe@gsa.gov ou envoyés par courrier à:

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

Pour plus d'informations, veuillez contacter Li Wang, chef de projet, GSA au numéro suivant +1 (857) 246-6644 ou à l'adresse de courriel suivante : calaisferrypoint.lpoe@gsa.gov.

Administration des Services Généraux

Calais Ferry Point Land Port of Entry, Calais, l'État du Maine
Évaluation Environnementale (EE)

NOTE POUR LA RÉUNION PUBLIQUE DE CADRAGE DU PROJET

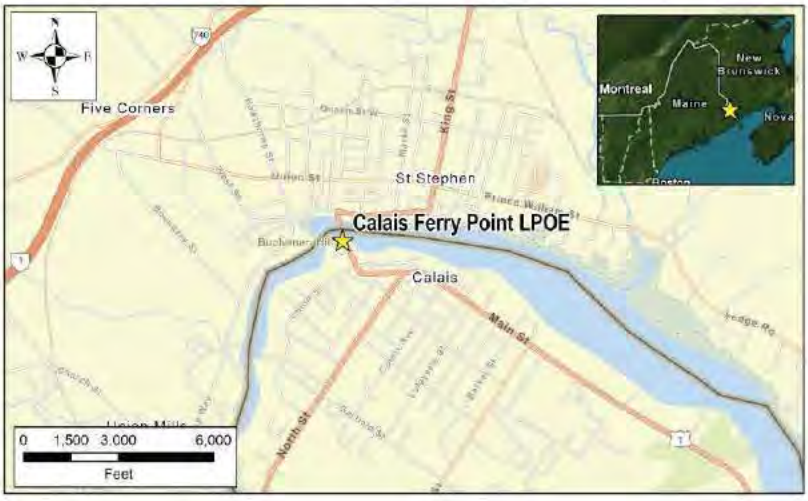
Résumé

La General Services Administration (GSA) (Administration des Services Généraux) des États-Unis propose de moderniser le port d'entrée terrestre de Calais Ferry Point (LPOE) à Calais, dans le comté de Washington, dans l'État du Maine. Le projet proposé améliorerait l'efficacité opérationnelle, la sûreté et la sécurité du personnel des Customs and Border Protection (CBP) (douanes et de la protection des frontières des États-Unis) et des voyageurs transfrontaliers au LPOE. L'installation existante ne peut plus répondre adéquatement aux exigences de la mission du CBP. Plus précisément, les lacunes du LPOE se répartissent en deux grandes catégories : 1) capacité limitée ; et 2) l'état du bâtiment existant et les allocations d'espace disponibles.

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

La GSA offre au public et aux agences locales, étatiques ou fédérales la possibilité de fournir des commentaires par le biais de réunions de cadrage et d'information publiques concernant la préparation de l'EE. Les considérations sociales, économiques et environnementales sont évaluées et mesurées, telles que définies dans le règlement CEQ, par l'ampleur de leurs impacts.

Contexte du Project



Le Calais Ferry Point LPOE est un port d'entrée pour les véhicules et les piétons traversant la frontière canado-américaine, entre Calais, Maine, et Saint Stephen, Nouveau-Brunswick, Canada. Le port est un LPOE non-commercial créé pour l'inspection et le contrôle des personnes, des véhicules et des marchandises. Le port fonctionne depuis 1935, dont les installations existantes furent construites dans les années 1930. Le bâtiment principal existant a été construit en 1935, et le garage construit en 1936, tous deux répertoriés dans le NRHP. En raison de l'augmentation régulière de la circulation, de la médiocrité des infrastructures piétonnes, du manque de séparation entre la circulation des véhicules et des piétons, et des installations et technologies obsolètes, les installations du LPOE ne fonctionnent plus adéquatement et posent des risques pour la sûreté et la sécurité des agents du CBP et des voyageurs. Le LPOE existant à des contraintes spatiales, avec un espace intérieur inadéquat pour les bureaux et le traitement, et des possibilités d'expansion limitées dans son empreinte actuelle.

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

General Services Administration

Calais Ferry Point Land Port of Entry, Calais, Maine
Environmental Assessment

PUBLIC SCOPING MEETING HANDOUT

Alternatives Considered

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

The action alternatives may include:

- Construction of a new garage; inspection canopies; inspection booths and lanes; additional parking; an impound lot; and outbound, inbound, and bypass lanes
- Acquisition of additional land
- Expansion of the existing main building listed on the NRHP
- Demolition of the existing garage listed on the NRHP

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

National Environmental Policy Act (NEPA) Process

The GSA is currently in the Public Scoping Period phase of the NEPA EA process. The views and comments of the public are necessary to help determine the scope and content of the environmental analysis. An important objective of scoping is to identify specific elements of the environment that might be affected if the proposal is carried out. Potential impacts raised during scoping will be analyzed in detail in the EA.

Your participation in the EA process is greatly appreciated. Written comments must be submitted to GSA by **July 13, 2023.**

Comments can be emailed to calaisferrypoint.lpoe@gsa.gov or mailed to:
General Services Administration
Attention: Li Wang, Project Manager
T.P. O'Neill Federal Building
10 Causeway Street, 11th Floor
Boston, MA 02222

For further information, please contact Li Wang, Calais Ferry Point Project Manager, General Services Administration at (857) 246-6644 or calaisferrypoint.lpoe@gsa.gov.

COMMENT SHEET

Proposed Modernization Project at the
Calais Ferry Point Land Port of Entry
Public Scoping Meeting
Calais, ME
Tuesday, June 13, 2023

(*PLEASE PRINT*)

NAME and AFFILIATION: _____

ADDRESS: _____

EMAIL:_____ **ZIP CODE:** _____

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

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

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

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

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

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Please leave this comment sheet at the designated "drop box" or mail your comments by July 13, 2023 to the address below:

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

You may also email your comment to calaisferrypoint.lpoe@gsa.gov with subject line "Calais Ferry Point EA"

FICHE DE COMMENTAIRES

Projet de Modernisation Proposé au
Port d'Entrée Terrestre de Calais Ferry Point
Réunion Publique de Cadrage du Projet
Calais, ME
Mardi, le 13 juin 2023

(*VEUILLEZ IMPRIIMER*)

NOM ET AFFILIATION: _____

ADRESSE: _____

ADRESSE COURRIEL:_____
CODE POSTAL: _____

La participation du public est essentielle au processus du National Environmental Policy Act (NEPA) (la loi nationale sur la politique environnementale), et la GSA accueille les commentaires sur le Projet de Modernisation Proposé au Port D'entrée Terrestre de Calais Ferry Point.

Veuillez remplir le formulaire suivant afin d'assurer que l'analyse et la décision finale prennent compte des opinions des communautés concernées.

Si vous souhaitez être ajouté à la liste de diffusion et recevoir des informations sur le projet, veuillez fournir votre adresse courriel ou postale ci-dessus.

1. **Veuillez nous fournir toute information ou préoccupation environnementale ou de conception qui, selon vous, devrait être abordée dans l'évaluation environnementale de ce projet.**

_____
_____
_____
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2. **Veuillez utiliser cet espace pour fournir tout commentaire supplémentaire:**

_____
_____
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_____

Veuillez laisser cette fiche de commentaires dans la boîte indiquée, ou envoyez vos commentaires par le 13 juillet 2023 à l'adresse ci-dessous :

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

Vous pouvez aussi envoyer votre commentaire par courriel à calaisferrypoint.lpoe@gsa.gov avec pour ligne d'objet "Calais Ferry Point EA"

WELCOME

PROPOSED MODERNIZATION PROJECT AT THE
CALAIS FERRY POINT LAND PORT OF ENTRY
CALAIS, MAINE

ENVIRONMENTAL ASSESSMENT
PUBLIC SCOPING MEETING #2

April 25, 2024

Maine Indian Education Center

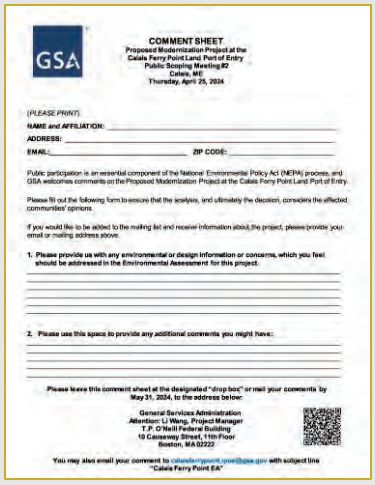
5:00 PM to 7:00 PM

WE WELCOME YOUR COMMENTS!

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

Public scoping comments must be submitted to GSA by May 31, 2024.

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



COMMENT SHEET
Proposed Modernization Project at the Calais Ferry Point Land Port of Entry
Public Scoping Meeting #2
Calais, ME
Thursday, April 25, 2024

(PLEASE PRINT)
NAME and AFFILIATION: _____
ADDRESS: _____
EMAIL: _____ ZIP CODE: _____

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

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

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

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

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

Please leave this comment sheet at the designated "drop box" or mail your comments by May 31, 2024, to the address below:

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

You may also email your comment to calaisferrypoint.lpoe@gsa.gov with subject line "Calais Ferry Point EA"

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

calaisferrypoint.lpoe@gsa.gov
(Please include *"Calais Ferry Point Scoping Comment"* in subject line.)

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

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

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

NEPA PROCESS

INTERNAL SCOPING

- GSA identified a need to update the Calais Ferry Point LPOE with current land port design standards and operational requirements of the CBP while addressing existing deficiencies identified with ongoing LPOE operations.
- GSA conducted a Feasibility Study [November 2018] to explore viable alternatives to accommodate the Calais Ferry Point LPOE operations.

PUBLIC SCOPING PERIOD ★ WE ARE HERE

- GSA informs local, state, and federal agencies of the proposed project through a stakeholder scoping letter.
- The intent of the Public Scoping Meeting is to describe the project, solicit comments, and listen to community concerns and interests before preparation of the Environmental Assessment (EA).
- The public may submit comments on issues that should be considered in the EA.
- Public Scoping Period ends May 31, 2024.

PREPARATION OF THE DRAFT EA

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

DRAFT EA & PUBLIC COMMENT PERIOD

- GSA notifies the public that the Draft EA is available for public review.
- 30-day Public Comment Period is held, which will include a public meeting.
- Written comments on the contents of the Draft EA are accepted via U.S. mail, e-mail, or in-person at the public meeting.

FINAL EA & DETERMINATION PUBLIC REVIEW PERIOD

- Complete required consultations with agencies.
- Review, consider, and address, as appropriate, the public comments received.
- Revise and finalize the EA.
- Determine if the project can proceed under a Finding of No Significant Impacts.

National Historic Preservation Act: Section 106

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

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

U.S. General Services Administration

Land Port of Entry Modernization Project
Calais Ferry Point, ME

National Environmental Policy Act

Public Scoping Meeting #2

April 25, 2024

Meeting Agenda

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

Introductions

- Tina Sekula, JMT, Associate Vice President, Environmental Planner
- Li Wang, GSA, Project Manager
- Missy Mertz, GSA, NEPA Specialist
- Sara Massarello, GSA, Realty Specialist
- Adriene Delozier, JMT, Senior Associate, 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 public input on the resources and issues that are important to consider for this project. Today we will:

- Provide a project update
- Describe the NEPA Process
- Inform you of the next steps in the NEPA Process
- Provide you with information on how to make comments on the project

Purpose & Need

The purpose of this project is to modernize the Calais Ferry Point LPOE to improve the operational efficiency, safety, and security for U.S. Customs and Border Protection (CBP) personnel and cross-border travelers. The existing facility can no longer adequately support the mission requirements of CBP.

Deficiencies at the LPOE fall into two categories:

- Limited Capacity
- Existing building's condition and available space allocations

First Public Scoping Meeting

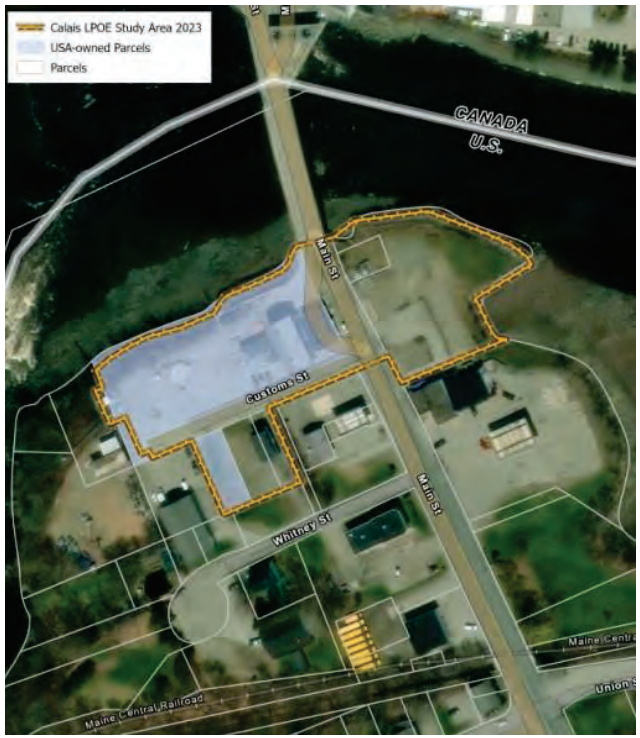
The first Public Scoping Meeting was held on June 13, 2023 at the Maine Indian Education Center in Calais, ME. Comments submitted during and after the meeting included the following themes:

- **Environmental Concerns**-
  - Water quality concerns/ concerns related to the St. Croix River
- **Traffic and Circulation** -
  - Change in LPOE building footprints and/or LPOE site area
  - Changes to surrounding roads
- **Hazardous Materials**
- **General Requests for additional information**

NEPA Study Area

Since the initial Public Scoping Meeting in June 2023, the Study Area for the modernization efforts has expanded (see below). The updated Study Area now extends south to Whitney Street.

2023 Study Area



2024 Study Area

Project Information

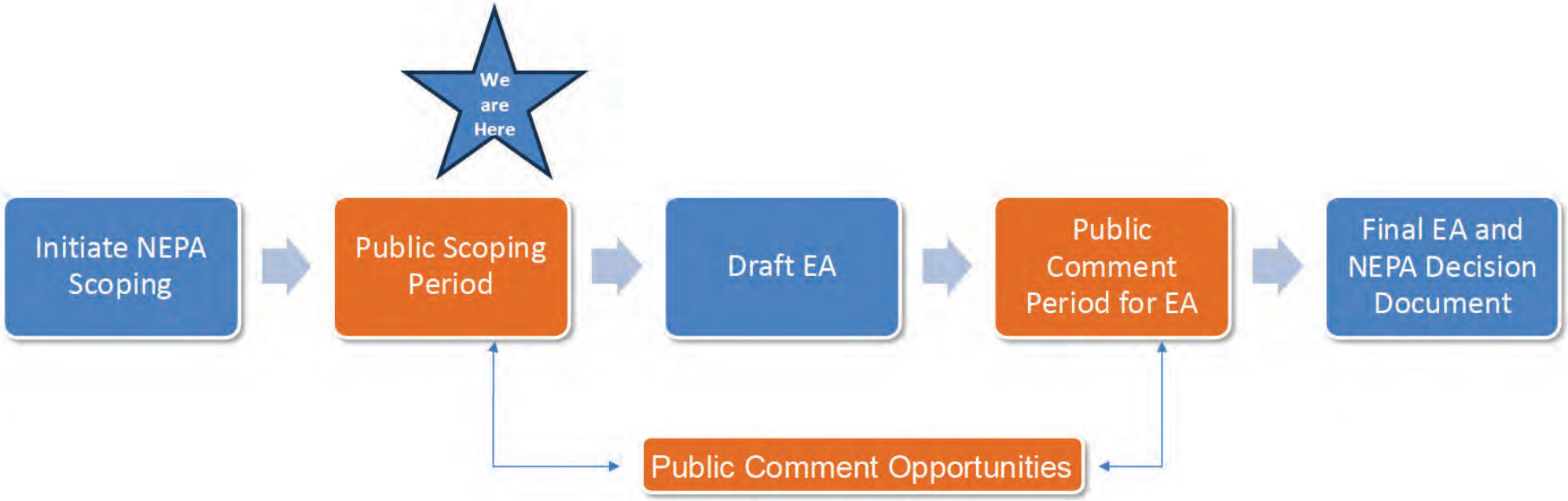
Anticipated Schedule

Plan	Design	Construct
NEPA Complete: Winter 2024/2025	Start: Spring 2023 Complete: Summer 2025	Start: Fall 2025 Complete: Winter 2029

National Environmental Policy Act (NEPA)

- National Environmental Policy Act (NEPA) of 1969 established a national policy for the protection of the environment
  - Requires federal agencies to evaluate the potential environmental impacts that could result from a proposed action
  - Engages the public in the decision-making process
  - Goal is to inform decision makers and the public of potential environmental impacts before a decision is made

Environmental Assessment (EA) Timeline



Documenting Existing Conditions (the Affected Environment)

The EA will include a description of the resources that may be impacted by the proposed action. Examples of the resource areas we anticipate to be analyzed are:

- Climate Change
- Socioeconomics
- Environmental Justice
- Noise
- Cultural Resources
- Biological Resources
- Water Resources
- Utilities
- Traffic & Public Transportation
- Floodplains

Affected Environment: 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: Initiate Section 106
- Step 2: Establish the Area of Potential Effect (APE)
- Step 3: Identify Historic Resources
- Step 4: The potential effects of identified historic resources are evaluated.
- Step 5: If there are potential adverse effects, GSA will explore measures to avoid, minimize, or mitigate those effects.

Affected Environment: Floodplains

- The Study Area is partially located within Zone AE, a high-risk area for flooding and located within the 100-year and 500-year floodplains.
- EO 11998 (Floodplain Protection) requires federal agencies to avoid or minimize development in the floodplain except where there are no practicable alternatives.
- GSA is required to attempt to locate all structures outside of the floodplain area in compliance with federal regulation and GSA's Floodplain Management Desk guide and P100.

Affected Environment: Community

Potential acquisition of land within the NEPA Study Area may cause the following:

- Closure of Citgo Gas Station on the west side of Main Street
- Discontinuance (closure) of Customs Street
- Realignment of Main Street.
- Intermittent/ temporary closures of the LPOE during winter, off-peak hours may be necessary during construction.

Tell us what you think!

Written Comments must be submitted by **May 31, 2024.**

In Person: Fill out a comment form and leave it here with us tonight or have your comment recorded by our stenographer.

Send written comments to:

U.S General Services Administration
Attention: Li Wang, Project Manager
Thomas P. O'Neill, Jr., Federal Building
10 Causeway Street, 11th Floor
Boston, MA 02222-1077

Send email to:

calaisferrypoint.lpoe@gsa.gov

Reference

"Calais Ferry Point LPOE EA"

in the subject line

Commenting Etiquette

- Please utilize the microphone
- Say and spell your first and last name at the start of your comment.
- Remain quiet while others are speaking for stenographer.
- Verbal comments will be held to a 2-minute time limit.
- If time allows, participants may be permitted to speak again after all commenters have had the opportunity to speak. Additional comments can also be submitted in writing.
- A recording of the meeting will be made available, and your comments will be included in the administrative record.

THANK YOU FOR YOUR PARTICIPATION!

General Services Administration

Calais Ferry Point Land Port of Entry, Calais, Maine
Environmental Assessment

PUBLIC SCOPING MEETING HANDOUT

Summary

The U.S. General Services Administration (GSA) is proposing to modernize the Calais Ferry Point Land Port of Entry (LPOE) in Calais, Washington County, Maine. The proposed project would improve the operational efficiency, safety, and security for U.S. Customs and Border Protection (CBP) personnel and cross-border travelers at the LPOE. The existing facility can no longer adequately support the mission requirements of CBP. Specifically, the deficiencies at the LPOE fall into two broad categories: 1) limited capacity; and 2) the existing building's condition and available space allocations.

A Draft Environmental Assessment (EA) is being prepared in compliance with the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S. Code [U.S.C.] 4321), as implemented by Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] 1500–1508), and policies of the GSA as the lead federal agency. The Draft EA process provides steps and procedures to evaluate the potential natural and human environmental impacts for the proposed modernization and expansion of the Calais Ferry Point LPOE. Concurrently GSA will initiate consultation under the National Historic Preservation Act Section 106, along with NEPA compliance, as the current main building and the garage located on site are listed on the National Register of Historic Places (NRHP).

The GSA is providing an opportunity for the public and for local, state, or federal agencies to provide input and/or comment through scoping and public informational meetings concerning the preparation of the EA. The social, economic, and environmental considerations are evaluated and measured, as defined in the CEQ regulations, by their magnitude of impacts.

Since the initial Public Scoping Meeting in June 2023, the Study Area for the modernization efforts has expanded (see below). The updated Study Area now extends south to Whitney Street.

June 2023 Study Area

March 2024 Study Area

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

General Services Administration
Calais Ferry Point Land Port of Entry, Calais, Maine
Environmental Assessment

PUBLIC SCOPING MEETING HANDOUT

Alternatives Considered

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

The action alternatives may include:

- Construction of a new garage; inspection canopies; inspection booths and lanes; additional parking; an impound lot; and outbound, inbound, and bypass lanes
- Acquisition of additional land
- Expansion of the existing main building listed on the NRHP
- Demolition of the existing garage listed on the NRHP

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

National Environmental Policy Act (NEPA) Process

The GSA is currently in the Public Scoping Period phase of the NEPA EA process. The views and comments of the public are necessary to help determine the scope and content of the environmental analysis. An important objective of scoping is to identify specific elements of the environment that might be affected if the proposal is carried out. Potential impacts raised during scoping will be analyzed in detail in the EA.

Your participation in the EA process is greatly appreciated. Written comments must be submitted to GSA by **May 31, 2024.**

Comments can be emailed to calaisferrypoint.lpoe@gsa.gov or mailed to:
General Services Administration
Attention: Li Wang, Project Manager
T.P. O'Neill Federal Building
10 Causeway Street, 11th Floor
Boston, MA 02222

For further information, please contact Li Wang, Calais Ferry Point Project Manager, General Services Administration at (857) 246-6644 or calaisferrypoint.lpoe@gsa.gov.

COMMENT SHEET

Proposed Modernization Project at the
Calais Ferry Point Land Port of Entry
Public Scoping Meeting #2
Calais, ME
Thursday, April 25, 2024

(*PLEASE PRINT*)

NAME and AFFILIATION: _____

ADDRESS: _____

EMAIL:_____ **ZIP CODE:** _____

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

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

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

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

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

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Please leave this comment sheet at the designated "drop box" or mail your comments by May 31, 2024, to the address below:

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

You may also email your comment to calaisferrypoint.lpoe@gsa.gov with subject line "Calais Ferry Point EA"

FICHE DE COMMENTAIRES

Projet de Modernisation Proposé au
Port d'Entrée Terrestre de Calais Ferry Point
Réunion Publique de Cadrage du Projet #2
Calais, ME
Jeudi, le 25 avril 2024

(*VEUILLEZ IMPRIIMER*)

NOM ET AFFILIATION: _____

ADRESSE: _____

ADRESSE COURRIEL:_____
CODE POSTAL: _____

La participation du public est essentielle au processus du National Environmental Policy Act (NEPA) (la loi nationale sur la politique environnementale), et la GSA accueille les commentaires sur le Projet de Modernisation Proposé au Port D'entrée Terrestre de Calais Ferry Point.

Veuillez remplir le formulaire suivant afin d'assurer que l'analyse et la décision finale prennent compte des opinions des communautés concernées.

Si vous souhaitez être ajouté à la liste de diffusion et recevoir des informations sur le projet, veuillez fournir votre adresse courriel ou postale ci-dessus.

1. **Veuillez nous fournir toute information ou préoccupation environnementale ou de conception qui, selon vous, devrait être abordée dans l'évaluation environnementale de ce projet.**

_____
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2. **Veuillez utiliser cet espace pour fournir tout commentaire supplémentaire:**

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Veuillez laisser cette fiche de commentaires dans la boîte indiquée, ou envoyez vos commentaires par le 31 mai 2024 à l'adresse ci-dessous :

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

Vous pouvez aussi envoyer votre commentaire par courriel à calaisferrypoint.lpoe@gsa.gov avec pour ligne d'objet "Calais Ferry Point EA"

APPENDIX E: MEETING SIGN-IN SHEETS AND FOLLOW-UP EMAIL

Projet de Modernisation Proposé au Port d'Entrée Terrestre de Calais Ferry Point, À Calais, dans l'État du Maine

General Services Administration (GSA)
(Administration des services généraux)

Nom	Adresse	Adresse de Courriel	Numéro de Téléphone
Barbara Hayslett	[redacted]		
Tom Parks			
Laurel Perkins commissioner			

Réunion Publique de Cadrage du Projet | Maine Indian Education Center | 13 juin, 2023 | de 17:00H à 19:00H

Proposed Modernization Project at the Calais Ferry Point Land Port of Entry In Calais, Maine

General Services Administration (GSA)

Name	Address	Email	Phone Number
DONALD SOCTOMAH	[redacted]		
Carol Heard			

Public Scoping Meeting | Maine Indian Education Center | June 13, 2023 | 5:00 to 7:00 PM

Proposed Modernization Project at the Calais Ferry Point Land Port of Entry In Calais, Maine

General Services Administration (GSA)

Name	Address	Email	Phone Number
Robert Seelye	[redacted]		
Gary Smith			
Herm Gadway			
Marc Barnard			
Kara Mitchell			
Chloe Bernardini			
LISA JACKSON			
Annaleis Hafford			
X			

Public Scoping Meeting | Maine Indian Education Center | June 13, 2023 | 5:00 to 7:00 PM

Proposed Modernization Project at the Calais Ferry Point Land Port of Entry In Calais, Maine

General Services Administration (GSA)

Name	Address	Email	Phone Number
Wade Greenlaw	[redacted]		
Herm Gadway			
Jonathan Voisine			
Bill Kirby			
Peter Sheppard			
Rhiannon MacDonald			
Neal Berry			
Gary Smith			
Lavinia Clarke			
Emily Paskewicz			
Jonathan Shute			

Public Scoping Meeting #2 | Maine Indian Education Center | April 25, 2024 | 5:00 to 7:00 PM

Proposed Modernization Project at the Calais Ferry Point Land Port of Entry In Calais, Maine

General Services Administration (GSA)

Name	Address	Email	Phone Number
Edie Smith Mark Wigley Crystal Hilding	[redacted]		

Public Scoping Meeting #2 | Maine Indian Education Center | April 25, 2024 | 5:00 to 7:00 PM

From:	kelly.morrison@gsa.gov on behalf of Calais Ferry Point LPOE
To:	Calais Ferry Point LPOE
Subject:	[EXTERNAL] Public Comment Period for Calais Ferry Point Land Port of Entry Project ends Friday, May 31, 2024
Date:	Thursday, May 23, 2024 4:21:23 PM
Attachments:	Calais Public Scoping Meeting Handout 508.pdf Calais Public Scoping Meeting Handout - FR.pdf

Good afternoon,

We are reaching out to thank those of you who attended the National Environmental Policy Act (NEPA) scoping meeting for the Calais Ferry Point Land Port of Entry Project on April 25, 2024, and to provide project information to those of you who were unable to attend.

The scoping process is an opportunity for interested parties, stakeholders, and the public to provide input on issues that are important to the community. This input is a valuable step in the process, and will be used by GSA to determine the scope and content of the Environmental Assessment (EA).

We heard a lot of valuable insight from meeting attendees. **Please note, only written comments submitted, as described below, become a part of the official record**. We encourage you to review the project information and submit written comments including any comments you may have provided verbally to GSA staff at the meeting. The meeting handout is attached to this email, and the presentation, meeting transcript, and poster PDFs are available on the project website: gsa.gov/calaisferrypoint

Written comments must be submitted to GSA by Friday May 31, 2024 using one of the following methods:

Email: Send an email to calaisferrypoint.LPOE@gsa.gov with the subject line "Calais Ferry Point LPOE EA," or reply to this email.

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

Your participation in the EA process is important and is greatly appreciated.

Regards,

GSA Project Team

Attachments:
Calais Ferry Point Meeting Handout (English)
Calais Ferry Point Meeting Handout (French)

APPENDIX F: PUBLIC SCOPING MEETING TRANSCRIPT

STATE OF MAINE

Second Public Meeting on the Scoping
And Development of an Environmental Assessment for the
Calais Ferry Point Land Port of Entry Modernization Project

THE MAINE INDIAN EDUCATION CENTER

39 UNION STREET

CALAIS, MAINE 04619

THURSDAY, APRIL 25, 2024

5:00

Taken before Karen A Dube-Harriman, a Notary Public in and for the State of Maine, on Thursday, April 25, 2024, at the offices of the Maine Indian Education Center, 39 Union Street, Calais, Maine, commencing at 5:20 p.m. pursuant to notice given.

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

Appearances

MISSY MERTZ	General Services Administration
LI WANG	General Services Administration
SARA MASSARELLO	General Services Administration
ERIK SCHILLER	General Services Administration
ADRIENE DELOZIER	JMT Planning and Natural Resources
TINA SEKULA	JMT Planning and Natural Resources

MS. MERTZ: Welcome everyone to our second Land Port of Entry, Calais Ferry Point scoping meeting. I'm Missy Mertz. I'm with General Services Administration. I am the National Environmental Policy Act, Program Manager for this project. Thank you all for coming. First of all I'd like to give a shout out to the Maine Indian Education Center. They've hosted us twice and we really appreciate it; and the city itself who have given us a lot of support in being able to reach out to all of you and get our information out so you can all attend the meeting tonight, so thanks for being here.

This is the part of the agenda where we do a power point. We won't be very long. We're just going to go through a couple of points.

So, why we're here again -- and, feel free to ask any questions as we go along -- and we'll give you a brief overview of what the National Environmental Policy Act does and we'll follow that with your comments again. And, once we're done with our presentation we'll have a lot of time for questions or comments or time to look at any of the posters in the back or talk to us one on one if you want to do that.

Quick introduction. Again, I'm Missy Mertz

with GSA. We have Sara Massarello in the back there with GSA who is our reality specialist. We have Li Wang our project manager. We have Adriene and Tina from JMT who are the contractors who are supporting us here tonight.

So what's the purpose of this meeting. As I said, it is a scoping meeting. We're really here to listen and get your comments tonight. So this is our way of doing early public involvement so that we understand the issues that are important to the community and to address those in our environmental assessment. We want the public's input. So today during this presentation we'll give you a quick project update so you understand why we're here again. We'll describe the process. We'll give you the next steps in our process and then provide you with information on how to make public comments.

What's the purpose and need for this project.

So, right now we're looking to modernize the Calais Ferry Land Point of Entry in order to improve operational efficiency for our partner CBP and also to assist cross boarder travelers. This facility can no longer accommodate CBP's need (inaudible). The deficiencies of the current land port of entry follows 2 broad categories. It has some limited

capacity and also the building's condition.

Some of you I recognize from last time. We were here back in June for our first public scoping meeting right here. And, just to cover some of the comments that we know we received last time, broadly, we received some environmental concerns over water quality, travel and circulation comments, some hazardous materials comments and then some general requests for additional information. If you have similar comments to the ones you made last time, please feel free to make them again. Also know that you don't have to make them again. The comments that were made during the first round are still very applicable and we still will address them in the document as we work to get it finalized now. I'm going to pass it over to Li to talk about the project. Thank you.

MR. WANG: When we were here last June we were looking -- (inaudible).

So, I was starting to say that we -- since 2023, really, from then until now we've been working with our partners CBP and the directors which is great. We've been working really closely with CBP to really look at their program needs and what their growth is telling us against -- architecturally --

how it will work. And, what we've discovered is that the 2023 study area really confined us. It really couldn't allow us to fully reach the maximum capability or the desired outcomes that our customer, our partners, are looking to achieve. So, therefore, we show the 2024 study area to demonstrate that we've expanded that which afforded us additional area of study to really architecturally see if we can develop a plan that will allow this port to extend to the program that CBP is seeking. So that's the major difference I wanted to explain and I think that's the crux of why we're here today.

And this is just a simple graphic. We show this here because we want to, once again, demonstrate our commitment of preserving the historical nature of this building. The Director is passionate about that and we appreciate that. And, I mentioned this because with our analysis of the new CBP technology we're looking to have a little bit more visibility of this historic port at the end of the day. Meaning, we're looking at that canopy and we're looking to address that as we develop this project more.

My final slide to present to you is just a

simple schedule. So you can see currently we started design last spring around the same time we were here last. We're, roughly, a year into it. We're learning quite a lot, so we still have about two-thirds to go more or less. And, our construction schedule right now is that we're starting in the fall of 2025 completing in the winter of 2029. One thing to highlight here which is important which is great news for us is that this project now has been provided an incentive on the IRA -- I'm going to read that to make sure I read that correctly for you. Inflation Reduction Act. And you might have heard of that acronym as IRA and what that is is the White House's incentive to (inaudible) all of our projects under the bipartisan infrastructure program to purchase low carbon materials such as asphalt, concrete, glass and steel. So that is great news for us. We are excited for that. We're just starting to understand what that means for our project, so that's some quick updates for you. So that's my piece. Thank you.

MS. SEKULA: At this time we're going to talk about the NEPA Process and, again, NEPA stands the National Environmental Policy Act. NEPA is a

federal agencies such a GSA to evaluate how the proposed project will affect both humans and the natural environment. Public involvement is an important part of the NEPA process because it helps GSA in the decision making. Tonight we'll be listening to your questions, comments and concerns. The overall goal of NEPA is to inform both the decision makers and the public of potential impacts from the project before a decision is made.

So what you see here is a very brief timeline of the environmental assessment. So the NEPA process starts at scoping. Scoping is where we collect information on the project and the site. We identify stakeholders and perform resource surveys. As we collect data we also collect public input. The public scoping period is where we are now in the process. You can it with the star. The next step is to prepare a draft environmental assessment and this document will assess the different alternatives and evaluate their impact. After the draft environmental assessment is complete we'll engage the public again for comment. It's important to note here that there are several opportunities during the NEPA process for public comment. After the second public comment opportunity we'll prepare

the final environmental assessment and decision document that will identify the preferred alternative.

So here you can see some of the topics that will be covered under the Environmental Assessment; climate change, socioeconomics, noise, cultural resources, biological resources, water resources, utilities, traffic and public transportation as well as floodplain.

Now to go a little bit more in depth about some of the resources. The existing Land Port of Entry building is identified as a historic resource and is listed on the national register as historic places. So, as a result, NEPA filed a Section 106 process of NEPA and that process requires GSA to consider the effects of the project on historic properties. So you can see here a list of steps that we need to follow as we need to initiate the Section 106 process, establish what's called an area of potential effects and identify the historic resources within that area of the potential effects and then the potential effects of the identified historic resources are evaluated. And then if there's potential adverse effects GSA will explore methods to avoid, minimize or mitigate those

effects, so we will be coordinating with the Maine State Historic Preservation office during this process.

Another affected resource is floodplains. So, if you look at our map the project area is located within both the 100 and 500 year floodplain. It's an executive order that requires federal agencies to avoid and/or minimize development in the floodplains, so GSA is required to attempt to locate all the structures in the floodplain, and so, that will be evaluated in the environmental assessment.

And then I'll pass it back over to Li.

MR. WANG: So I'll simply discuss the point on this slide here. As I stated earlier, we're looking at expanding your study area which, of course, (inaudible) potential acquisition of the land and these are some of the causes that we've identified. First of all, the gas station on the west side. Second is this continuance of Custom Street, realignment of Main Street and finally intermittent temporary closure to LPOE during the winter off peak hours may be necessary during construction. I'll touch on it -- I'll add a little bit more color to the last point. So, we -- as I stated earlier, we're working very closely with our customer agency,

with CBP, and we're really looking to understand how we could help facilitate the construction side of this. The IRA funding does come into play and we're trying to expedite our process a little bit. So, we've been having active dialogue between the 2 agencies to understand what CBP could foresee closure periods or timeframes during construction which would help overall shorten the construction process. We're evaluating that. I think overall both agencies are working very closely to control the budget, control the schedule, do all those wonderful things so they can expedite the construction. So, the construction phase is pretty prolonged and because we do have the historical element and that piece of it is one we're capturing on the scope. So, again, there's active involvement and collaboration between the agencies to look at this really closely at those levels.

MS. SEKULA: So in terms of the presentation we're at our conclusion. We'll go into the public comment part of the evening. So first I'll talk about the 3 different ways that you can submit your public comment. First, in person here tonight. We have a stenographer to receive and record all comments, as well as, all comment forms are in the

back. You can also send an e-mail. The e-mail address is right there: Calaisferrypoint.lpoe@gsa.gov. And if you could put calaisferrypointlpoe in the subject line that would be great. Or you can also mail in your comment using the comment form. If you flip it over it will have the address where it needs to go and also up here on the screen your comments will go directly to me. Just to mention that comments must be submitted by May 31st. As we're collecting comments if anybody wants to verbally give a comment we just have a couple of rules per se. So we have a microphone up here in order to record your comment. When you are commenting please say and spell your first and last name at the start of your comment. Obviously, please remain quiet while others are speaking. And, we're going to hold verbal comments for about a 2 minute limit so we can make sure everybody has time to talk. And if time allows participants may be permitted to speak again after all commenter's have had the opportunity to speak and additional comments can also be submitted in writing using the comment form. Just to let you know, a recording of this meeting will be made available as well as the comments will be included

in the administrative record. So at this point I'd like to ask if anybody has a comment that they would like to be included. If you just raise your hand Adriene will come around with the microphone.

AUDIENCE: My name is Bill Kilby, K-I-L-B-Y. I'm the store manager for the 2 Citgo Stations down by the Duty Free Americas. I'm concerned about the border closures, the hours for the border closures. The large percentage -- 80 to 90 percent of our business is Canadian. We rely on the local Canadians and the locals who use this bridge. This bridge location is used more than any other bridge. That's a concern. Also, note for the record that on your outline that it goes to the other side of street on the 40 Main Street side and that's going to have an effect on the entrance in and out of our parking lot. See how the line comes up on our side of the street. That's about halfway up our parking lot. Is that going to remain open or is that going to be closed off by some means.

MR. WANG: Well, I'll answer the first question. I can take this one and I have the PDs here. The closure is -- it's just a consideration. We have not formulated or received direction from CBP on the period timeframe. We've got an

indication from them that they're allowing temporary winter closures off-peak hours. I can state for this group. And, I say that because they recognize -- as you are stating -- the importance of the connectivity this port has to the other side because this is a heavily used port. We get a lot of cross-border traffic, so we're really looking for some help in collaborating with CBP to see if that's even feasible, but right now I can say that they're looking at that and investigating it, but your feedback is very important. I can say I'm not surprised by hearing that from you, so I'll take that to my discussions.

And, your second question is about access. Our initial master plan 100 percent accommodates access to your store. We are working very closely with the designers to ensure that at the end of the day we're not disturbing your business flow or we're maintaining the efficiencies that you currently have and at the same time we're also respecting customer's to improve their flow, so balancing all of those things; so it's a long road, but we -- this is great. Thank you for coming. We will start to -- when we get to that point we can start some dialogue you with.

MS. MASSARELLO: Any other comments, questions, concerns? Bill, you're talking about this area here, right?

BILL: Yes.

MS. MASSARELLO: We want to understand, like, how folks -- if you do live in the area, if you frequent the area, using the gas station on the other side, going up and down Main Street or Custom Street and how the traffic flow works. If anyone lives on Whitney if you have any concerns about how you might be impacted if we close a portion of Custom Street or close the entire street or how that will impact businesses.

MS. MERTZ: I think that concludes our recording. Please feel free to ask any questions. And even though it won't be on the record we can still record it through the comment form.

MR. WANG: Feel free to come up if you have other questions that you may have.

MS. MERTZ: And if anybody wants to leave a comment with the stenographer you're also welcome to do that anonymously if you didn't want your name associated with it for any reason. That's also allowed. So, thank you.

(This public meeting concluded at 5:40 p.m. this date.)

CERTIFICATE

I, Karen A Dube-Harriman, a Notary Public in and for the State of Maine, hereby certify that on Thursday, April 25, 2024, personally appeared before me: LI WANG, MISSY MERTZ, SARA MASSARELLO and TINA SEKULA, in the aforementioned cause of action: SECOND PUBLIC SCOPING MEETING FOR CALAIS FERRY POINT LAND PORT OF ENTRY, and the foregoing, as reduced to stenotype, is a true and accurate record of the evidence as taken by me by means of stenotype.

I further certify that I am a disinterested person in the event or outcome of the aforementioned cause.

IN WITNESS WHEREOF, I subscribe my hand and seal in Readfield, Maine, this 15th day of May, 2024.

_____

Karen A Dube-Harriman, Notary Public

My Commission Expires, May 19, 2025

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APPENDIX G: INDEX OF COMMENTS BY SOURCE AND DATE

Proposed Modernization Project at the Calais Ferry Point LPOE

Public Comments Received (June 13, 2023 Public Scoping Meeting)

A.N. Deringer Inc
Contact:
Tara Talley (Corporate Administration Manager)
[redacted]

Comment	GSA Response
We have the following questions regarding the Proposed Modernization Project at the Calais Ferry Point Land Port of Entry in Calais: 1) It appears the construction will be close to our property (A.N. Deringer, Inc.), what impact will the construction have for the trucks entering and exiting our warehouse? 2) The letter references possibly acquiring more land, does that mean beyond what is currently outlined? 3) Will traffic still be allowed on Customs Street? 4) What is the final effect on our trucks after completed; will we have the ability to still use a portion of U.S. Customs lot/Customs Street for a truck to properly back up to the A.N. Deringer ramp?	**Q2**: The letter references possibly acquiring more land, does that mean beyond what is currently outlined? **A2:** For clarification, it meant possibly acquiring more land beyond the existing LPOE property boundary. Any additional land acquisition will not extend beyond the NEPA Study Area outlined at page 8 of the attached Public Scoping Meeting Posters.

St. Croix Valley Chamber of Commerce
Contact:
Kara Mitchell (Director)
[redacted]

Comment	GSA Response
Possible contamination of the St. Croix River…	Comment noted

Passamaquoddy THPO Contact: Donald Soctomah [redacted]	
Comment	**GSA Response**
Early maps to view would be good. Site may have fuel tanks underground (gasoline).	Comment noted

Public Comment Contact: Carole Heinlein [redacted]	
Comment	**GSA Response**
Any information regarding flow of river. Time tables on how long there will be closures if any	Comment noted

Environmental Protection Agency New England Region 1 **Office of Environmental Review** Contact: Timothy L. Timmermann (Director Office of Environmental Review) [redacted]	
Comment	**GSA Response**
EPA recommends the EA include a discussion of climate resilience measures for infrastructure that may be vulnerable to the impacts of climate change. This discussion should include any climate-related hazards that may impact the project, such as extreme precipitation, flooding, extreme wind events, drought, etc. In addition to assessing the potential vulnerabilities, the discussion should include potential adaptation measures that could potentially be taken to mitigate those vulnerabilities. The design features of the facility should be able to withstand the long-term impacts of climate change to ensure the ability of the project to deliver the expected services over its lifetime.	Comment noted

Federal Highways Administration – Maine Division Contact: Gary Scholze (Environmental Specialist) [redacted]	
Comment	**GSA Response**
FHWA – Maine Division would like to request a copy any additional project materials for the project in order to understand how the project may affect the Road and/or Bridge.	Comment noted

Government of New Brunswick **Environmental Services Branch** **Transportation and Infrastructure** Contact: Jodi Buckingham (Environmental Technologist) [redacted]	
Comment	**GSA Response**
Thank you for including New Brunswick Department of Transportation and Infrastructure (NBDTI) in the Environmental Assessment review process for the above mentioned project. NBDTI has reviewed the scoping letter and have no comments at this time. You can email me (jodi.buckingham@gnb.ca) all future documents and correspondence for this project review.	Comment noted

East Coast Greenway Alliance Contact: Kristine Keeney (Northern New England Manager) [redacted]	
Comment	**GSA Response**
My name is Kristine Keeney, and I am the Northern New England Manager of the East Coast Greenway Alliance. I am reaching out with regards to the Calais Ferry Point EA and existing local, regional, and national planning for the East Coast Greenway and the international connection to the Coastal Link Trail in St. Stephen. East Coast Greenway Alliance leads the development of a connected biking and walking route, often in the form of multi-use trails, rail trails, and roadway side paths, 3,000 miles from Calais, Maine to Key West, Florida. The East Coast Greenway (ECG) is designed to transform the communities it connects through healthy lifestyles, safe and sustainable transportation,	Comment noted

community engagement, climate resilience, and tourism. The ECG offers a safe place for bicyclists, walkers, runners, and more — of all ages and abilities — to commute, exercise, and visit new destinations.

We regularly have long-distance bicyclists and walkers beginning or ending their trips in Calais, however, there is very little to mark this location besides US-Bicycle Route 1 and ECG signs (the one closest to the international border often being overgrown with vegetation). There is also a lack of park and gateway facilities, bicycle racks, benches, information or wayfinding signage to indicate the connection of the East Coast Greenway to Canada via the Coastal Link Trail in St. Stephen and Trans Canada Trail in St. John, as well as the Bold Coast Scenic Bikeway and Maine Island Trail starts in Calais, as well as local information/history.

If you would not mind reviewing the attached slide deck, it summarizes the existing local waterfront and comprehensive planning in Calais, and includes maps showing the planned and envisioned extension of the East Coast Greenway/Calais Waterfront Walkway to Hardwick's parking lot, and then as close to as practical to the waterfront and/or the border crossing road ROW. On the "Calais 'Trails Gateway' Project" map, two segments are shown as the ECG's Envisioned OffRoad Route - with one in "planning" and the segment closer to the border as a "gap" because it's unknown at this time what the potential is in terms of the proximity to the border.

On the Calais Ferry Point Land of Entry project website, "Community Impact" is included saying "Improving the connection between the two communities of Calais, ME and Saint Stephen, NB – and the two countries – this project will improve the conditions for economic, cultural, and familial connections. The people who live along the border depend on this deep, cross-border community engagement, often crossing through the ports daily for jobs, mutual aid, and everyday life."

The press release for the pre-design services contract for this project also mentions "This project will incorporate sustainability features that will reduce greenhouse gas emissions, mitigate the impact of buildings on the environment, and simultaneously increase the mission readiness of the federal government by increasing resilience to climate change." There are examples of sections of the ECG where multi-use trail and park facilities can provide green stormwater and flood mitigation design features to increase climate resilience of a site.

I ask you to also consider including bicycle and pedestrian access, accommodations, and safety as part of the planning and design for the border crossing project, any potential land acquisition, and along the road ROW leading to the border station to support local community impact of the project on the people's everyday lives, local rural regional economic development, national and international tourism, cross-border community engagement, as well as supporting the City and its residents in accomplishing a long held goal of waterfront redevelopment. The "Calais 'Trails Gateway' Project" is not currently funded for construction, but the City of Calais is eager to at least complete the Waterfront Walkway trail extension because they have

already obtained an easement from Hardwick's to do that work and will provide public access and maintenance going forward.

I also ask that the GSA and the project planning staff consider the well-documented economic impact of multi-use trails; a November 2021 study by the Southern Maine Planning and Development Commission analyzed the impact of the Eastern Trail estimating that the trail had an annual economic impact of $44.6 million, including $32.1 million in new sales, $12.5 million in earnings, and over $1 million in incremental tax revenue. This was the estimated impact of a trail that currently runs just 22 miles off-road; and thus represents a small fraction of the national and global draw of a completely connected active transportation and recreation arterials network through the state of Maine, and connecting to Canada via the Coastal Link Trail in St. Stephen and Trans Canada Trail in St. John.

A March 2019 report on Maine Public Radio stated that "rural Maine could be making $5.6 billion in rural tourist dollars by 2030, if visitor experiences are improved. That's according to a pair of studies conducted by global consulting firm FutureIQ. The studies found that a growing middle class in Asia, coupled with the popularity of nature-based travel and other factors, could significantly boost rural tourism over 12 years." Trails are a leading example of the kind of investment this report is talking about. Calais is a rural place that is in need of economic development, and the trail extension, outdoor recreation opportunities, and waterfront park facilities have repeatedly been included in their local planning documents as key to their economic development strategy, but a lack of resources and capacity has held back the implementation of these plans.

I have been coordinating over the last several years with the City if Calais- City Manager, Mike Ellis to plan and try to obtain funding for the first section of the Calais Waterfront Walkway extension and the Trails Gateway elements. Others that have been included in this planning effort include the Sunrise County Economic Council, Maine Dept. of Economic & Community Development (Office of Outdoor Recreation), Calais Downtown Revitalization Coalition, and Washington County Community College. I am also actively working with staff at MaineDOT and Trans Canada Trail on an MOU to develop the connection between the ECG and the Coastal Link Trail + Trans Canada Trail.

I wanted to make sure to submit this written comment and information into you by today's public input deadline, but I am also happy to setup up a Zoom when it makes sense to speak to you and other project staff to learn more about the project details and opportunities. It would specifically be helpful to understand:

- What are existing federal property boundaries?
- What land is being considered for acquisition?
- What opportunities might there be to extend the Calais Waterfront Walkway and/or
- Upgrade the border crossing road ROW to include safe and accessible bicycle & pedestrian facilities?

NOAA/ National Marine Fisheries Service
Habitat and Ecosystem Services Division
Contact:
Kaitlyn Shaw (Marine Habitat Resource Specialist)
[redacted]

Comment	GSA Response
We received the request for participation in scoping of the Calais Ferry Modernization, and just wanted to check in with you on the proposed work for this project. Will there be any in-water work that would require an Essential Fish Habitat (EFH) consultation? From the document provided, it does not appear that there is in-water work and therefore may not need a consultation with our office for EFH.	At this time no in water work is anticipated.

Municipal District of St Stephen
Contact:
Wade Greenlaw (Councillor MDSS)
[redacted]

Comment	GSA Response
Another commitment has come up and I will not be able to make the presentation tomorrow night. I have reviewed the project overview through the link. Based on the timeline and the full scope currently being undetermined I am hoping you will have another project update once details are better defined and items such as how traffic flows can be handled during the construction phases addressed. Things like extending the hours of the Milltown Port of entry for that time period.	Comment noted

Canada Border Services Agency
Finance and Corporate Management Branch
Contact:
Andrew Giddens (A/Manager – National Real Property & Accommodations Directorate – Eastern Region)
[redacted]

Comment	GSA Response
Construction of a new garage; inspection canopies; inspection booths and lanes; additional parking; an impound lot; and outbound, inbound, and bypass lanes:	Comment noted

• Could lead to industrial discharge on land/runoff into water, noise pollution, air debris. Of note: The Calais port is located on the St. Croix river reservoir, a Canadian heritage river (https://chrs.ca/en/rivers/st-croix-river). • Would this pose any threat to the flora and fauna in and around the river? Of note: The river is home to fish species, rare plant species and bald eagle and osprey habitat? • Would this impact any of the popular recreational activities taking place on and around the river (paddling, fishing, camping)? • Would this impact the Peskotomuhkati Nation and other First Peoples that have lived along the river for more than 4000 years, (and will they be consulted)? • Will construction/demolition waste be diverted? Acquisition of additional land: • Possible alterations of habitats and concentrations of species present. • Are there any species of concern in the area? Would the expansion affect these species? Expansion of the existing main building listed on the NRHP: • Possible waste and industrial discharge in water, air and land Demolition of the existing garage listed on the NRHP • Possible large amounts of waste, dust, noise and/or smoke that can pollute the surrounding air, land and water. • Possible health and safety risk from waste (ex: asbestos, lead based paint)	

Proposed Modernization Project at the Calais Ferry Point LPOE

Public Comments Received (April 25, 2024 Public Scoping Meeting)

A.N. Deringer Inc
Contact:
Tara Talley (Corporate Administration Manager)
[redacted]

Comment	GSA Response
Please see comments from A.N. Deringer Inc. below. Our warehouse is located at 8 Customs St., Calais ME. If Customs moves forward with their updated plan, it would impede Deringer from conducting business. If Customs Street is acquired or "taken" by CBP, trucks would not be able to exit our warehouse. We cannot see a way that they would even be able to enter at this point. If they fence in Lot 1-23, that will cut off half our access road to the warehouse from Whitney Street. This would probably affect everything except for possible passenger vehicles. We also wanted to mention our concern with the Ferry Point Bridge. Our District Manager saw some dated photos of the underneath of the bridge and we are hesitant to cross at the border since seeing these photos. We are not sure if GSA has any say in the bridge, but we wonder if it should be looked at for safety reasons before GSA spends millions on the Port.	

Municipal District of St. Stephen
Contact:
Wade Greenlaw (Councillor)
[redacted]

Comment	GSA Response
The concern is the border traffic flows in both directions. This can have a major effect on the downtown businesses and local economies for both Calais and St. Stephen. If the LPOE is closed both the Milltown and new LPOE should have extended hours and more lanes open to take it into account.	

East Coast Greenway Alliance
Contact:
Emily Paskewicz
[redacted]

Comment	GSA Response
Hi GSA Project Team, Thank you again for organizing the public meeting in late April, and for taking the time to meet separately with local trail stakeholders who are interested in the Calais Ferry Point for trail connections to and from Canada. The meeting was helpful in clarifying the intended plans for all parties, and I look forward to following this project as it moves forward. On behalf of the ECGA, I would like to submit the following comments for your consideration: The inclusion of clear and concise wayfinding signage for trail users entering and leaving Canada would be really helpful in this location. As the project progresses, and signage is discussed in greater detail, the EGCA would greatly appreciate the opportunity to review and provide feedback of any proposed signage and locations. Given the connection between two clearly defined, and well-used long distance trail systems (the Coastal Link Trail in St. Stephens and the Calais Waterfront Walkway and broader East Coast Greenway) it would be great to see dedicated pedestrian and bike infrastructure integrated as part of border crossing improvements. As I understand it, the bridge is MaineDOT's responsibility, and is slated for renovations in the coming years. If possible, it would be great to coordinate with MaineDOT (I'm happy to provide contacts or make connections) to ensure that a continuous, and ideally protected, cyclist and pedestrian connection can be made through the Calais Ferry Point of Entry property and across the border. During the construction of any proposed improvements on the site, a safe route or detour for bike and pedestrian users should be included to ensure that these users are still able to safely make this connection during construction. I look forward to staying involved and following this project as it progresses. Please feel free to reach out if I can provide additional information, feedback, or assist in any way.	

Public Comment
Contact:
James Macdonald
[redacted]

Comment	GSA Response
To whom it may concern, My personal opinion on the Ferry Point addition project is, keep it simple. We have a beautiful, timeless building there now. It's historic. It's a historic site. Its historic to the point that when roof work was completed a few years ago, it was redone with slate, copper nails and copper lined gutters to keep the integrity of the historic aspects intact. The building is timeless. The look of a brick building, with big windows, in a historic downtown is and will forever be a timeless look.	

There are two big blunders that come to mind when I think of buildings in Calais, ME. The first one was the demolition of the old post office in downtown Calais. It was a different time when the decision was made to tear down that building. People didn't care about historic buildings and architecture like they do now. Now, there is a much greater appreciation and need for preservation because so many historic buildings have been torn down. The second blunder is the International Avenue port of entry in Calais. That building has been a work in progress for the 15 years it's been open. It seems like a building and layout designed for the southern part of the country. It's also an eyesore in my opinion. It probably will not last. For example, the floors have been replaced at least 3 times in 15 years. I'm guessing the floors at Ferry Point have been replaced 3 times in 90 years. Please keep it simple. Please make it look like it's always been there. Please listen to local leadership. Please don't make the same mistakes that have been made in the past. There is an opportunity to make this project great, please take advantage. Thank you for your time.	
Environmental Protection Agency New England Region 1 **Environmental Justice, Community Health, and Environmental Review Division** Contact: Alexandra Dwyer (Physical Scientist) [redacted]	
Comment	**GSA Response**
I am writing to reiterate and expand upon EPA's previous scoping comment regarding the Calais Ferry Point Land Port of Entry Project in Calais, ME. It is our understanding that since our last comment, the project study area has expanded, reinitiating GSA's scoping process. EPA continues to recommend that the Environmental Assessment (EA) addresses climate change and climate resilience with respect to the project's design and anticipated vulnerability. The discussion should include projecte d climatic changes at the project site over the course of its lifetime and any associated hazards that may impact the project. GSA should detail any associated planning and design measures that will be adopted to increase the project's long-term resiliency. We note the study area's partial overlap with high-risk areas of flooding (Zone AE) and its location within 100- and 500-year floodplains. We encourage GSA to avoid or minimize development in these areas to the extent practicable and to design and locate infrastructure such that it will withstand sea level rise, flooding, extreme storm events, and other climate related hazards. EPA also encourages GSA to adopt design measures intended to increase energy efficiency throughout the project's operation. For example, GSA could consider adopting green building goals such as those outlined in the Leadership in Energy and Environmental Design (LEED) program and accommodating electric vehicles (EVs) with EV charging stations. The EA should also address anticipated community impacts associated with the proposed project, particularly with respect to construction and possible land acquisition, along with measures to mitigate these impacts. We note that the block group associated with the proposed project area is represented by lowincome residents and high unemployment rates (per	

EJScreen). The document should describe if there will be meaningful impacts to environmental justice communities along with how GSA proposes to ensure appropriate, timely, and meaningful stakeholder involvement in project decisions. We look forward to reviewing the EA and would appreciate being sent a copy once it is public. Thank you for the opportunity to provide scoping comments. Please feel free to contact me with any questions.	

APPENDIX B: AGENCY CONSULTATION

CONSULTATION WITH THE U.S. FISH AND WILDLIFE SERVICE

Official USFWS IPaC Report

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Maine Ecological Services Field Office
P. O. Box A
East Orland, ME 04431
Phone: (207) 469-7300 Fax: (207) 902-1588

In Reply Refer To: 04/03/2025 15:44:50 UTC
Project Code: 2024-0118739
Project Name: Calais Ferry Point Land Point of Entry Environmental Assessment

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Maine Ecological Services Field Office
P. O. Box A
East Orland, ME 04431
(207) 469-7300

PROJECT SUMMARY

Project Code: 2024-0118739

Project Name: Calais Ferry Point Land Point of Entry Environmental Assessment

Project Type: New Constr - Above Ground

Project Description: The U.S. General Services Administration (GSA) is proposing to modernize the Calais Ferry Point Land Port of Entry (LPOE) in Calais, Washington County, Maine. The proposed project would improve the operational efficiency, safety, and security for U.S. Customs and Border Protection (CBP) personnel and cross-border travelers at the LPOE. The existing facility can no longer adequately support the mission requirements of CBP. Specifically, the deficiencies at the LPOE fall into two broad categories: 1) limited capacity; and 2) the existing building's condition and available space allocations.

The Calais Ferry Point LPOE is a port of entry for vehicles and pedestrians crossing the U.S.-Canada border, between Calais, Maine, and Saint Stephen, New Brunswick, Canada. The port is a non-commercial LPOE that focuses on the inspection and control of people, vehicles, and goods. The port has been operating since 1935, with existing facilities constructed in the 1930s. The existing main building was built in 1935, with the garage constructed in 1936—both of which are listed on the National Register of Historic Places. Due to steady increases in traffic, poor pedestrian infrastructure, lack of separations between traffic types (vehicle and pedestrian), and outdated facilities and technologies, the facilities at the LPOE no longer function adequately and pose safety and security risks for CBP officers and the traveling public. The existing LPOE has spatial constraints, with limited interior space for offices and processing and limited opportunity for expansion within its current footprint.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@45.19066825,-67.28357279722798,14z

Counties: Washington County, Maine

ENDANGERED SPECIES ACT SPECIES

There is a total of 2 threatened, endangered, or candidate species on this species list.

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

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

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

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

MAMMALS

NAME	STATUS
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

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

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

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/ activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

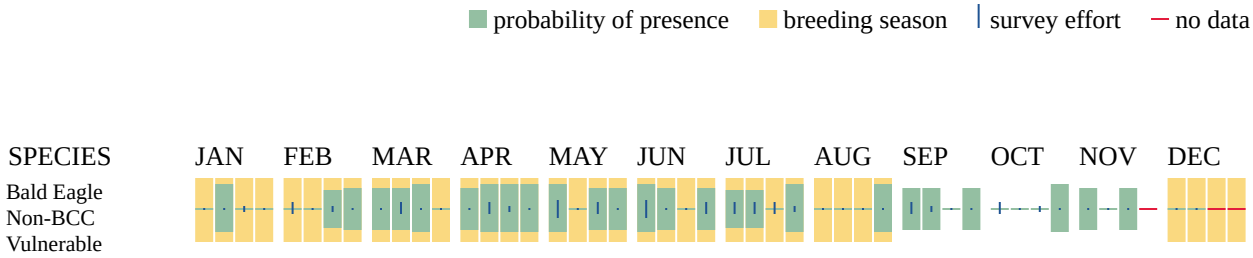
Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (▪)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Black-billed Cuckoo *Coccyzus erythropthalmus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Bobolink *Dolichonyx oryzivorus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9454	Breeds May 20 to Jul 31
Canada Warbler *Cardellina canadensis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9643	Breeds May 20 to Aug 10
Cape May Warbler *Setophaga tigrina* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/10571	Breeds Jun 1 to Jul 31
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Eastern Whip-poor-will *Antrostomus vociferus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10678	Breeds May 1 to Aug 20
Evening Grosbeak *Coccothraustes vespertinus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9465	Breeds May 15 to Aug 10

NAME	BREEDING SEASON
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Olive-sided Flycatcher *Contopus cooperi* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Semipalmated Sandpiper *Calidris pusilla* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9603	Breeds elsewhere
Veery *Catharus fuscescens fuscescens* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11987	Breeds May 15 to Jul 15

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

■ probability of presence ■ breeding season | survey effort – no data

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds

- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPAC USER CONTACT INFORMATION

Agency: General Services Administration
Name: Rhiannon Flickinger
Address: 40 Wight Ave
City: Hunt Valley
State: MD
Zip: 21030
Email rflickinger@jmt.com
Phone: 4108914435

LEAD AGENCY CONTACT INFORMATION

Lead Agency: General Services Administration

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

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

U.S. ARMY CORPS OF ENGINEERS APPROVED JURISDICTIONAL DETERMINATION

U.S. Army Corps of Engineers (USACE)

PRELIMINARY JURISDICTIONAL DETERMINATION (PJD)

For use of this form, see Sec 404 CWA, Sec 10 RHA, Sec 103 MPRSA; the proponent agency is CECW-COR.

Form Approved -
OMB No. 0710-0024
Expires 2024-04-30

DATA REQUIRED BY THE PRIVACY ACT OF 1974

Authority Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Program of the U.S. Army Corps of Engineers; Final Rule for 33 CFR Parts 320-332.

Principal Purpose The information that you provide will be used in evaluating your request to determine whether there are any aquatic resources within the review area that may be subject to federal jurisdiction under the regulatory authorities referenced above.

Routine Uses This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public, and may be made available as part of a public notice or FOIA request as required by federal law. Your name and property location where federal jurisdiction is to be determined will be included in any resulting jurisdictional determination (JD), which may be made available to the public on the District's website and/or on the Headquarters USACE website.

Disclosure Submission of requested information is voluntary; however, if information is not provided, the request for a JD cannot be evaluated nor can a PJD be issued.

The Agency Disclosure Notice (ADN)

The public reporting burden for this collection of information, 0710-0024, is estimated to average 25 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. 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: 2024-06-21

B. NAME AND ADDRESS OF PERSON REQUESTING PJD:
General Services Administration, New England Region, T.P. O'Neill Federal Building, 10 Causeway Street, 11th Floor, Boston, MA 02222

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:
New England District, General Services Administration-Customs and Border Protection-Calais LPOE, NAE-2024-01140

D. PROJECT LOCATION AND BACKGROUND INFORMATION:
(*USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES*)

State: Maine County/Parish/Borough: Washington City: Calais

Center coordinates of site (*lat/long in degree decimal format*): Latitude: 45.190945 ° Longitude: -67.28343 °

Universal Transverse Mercator: 19 T. 634841.44 m E, 5005595.58 m N

Name of nearest waterbody: Saint Croix River

E. REVIEW PERFORMED FOR SITE EVALUATION (*CHECK ALL THAT APPLY*):

☒ Office (*Desk*) Determination. Date: 2024-06-21

☒ Field Determination

Date(s): 6 MAR 2024

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*)
	St.Croix River	45.191012	-67.283949	907 linear feet	Non-wetland waters	Section 10/404

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:

- [x] Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
  Map: Calais Ferry Point LPOE Figures 1-8
- [x] Data sheets prepared/submitted by or on behalf of the PJD requestor.
- [x] 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.
- [x] U.S. Geological Survey map(s). Cite scale & quad name:
  1:24,000 CALAIS, ME
- [x] USDA Natural Resources Conservation Service Soil Survey.
  Citation: Web Soil Survey
- [x] National Wetlands Inventory map(s).
  Cite Name: USFWS, NWI KMZ Files for Google Earth
- [ ] State/Local Wetland Inventory map(s):

☐ FEMA/FIRM maps:

☐ 100-year Floodplain Elevation is: _____. (National Geodectic Vertical Datum of 1929)

☒ Photographs: ☒ Aerial (*Name & Date*): Google Earth, 5/14/1996-12/13/2021

or ☒ Other (*Name & Date*): Photos from PJD Requester-June 2023

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

☐ 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	Date	Signature of Regulatory Staff Member Completing PJD
Shawn B. Mahaney-Maine Project Office	2024-06-21	MAHANEY.SHAWN.B.1006439302 Digitally signed by MAHANEY.SHAWN.B.1006439302 Date: 2024.06.21 10:36:22 -04'00'
Name of Person Requesting PJD	Date	Signatureof Person Requesting PJD *(REQUIRED, unless obtaining the Signature is Impracticable*
Melissa (Missy) Mertz-General Services Administration		

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

CORRESPONDENCE WITH THE MAINE HISTORIC PRESERVATION COMMISSION

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

JANET T. MILLS
GOVERNOR

KIRK F. MOHNEY
DIRECTOR

February 27, 2024

Ms. Elizabeth Mees, AIA, IIDA, LEED AP
Historic Preservation Officer
New England Region
US General Services Administration
Thomas P. O'Neill, Jr. Federal Building
10 Causeway Street
Boston, MA 02222

Project: MHPC #0771-23 Phase 1A Cultural Resources Technical Report for the ME-Calais Ferry Point LPOE

Location: Calais, ME

Dear Ms. Mees:

I have reviewed the information received February 14, 2024 to continue consultation on the above referenced project. We are reviewing this project pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

The technical report as it relates to above ground resources is adequate as far as it goes. However, the Study Area appears to have been defined as the area on which direct physical impacts may occur from as yet undetermined work to upgrade the LPOE. Since the Study Area does not appear to be equated to the Area of Potential Effect (APE), depending upon the alternatives under consideration it might not be large enough to assess indirect impacts on historic properties. For example, what might the visual and audible impact be on historic properties outside the Study Area as defined in the technical report for any of the alternatives under consideration? Consequently, additional identification and evaluation may be required once the APE is determined.

With regard to archaeological resources, the Phase I Survey Report is acceptable as written and we concur with their findings that no further archaeological investigations are needed.

Please do not hesitate to contact Megan Rideout of our staff if you have any questions regarding this matter.

Sincerely,

Kirk F. Mohney

Kirk F. Mohney
State Historic Preservation Officer

PHONE: (207) 287-2132 FAX: (207) 287-2335

CRITICAL ACTION DETERMINATION LETTER

U.S. General Services Administration

Critical Action Determination Letter

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

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

Dear Mr. Brown:

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

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

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

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

The determination of a Critical Action Facility will have a direct impact on the design and construction costs of the new facility.

Please use the enclosed form to designate whether or not your agency considers its proposed use to be a critical action, sign in the space provided, and return to me via e-mail no later than September 29, 2023.

If you have any questions, please contact me at (617)416-6378 or eugene.mozzoni@gsa.gov.

Sincerely, Eugene R Mozzoni

Digitally signed by Eugene R Mozzoni
Date: 2023.09.26 08:50:30 -04'00'

Eugene Mozzoni, Maine LPOE Project Executive
U.S. General Services Administration
Thomas P. O'Neill, Jr. Federal Building
10 Causeway Street, 11th Floor
Boston, MA 02114
www.gsa.gov

Enclosure to Critical Action Determination Letter

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

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

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

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

Additional considerations for critical actions include:

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

- Would items or structures of substantial cultural significance be damaged, destroyed, or otherwise harmed?

- Would the damage or disruption from a local flooding event lead to regional or national catastrophic impacts (e.g., a port being closed for a period following a storm event, which has an impact on transportation of goods nationally)?

- Would damage or disruption to a given facility or infrastructure component have potential for cascading damage or disruption to other facilities and infrastructure classes, some of which may already be stressed by flood conditions (e.g., electricity outage due to substation damage resulting in wastewater treatment facility shutdown or gasoline pump outage)?

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

☐ This agency DOES consider its proposed use (as described above and based on the definition) to be a Critical Action and cannot be located in the 500-year floodplain.

☑ This agency DOES NOT consider its proposed use (as described above and based on the definition) to be a Critical Action and can be located in the 500-year floodplain.

ANTHONY J PALAZZETTI Digitally signed by ANTHONY J PALAZZETTI Date: 2023.09.28 09:33:19 -04'00' Date 9/28/23

Signature
Name and Title