

RECORD OF DECISION

FHWA-ME-EIS-18-01-F

New Madawaska U.S. Land Port of Entry and International Bridge Project Located in Madawaska, Aroostook County, Maine, USA to Edmundston, New Brunswick, Canada

The U.S. General Services Administration (GSA) and the U.S. Customs and Border Protection (CBP) are proposing to replace the existing U.S. Land Port of Entry (LPOE), and in a coordinated action, the Federal Highway Administration (FHWA) and the Maine Department of Transportation (MaineDOT), in cooperation with the U.S. Coast Guard (USCG), and in coordination with the New Brunswick Department of Transportation and Infrastructure (NBDTI), Public Services and Procurement Canada (PSPC), and the Canada Border Services Agency (CBSA), are proposing to replace the existing International Bridge in Madawaska, Aroostook County, Maine, and Edmundston, New Brunswick, Canada, with a new U.S. LPOE and International Bridge to improve safety, security, and functionality. A Final Supplemental Environmental Impact Statement (FSEIS) / Final Programmatic Section 4(f) Evaluation was published and can be found at:

- gsa.gov/madawaskalpo
- <https://www.maine.gov/mdot/planning/studies/meib/>

This Record of Decision (ROD) completes a thorough and careful planning and environmental decision-making process of the FSEIS / Final Programmatic Section 4(f) Evaluation for the New U.S. LPOE and International Bridge Project and documents the specific components of the decision and the rationale for that decision. This project began as an Environmental Impact Statement (EIS) in 2005 by the GSA to replace the U.S. LPOE; this EIS process ended in 2007 with the GSA issuing its ROD. After the publication of the 2007 FEIS and ROD, the GSA chose not to advance the replacement of the Madawaska LPOE due to a number of factors.

Concurrent with the preparation of the *Madawaska/Edmundston International Bridge and Border Crossing Feasibility and Planning Study* (MEFPS) to identify a preferred location for the rehabilitation or replacement of the U.S. LPOE and International Bridge, the current EIS process began with the Federal Register Notice of Intent (NOI) to prepare a Supplemental EIS (SEIS) dated February 5, 2018. The Draft Supplemental Environmental Impact Statement (DSEIS) / Draft Programmatic Section 4(f) Evaluation was approved for distribution by the GSA, FHWA, and MaineDOT; the Notice of Availability for the DSEIS / Draft Programmatic Section 4(f) Evaluation was published in the Federal Register on December 3, 2018 and the comment period closed on January 31, 2019. The FSEIS / Final Programmatic Section 4(f) Evaluation was approved for distribution by the GSA, FHWA, and MaineDOT; the Notice of Availability for the FSEIS / Final Programmatic Section 4(f) Evaluation was published in the Federal Register on October 4, 2019 with a waiting period that expired on November 4, 2019.

The FSEIS / Final Programmatic Section 4(f) Evaluation was prepared and issued in compliance with the National Environmental Policy Act of 1969 (NEPA) (42 USC Section 4321-4351), the Council on Environmental Quality's *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (40 CFR Part 1500-1508), GSA Order # ADM 1095.1F Environmental Considerations in Decision making, the GSA Public Buildings Service NEPA Desk Guide, and FHWA's *Environmental Impact and Related Procedures* (23 CFR 771). Following publication of the Final Supplemental Environmental Impact Statement (FSEIS)/Programmatic Section 4(f) Evaluation, the GSA, the FHWA, and MaineDOT corrected several items in the body of the document. An Errata sheet is

attached to this ROD noting the corrected items (Attachment A). This ROD documents the selected alternative for the U.S. LPOE and International Bridge, presents the basis for the decision, and summarizes the mitigation measures that will be incorporated into the project.

1. Purpose and Need for the Project

The purpose of this project is to provide for the long-term safe and efficient flow of current and projected traffic volumes, including the movement of goods and people, between Madawaska, Maine and Edmundston, New Brunswick.

The proposed project is needed because: 1) the existing International Bridge is nearing the end of its useful life, and 2) the size and conditions of the existing building and overall site of the Madawaska LPOE are substandard, preventing the agencies assigned to the LPOE from adequately fulfilling their respective missions.

Existing International Bridge is Nearing the End of its Useful Life

The International Bridge is a 928-foot-long four-span bridge carrying Bridge Avenue over the Saint John River. Originally built in 1920, each span consists of a Pennsylvania Truss measuring 232 feet long with a roadway width of 20 feet, 8 inches. The bridge is eligible for inclusion in the National Register of Historic Places.

After nearly 100 years of service, the bridge is in poor condition. Despite efforts to maintain the bridge, the rate of deterioration has accelerated to the point that the end of the useful service life of the bridge is fast approaching. In October 2017, the bridge was posted at five tons (the equivalent of a passenger vehicle). Further attempts to repair or rehabilitate the bridge will not restore the full capacity of the bridge to meet today's load requirements or geometric standards; hence, any substantial investments will be impractical. Extensive repairs will be needed in the future on a more frequent basis to maintain the usefulness of the structure, albeit in a greatly reduced state of functionality.

Existing Madawaska Land Port of Entry has Many Deficiencies

The Madawaska LPOE is situated on approximately 0.87 acre and has many deficiencies and physical limitations. The size and conditions of the existing building and overall site are substandard, preventing the agencies assigned to the LPOE from adequately fulfilling their respective missions. The deficiencies with the existing facilities have led to extensive traffic delays, maneuverability, and accessibility issues for vehicles entering and exiting the U.S.

2. Alternatives Considered

A preferred site for the new Madawaska LPOE and a preferred corridor for the new International Bridge were identified at the conclusion of the MEFPS, which was conducted by a team of agencies from both the U.S. and Canada. The MEFPS conceptually designed and evaluated 12 alternatives, six downtown and six out-of-downtown, before selecting a preferred location for the new LPOE and International Bridge. It was determined that the new Madawaska LPOE will be on property to the southwest of the existing Madawaska LPOE that is owned by the U.S. Government (USA-owned property), and the new International Bridge will connect the new Madawaska LPOE to the existing Edmundston Port of Entry.

The DSEIS considered six build alternatives in detail: three LPOE alternatives (A, B, and C), and three International Bridge alternatives (1, 2, and 3) in addition to the No-Build Alternative.

LPOE Alternative A was developed on the existing USA-owned property with no additional private property. The existing USA-owned property has few opportunities for access to and from Main Street. As a result, outbound and inbound driveways are separated by the McDonald's property. The outbound driveway is close to the intersection at Mill Street, and the inbound driveway is located between Vital Drive and the exit from the McDonald's property parking lot and drive-through.

LPOE Alternatives B and C were developed on the existing USA-owned property with the acquisition of additional private property. Alternative B would not include a direct outbound connection to Mill Street; Alternative B would require MaineDOT to permit Canadian B-trains to use Main Street between Mill Street and the new LPOE. Alternative C will include a direct outbound connection to Mill Street.

Bridge Alternative 1 consists of the construction of a cast-in-place segmental concrete bridge approximately 1,870 feet in length with five spans. Of the four piers needed, one would be on the bank of the Saint John River in Madawaska, two would be in the Saint John River, and one would be near the bottom of the riverbank in Edmundston.

Bridge Alternative 2 consists of the construction of a steel girder bridge approximately 1,840 feet in length with six spans. Of the five piers needed, one will be near the top of the riverbank in Madawaska, three piers will be in the river, and one will be near the bottom of the riverbank in Edmundston.

Bridge Alternative 3 consists of the construction of a steel girder bridge approximately 1,870 feet in length with seven spans. Bridge Alternative 3 is similar to the Bridge Alternative 2 but has an additional pier and span to reduce span lengths, reduce girder depths, and improve the shipment and erection of the steel girders. Of the six piers needed, one would be positioned between the MNR railroad tracks in Madawaska, four piers would be in the river, and one would be on the riverbank in Edmundston.

Under the No-Build Alternative, operation of the existing LPOE and International Bridge would continue at their existing locations and use the existing facilities. Except for regular maintenance and minor repairs to the existing infrastructure and equipment, no new construction or demolition would take place. No new inspection and travel lanes, facilities, or bridge structure would be built. The International Bridge would continue to deteriorate, and the posted weight limit would remain in effect.

3. Decision

Following the circulation of the DSEIS / Draft Programmatic Section 4(f) Evaluation, LPOE Alternative C was identified as the Selected LPOE Alternative and Bridge Alternative 2 was identified as the Selected Bridge Alternative.

LPOE Alternative C was identified as the Selected LPOE Alternative because it furthers the purpose and satisfies the need for the project. The Selected LPOE Alternative:

- Provides enough space for safe and efficient flow of traffic through the LPOE;
- Provides enough space for the operations of the LPOE to function efficiently;
- Meets MaineDOT's access management guidelines and the entrance and exit to the LPOE will be approved by MaineDOT;
- Provides a safer location and distance between the outbound and inbound driveways;
- Provides enough open space to accommodate the necessary length of road to descend from the bridge landing elevation (538) to the elevation of Mill Street (520) without a steep road grade, and provides safer maintenance and circulation in winter conditions;

- Provides increased line of sight, safety, and security for CBP personnel to carry out their mission and operations;
- Allows inbound and outbound driveways to connect to Mill Street, eliminating the need for Canadian B-trains (double trailers) to use Main Street; and
- Provides enough space for seasonal snow storage and future expansion.

Bridge Alternative 2 was identified as the Selected Bridge Alternative because it furthers the purpose and satisfies the need for the project. Bridge Alternative 2 is within the corridor for the preferred alternative identified in the MEFPS and uses the maximum number of piers that could be constructed in the river for a worst-case analysis of potential environmental impacts. Bridge Alternative 2 was identified as the Selected Bridge Alternative because, although it will have one more pier in the Saint John River, the piers to support the bridge will be smaller than those with Bridge Alternative 1, decreasing the risks for ice jamming in the river. While Bridge Alternative 2 will have similar construction impacts and comparable costs (both construction and long-term operation and maintenance) to Bridge Alternative 1, Bridge Alternative 2 will take approximately six months less time to construct than Bridge Alternative 1. The existing International Bridge will be removed.

The MaineDOT and the NBDTI are pursuing technical discussion of accommodating snowmobiles and ATVs on shared shoulder areas, not a separated, dedicated, restricted “path” or “facility”.

The Environmentally Preferable Alternative is the alternative that best promotes the national environmental policy expressed within NEPA. In general, this refers to the alternative that will result in the least damage to the environment and best protects natural, social, and cultural resources. Based on the DSEIS and FSEIS, the Selected LPOE Alternative and the Selected Bridge Alternative have been determined to be the Environmentally Preferable Alternative. These LPOE and International Bridge alternatives were selected because they will meet the Project purpose and need while resulting in the fewest substantial, adverse environmental consequences.

4. Programmatic Section 4(f) Evaluation in accordance with the U.S. Department of Transportation Act of 1966

The Final Programmatic Section 4(f) Evaluation was prepared pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, which is codified at 49 U.S.C. 303, implementing regulations at 23 CFR 774, and FHWA policies and guidance. Section 4(f) applies to publicly owned land within parks, recreation areas, and wildlife and waterfowl refuges, and historic sites, whether publicly or privately owned. For purposes of Section 4(f), historic sites are Section 4(f) properties if they are listed in, or determined eligible for inclusion in, the National Register of Historic Places (NRHP). The International Bridge has been determined eligible for inclusion in the NRHP.

The Final Section 4(f) Evaluation is programmatic in that its approval is covered under the FHWA’s *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects That Necessitate the Use of Historic Bridges*. The Final Programmatic Section 4(f) Evaluation documents the design alternatives considered and their anticipated social, economic, environmental and cultural impacts. This document also describes the alternatives that were considered to avoid or minimize impacts to the Section 4(f) property.

Bridge Alternative 2 was identified as the Selected Bridge Alternative.

Findings in the Final Programmatic Section 4(f) Evaluation clearly supported the three tests for coverage under a Section 4(f) historic bridge programmatic evaluation. First, the No-Build Alternative was studied

and dismissed because it would not meet the purpose and need of this project (i.e., to correct the situation that causes the bridge to be both structurally deficient and deteriorated). Normal maintenance would not be adequate to correct the situation. Second, investigations have been conducted to construct a bridge on a new location or parallel to the old bridge (allowing for a one-way couplet), but it was determined that preservation of the historic bridge was not prudent. The bridge is beyond rehabilitation for a transportation or alternative use, and no responsible party has been located to maintain the bridge. Finally, studies have been conducted of rehabilitation measures, but this alternative was determined not to be prudent. The bridge is so structurally deficient that it cannot be rehabilitated to meet minimum acceptable load standards without affecting the historic integrity of the bridge. The bridge is also seriously deficient geometrically and cannot be widened to meet the minimum capacity of the highway system without affecting the historic integrity of the bridge.

A Memorandum of Agreement (MOA) was prepared between the FHWA, the ACHP, the MaineDOT, and the Maine Historic Preservation Commission (MHPC) State Historic Preservation Office (SHPO) to resolve and document the mitigation measures for the adverse effect to the International Bridge and executed on May 21, 2019. This MOA was reviewed by the SHPO, the Town of Madawaska, the ACHP, and the National Park Service (NPS), and was made available for public review. A summary of mitigation measures related to the MOA is provided in Section 8 of this ROD. Measures include consultation with consulting parties during final design, recordation of the International Bridge, and offering a portion of the bridge to any party whom could legally take possession.

Based upon the above considerations, FHWA concluded there is no feasible and prudent alternative to the use of the National Register eligible International Bridge, and the proposed action includes all possible planning to minimize harm to the existing International Bridge resulting from such use. The Final Programmatic Section 4(f) Evaluation was approved on August 9, 2019.

5. Environmental Consequences

The potential impacts of the Selected LPOE Alternative and the Selected Bridge Alternative are detailed in the FSEIS / Final Programmatic Section 4(f) Evaluation. The most notable impacts of the Selected LPOE Alternative and the Selected Bridge Alternative are:

- Approximately 2.6 acres of deciduous trees and shrubs will be removed, resulting in increased stormwater runoff, the potential for soil erosion, and loss of potential wildlife habitat.
- Impacts to the stormwater peak flow and water quality of the Saint John River during construction and operation of the International Bridge. Three piers will be constructed within the Saint John River and temporarily impact the flow and water quality of the Saint John River during construction.
- The existing International Bridge, a resource considered eligible for listing on the NRHP, will be removed.
- Acquisition of three residential properties on Vital Drive (one owner-occupied property and two vacant properties).
- Acquisition of the McDonald's commercial property on Main Street.

6. Economic and Technical Considerations

The decision to implement the Selected LPOE Alternative and the Selected Bridge Alternative is based on a balancing of likely adverse impacts to the Madawaska-Edmundston community with the pressing need to improve operational efficiency, security, and safety for cross-border travelers and federal agencies at the Madawaska LPOE. This decision considers resource concerns, the CBP's national security mission and

program, and public interests as analyzed in the FSEIS. This decision was reached after careful consideration of the environmental analysis of the effects of the build alternatives and the No-Build Alternative in concert with the needs of CBP, the community, the Aroostook County region, and the nation.

7. GSA Mission Considerations

The following GSA mission considerations were weighed in reaching the decision:

- Providing the client (U.S. Customs and Border Protection) with a safe, secure, and more efficient workplace, that accommodates additional border security measures and technologies.
- Providing the taxpayer with a cost-effective one-hundred-year government facility.
- Improving the safety, traffic flow, and visibility of the travelling public and commerce.

8. Measures to Minimize Harm

All practicable means of avoiding, minimizing, or mitigating substantial, adverse environmental consequences of the selected alternatives were adopted, through the following program of mitigation, monitoring, and enforcement. The following avoidance, minimization, and mitigation measures will be implemented:

- Erosion and sedimentation control measures will be developed and incorporated into the final design of the International Bridge and implemented during construction, in accordance with Section II of the MaineDOT's *Best Management Practices Manual for Erosion and Sedimentation Control*.
- The stormwater management system for the International Bridge will be designed in accordance with the MDEP/MaineDOT/Maine Turnpike Authority MOA, Stormwater Management, June 27, 2017. Under the MOA, the MaineDOT will be required to meet the General Standards under Chapter 500 to the extent practicable. The stormwater management system for the LPOE will be designed in accordance with the requirements of the Energy Independence and Security Act of 2007.
- During final design of the LPOE and International Bridge, the GSA and MaineDOT will request a jurisdictional determination from the U.S. Army Corps of Engineers (USACE) to assist in determining whether a permit will be required from the USACE for the discharge of dredged or fill material into the Waters of the United States, which includes wetlands.
- To reduce the amount of pollutants potentially transported into streams during construction, the Maine Department of Inland Fisheries and Wildlife (MDIFW) recommends using BMPs and performing instream work between July 15 and October 1. During final design of the International Bridge, the MaineDOT will coordinate with the MDIFW on the timing of work performed in the Saint John River.
- The MaineDOT will reduce direct impacts to fish and fisheries habitat by using BMPs recommended by the MDIFW. During final design of the International Bridge, the MaineDOT will coordinate with MDIFW on the BMPs to be used when working in the Saint John River.
- The GSA, FHWA and MaineDOT will remove trees during winter months to avoid potentially impacting bats or habitat that will be used by bats for migration and/or breeding habitat.
- A MOA was prepared between the FHWA, ACHP, MaineDOT, and MHPC SHPO to resolve and document the mitigation measures for the adverse effect to the International Bridge. Prior to execution, this MOA was reviewed by the SHPO, the Town of Madawaska, the ACHP, and U.S. Department of Interior NPS and was made available for public review. To mitigate the adverse effects to the International Bridge, the following measures were stipulated in the MOA:

- **New Bridge Design Review Process**

The MaineDOT will consult with the Maine SHPO and the consulting parties on the final design of the new bridge. The MaineDOT will provide the SHPO and the consulting parties, for their review and comments, details on aesthetic bridge design features including public space, viewing, railing, and lighting options to ensure compatibility with existing historic features. The information will be provided at 60 percent and 90 percent relevant design documents via email and posted on the MaineDOT International Bridge web page. The SHPO and consulting parties will have 30 calendar days to review and provide any comments to MaineDOT.
- **Historic American Engineering Recordation**

The MaineDOT will provide recordation of the International Bridge (#2399) in consultation with the NPS and in accordance with HAER Level 1 Standards which include *Guide to Written Reports for the Historic American Engineering Record (HAER)* and the *Guide to Preparing HABS/HAER Photographic Documentation* (2008, updated December 2017; and 2011, updated June 2015, respectively). Documentation will be prepared by a 36 CFR 61 qualified architectural historian. All materials submitted as documentation will follow the requirements stated by the Heritage Documentation Program and the NPS Northeast Regional Office's schedule of documentation. The Maine SHPO will be provided an opportunity of 45 days to review and comment on one draft before the HAER is submitted to the NPS to be archived. The SHPO may request a second round of review. NPS approval of the completed documentation is required prior to any alteration or demolition of the International Bridge.
- **Adaptive Reuse or Reuse of Portions of the International Bridge**

Prior to dismantling, the MaineDOT and the FHWA will offer the International Bridge or a portion of the bridge to any group that could legally take possession of the bridge and maintain it at a new location, provided the group assumes all future legal and financial liability. Costs to induce acceptance of the offer of donation may not exceed the cost to dismantle the bridge. The FHWA, the SHPO, and the MaineDOT will work jointly to determine the most appropriate use of the existing bridge from any proposals received. If no offers are received for adaptive reuse, then a portion and/or feature of the International Bridge will be retained and offered to the Town of Madawaska and the City of Edmundston. The MaineDOT will offer the bridge for adaptive reuse within 60 days after issuance of the ROD which is anticipated in Fall 2019. If no offers are received, the MaineDOT will coordinate with the Town of Madawaska and the City of Edmundston, New Brunswick on portions of the bridge beginning approximately one month after the offer is published.
- The GSA will work with the Town of Madawaska to preserve the corridor along the resource protection zone of Martin Brook adjacent to the Selected LPOE Alternative.
- During final design of the International Bridge, the MaineDOT will use a qualified professional to perform a botanical survey to map the eastern extent of the Rivershore Outcrop to avoid impacting protected species within the natural community during construction.
- In the event Bridge Avenue and Mill Street are reclassified as local streets, the MaineDOT will coordinate with the Town of Madawaska and develop specific details for the reclassification during final design.
- Property will be acquired by the GSA in accordance with the procedures set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, 42 U.S.C. 4601, and the regulations for implementing the Act contained in 49 CFR Part 24.

- Prior to construction, the GSA and MaineDOT will coordinate with Twin Rivers on the need to complete a vibration study.
- The MaineDOT and the GSA will coordinate construction activities and schedule with Twin Rivers to avoid or minimize disruption to Twin Rivers operations from construction of the LPOE and International Bridge.

9. Mitigation Monitoring and Enforcement Program

A Mitigation Monitoring and Enforcement Program (MMEP) will be implemented to ensure that the proposed avoidance, minimization, and mitigation measures identified above are implemented as part of the Project. The MMEP will identify the timing, responsibility, and method of implementation of the proposed measures, as well as required monitoring and enforcement activities. As part of this program, each contractor responsible for construction of the Selected LPOE Alternative and the Selected Bridge Alternative will be required to implement the mitigation measures arising from their activities. These measures will be inspected and monitored to ensure compliance.

The MMEP(s) will be maintained by GSA and MaineDOT throughout construction and will be included as part of the overall record for the Project.

10. Distribution of the FSEIS / Final Programmatic Section 4(f) Evaluation and Comments Received

The FSEIS / Final Programmatic Section 4(f) Evaluation was distributed for review and comment beginning on September 20, 2019. It was sent to those on the distribution list, other potentially interested parties, and was made available online at:

- gsa.gov/madawaskalpo
- <https://www.maine.gov/mdot/planning/studies/meib/>

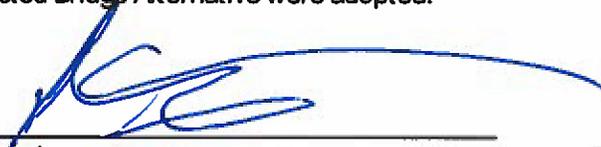
Printed copies of the FSEIS / Final Programmatic Section 4(f) Evaluation were sent to the Town of Madawaska and local stakeholders with specific interest in the project. Two advertisements noting the availability of the FSEIS / Final Programmatic Section 4(f) Evaluation were placed in a local weekly newspaper, the St. John Valley Times, on October 02, 2019 and October 09, 2019. The advertisement was also posted to the online version of the St. John Valley Times, the Fiddlehead Focus, starting on October 02, 2019; the ad was posted for two weeks.

A Notice of Availability for the FSEIS / Final Programmatic Section 4(f) Evaluation was published in the Federal Register on October 04, 2019 announcing the start of the 30-day comment period.

No substantive comments on the FSEIS / Final Programmatic Section 4(f) Evaluation were received during the public review period which ended on November 04, 2019. A letter was received from the U.S. Environmental Protection Agency which stated the agency had no comments or concerns, see Attachment B.

11. Record of Decision Approval

All practicable means of avoiding or minimizing environmental harm from the Selected LPOE Alternative and the Selected Bridge Alternative were adopted.

Signature: 
Glenn C. Rotondo
Regional Commissioner
U.S. General Services Administration

Date 2/11/2020

Signature: 
Todd D. Jorgensen
Maine Division Administrator
Federal Highway Administration

Date 2/12/20

Attachment A

Errata Sheet

RECORD OF DECISION

FHWA-ME-EIS-18-01-F

**New Madawaska U.S. Land Port of Entry and International Bridge Project
Located in Madawaska, Aroostook County, Maine, USA to Edmundston, New Brunswick, Canada**

Final Supplemental Environmental Impact Statement / Programmatic Section 4(f) Errata

Following publication of the Final Supplemental Environmental Impact Statement (FSEIS) / Programmatic Section 4(f) Evaluation, the GSA, the FHWA, and MainedOT corrected several items in the body of the document. The following table identifies the location of the original text, the original text, and the corrected text.

Table of Errata

Page #	Original text in FSEIS/ Programmatic Section 4(f) Evaluation	Corrected Text
S1	The GSA chose not to advance the replacement of the LPOE due to the high cost of maintaining an elevated roadway along the top of the bank of the Saint John River connecting to the existing International Bridge.	After the publication of the 2007 FEIS and ROD, the GSA chose not to advance the replacement of the Madawaska LPOE due to a number of factors.
2	The GSA chose not to advance the replacement of the LPOE due to the high cost of maintaining an elevated roadway along the top of the bank of the Saint John River connecting to the existing International Bridge.	After the publication of the 2007 FEIS and ROD, the GSA chose not to advance the replacement of the Madawaska LPOE due to a number of factors.
5	The GSA chose not to advance the replacement of the LPOE due to the high cost of maintaining an elevated roadway along the top of the bank of the Saint John River connecting to the existing International Bridge.	After the publication of the 2007 FEIS and ROD, the GSA chose not to advance the replacement of the Madawaska LPOE due to a number of factors.
15	After the publication of the 2007 FEIS and ROD, the GSA chose not to advance the replacement of the Madawaska LPOE due to the high cost of maintaining the elevated roadway.	After the publication of the 2007 FEIS and ROD, the GSA chose not to advance the replacement of the Madawaska LPOE due to a number of factors.
37	Alternative 6 was dismissed from further study because it required significant land acquisition.	Alternative 6 was dismissed from further study because it required significant land acquisition.
67	The Bedrock Geologic Map of New Brunswick (2000) indicates that bedrock is	The Bedrock Geologic Map of New Brunswick (2000) indicates that bedrock is

	of the Temiscouata Formation.	of the Témiscouata Formation.
80	The clearing of this habitat is highly unlikely to be inhabited by the Canada Lynx due to its location in an urban development.	This habitat is highly unlikely to be inhabited by the Canada Lynx due to its location in an urban development.
86, Exhibit 3.7	Total Hourly Traffic During Measurement Period	Total Hourly Traffic During Measurement Period
Appendix A, pages 4-5	The GSA chose not to advance the replacement of the LPOE due to the high cost of maintaining an elevated roadway along the top of the bank of the Saint John River connecting to the existing International Bridge.	After the publication of the 2007 FEIS and ROD, the GSA chose not to advance the replacement of the Madawaska LPOE due to a number of factors.

Attachment B

**Comment Letter from the U.S.
Environmental Protection Agency**



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 1
5 POST OFFICE SQUARE, SUITE 100
BOSTON, MA 02109-3912

OFFICE OF THE
REGIONAL ADMINISTRATOR

November 4, 2019

Alexandria Kelly
U.S. General Services Administration, New England Region
Design and Construction Division (IPCM), Room 110
Thomas P. O'Neill, Jr. Federal Building
10 Causeway Street, Room 975
Boston, MA 02222-1077

RE: New Madawaska Land Port of Entry and International Bridge Project Final Supplemental Environmental Impact Statement and Final Programmatic Section 4(f) Evaluation, Madawaska, Maine and Edmundston, New Brunswick, Canada (CEQ# 20190243)

Dear Ms. Kelly:

The U.S. Environmental Protection Agency (EPA) has reviewed the U.S. General Services Administration (GSA) and Federal Highway Administration (FHWA) Final Supplemental Environmental Impact Statement (FSEIS) for the New Madawaska Land Port of Entry and International Bridge Project in Madawaska, Maine and Edmundston, New Brunswick, Canada. Our review was conducted pursuant to our responsibilities under the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

Based on our review we do not have any specific comments on the FSEIS. Thank you for the opportunity to review this FSEIS.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Timmermann".

Timothy Timmermann, Director
Office of Environmental Review