

Public Hearing Presentation with Notes
Draft Environmental Impact Statement for
Kenneth G. Ward (Lynden) and Sumas Land Ports of Entry
Modernization and Expansion Projects
September 4, 2024

Slide 1: Welcome & Introduction



U.S. General Services Administration



LYNDEN LAND PORT OF ENTRY
PHOTO CREDIT: GSA



SUMAS LAND PORT OF ENTRY
PHOTO CREDIT: GSA

**Kenneth G. Ward (Lynden) and Sumas
Land Ports of Entry (LPOE)
Modernization and Expansion Projects**

**Draft Environmental Impact Statement
Public Hearing**

**American Legion Post 212
134 Harrison Street, Sumas, WA 98295
September 4, 2024, 6-8 PM PT**

1

On behalf of the U.S. General Services Administration (or GSA) and the U.S. Customs and Border Protection (referred to as CBP), welcome to the public hearing for the Draft Environmental Impact Statement (or EIS for short) for the Kenneth G. Ward (often referred to as Lynden) and Sumas Land Ports of Entry modernization and expansion projects.

Slide 2: Meeting Agenda

Meeting Agenda

- ❑ Welcome and Introductions
- ❑ Purpose of Meeting
- ❑ National Environmental Policy Act (NEPA)
- ❑ Environmental Impact Statement (EIS) Timeline
- ❑ Project Overview, Purpose and Need, and Alternatives
- ❑ Resources Evaluated in the Draft EIS and Summary of Anticipated Impacts
- ❑ Next Steps and Project Schedule
- ❑ How to Provide Comments

2

Tonight's hearing will kick-off with a presentation regarding the proposed projects and a summary of the Draft EIS. Some of you may have attended past meetings on these projects and portions of the information presented tonight may have been heard before. After the presentation, we will hold an open house meeting where you can view poster boards related to the projects and Draft EIS; speak to the EIS project team; and submit comments on the Draft EIS.

Slide 3: Project Team Overview and Purpose of this Meeting

Project Team and Purpose of this Meeting

- Project Team
 - U.S. General Services Administration (GSA)
 - U.S. Customs and Border Protection (CBP)
 - Potomac-Hudson Engineering, Inc. (PHE)
 - Jacobs

- Purpose of this Meeting
 - Describe the NEPA process
 - Provide an overview of GSA's projects
 - Review findings of the Draft EIS
 - Provide an opportunity for public comments on the Draft EIS

GSA is hosting this meeting to provide information about the projects to the community. This meeting is part of the NEPA public involvement process intended to help inform the public of the findings of the Draft EIS. GSA welcomes public input on the Draft EIS.

3

GSA has prepared this Draft EIS in accordance with the requirements of the National Environmental Policy Act (typically abbreviated as "NEPA"). The project team consists of GSA as the lead agency with input and expertise from CBP; and contractor support from Potomac-Hudson Engineering (PHE), who prepared the EIS and Jacobs, who is preparing the Program Development Study.

In carrying out responsibilities under NEPA, GSA is committed to ensuring that proper consideration is given to the quality of the environment. This public hearing and comment period are an important opportunity for you - the public - to provide your comments on the Draft EIS for the Lynden and Sumas Land Ports of Entry Modernization and Expansion Projects.

Slide 4: What is NEPA?

What is the National Environmental Policy Act (NEPA)?



NEPA requires federal agencies to consider the potential impacts to the human environment, including natural and cultural resources, from a proposed project and disclose the potential impacts in a document that is circulated for public review.



Per the implementing regulations for NEPA, GSA has prepared a Draft Environmental Impact Statement (EIS), which evaluates the potential impacts from constructing and operating the proposed projects.



NEPA provides the public an opportunity to submit comments on the proposed projects at various stages throughout the planning process such as scoping and public reviews of the Draft and Final EIS.



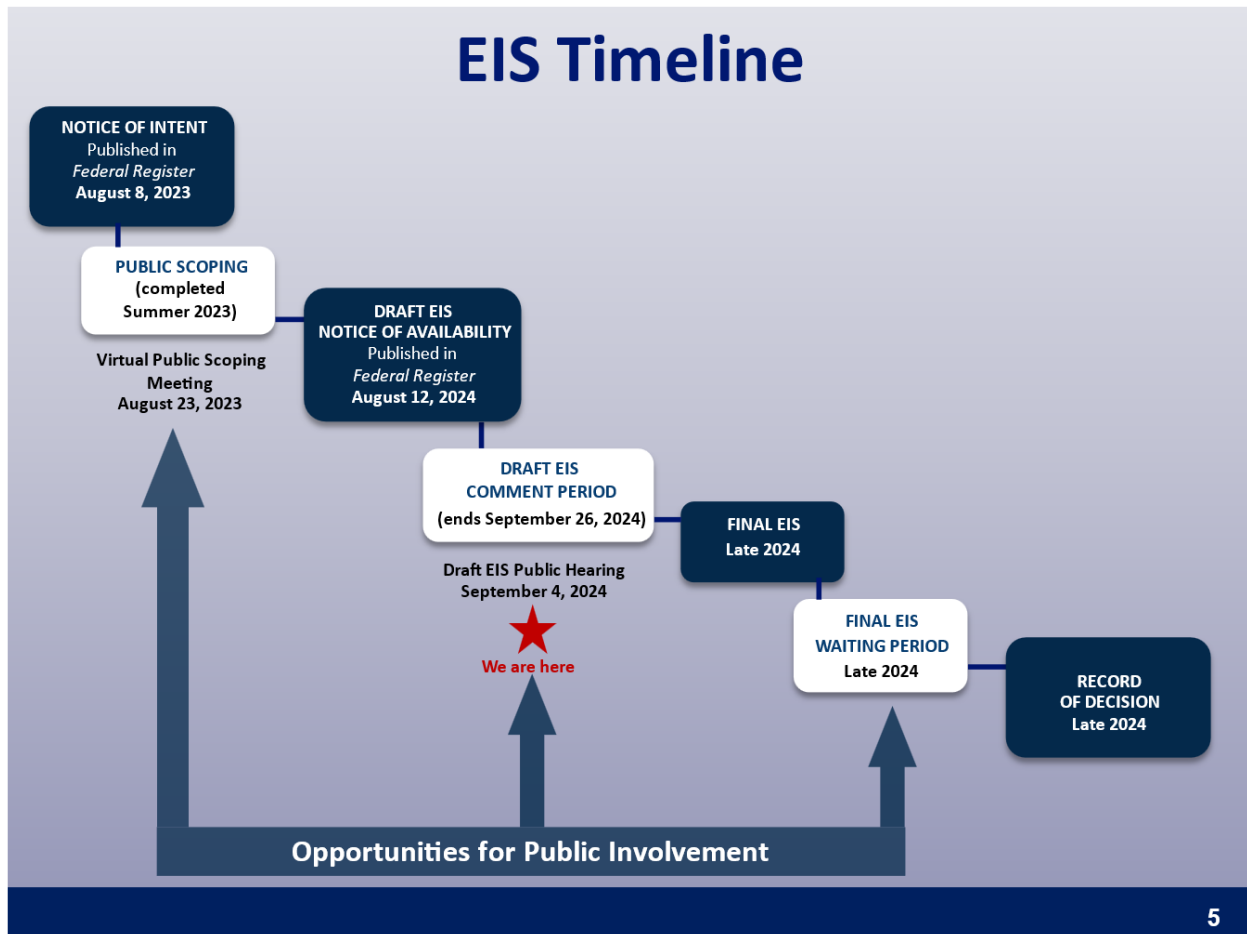
GSA will review all public comments and consider substantive comments in the preparation of the Final EIS. All comments will be saved in the administrative record and included in the Final EIS.

4

NEPA is a law that requires federal agencies to consider environmental issues in project planning and decision-making and to disclose potential environmental impacts of proposed projects in a document that is circulated for public review. In compliance with NEPA, GSA has prepared this Draft EIS to evaluate potential impacts from constructing and operating these projects.

The EIS process also allows for the public to provide input on proposed projects during various stages of the NEPA process such as during a public scoping period (which already occurred in 2023) and during the Draft EIS public comment period, where we are now. GSA will review all public comments received on the Draft EIS and will consider substantive comments in the preparation of the Final EIS. All comments received will be saved in the administrative record and will be included in the Final EIS.

Slide 5: EIS Timeline



This slide provides an overview of the EIS timeline.

On August 8, 2023, GSA published a Notice of Intent in the *Federal Register* announcing the intention to prepare this EIS. This notice initiated a 30-day public scoping period and announced a virtual Public Scoping Meeting that occurred on August 23, 2023.

Although not required by NEPA, GSA also held community outreach meetings in November 2023 and April 2024 to update the local communities on the projects and accept public comments. All comments received during the scoping period and the community outreach meetings were considered during the development of the Draft EIS. A notice in the *Federal Register* announced on August 12, 2024 that the Draft EIS was available to the public for a 45-day review and comment period. As you can see, we are currently in this 45-day period, which ends on September 26, 2024.

At the close of this comment period, GSA will consider all substantive comments in preparation of the Final EIS, which is targeted to be published in late 2024. GSA will notify the public when the Final EIS is available for public review. NEPA requires a 30-day

waiting period after publication of the Final EIS, before GSA can complete its Record of Decision, also referred to as the ROD. Issuance of the ROD signifies the end of the NEPA process. The ROD will explain GSA's decision, describe the alternatives that were considered, and discuss plans for mitigation and monitoring, if needed.

Slide 6: What is the Proposed Action?

What is the Proposed Action?

- ❑ Modernization and expansion of the Lynden and Sumas LPOEs.
- ❑ All action alternatives would include:
 - Land acquisition adjacent to LPOEs;
 - Site preparation, including demolition, grading, and filing;
 - Construction and operation of a new Main Building and other support facilities;
 - Addition of enclosed inspection spaces for commercially and privately owned vehicles;
 - Enhanced accessibility; and
 - Improved lighting.
- ❑ Some work will be required to tie into existing utilities and repair roadways and shoulders.

6

The Proposed Action is defined as the modernization and expansion of the Lynden and Sumas LPOEs. A Proposed Action is when an agency has determined a need for a project and is actively pursuing a decision on one or more alternatives to accomplish this goal. As part of the NEPA process, GSA evaluated multiple reasonable alternatives to modernize and expand the Lynden and Sumas LPOEs that were technically and economically feasible and that met the purpose and need for the Proposed Action.

All action alternatives evaluated in the Draft EIS would include acquisition of land adjacent to the LPOEs, demolition of existing LPOE facilities, construction of a new Main Building

and support facilities, and installation of improved lighting that would be designed to minimize light pollution to nearby properties.

Slide 7: Anticipated Project Schedule

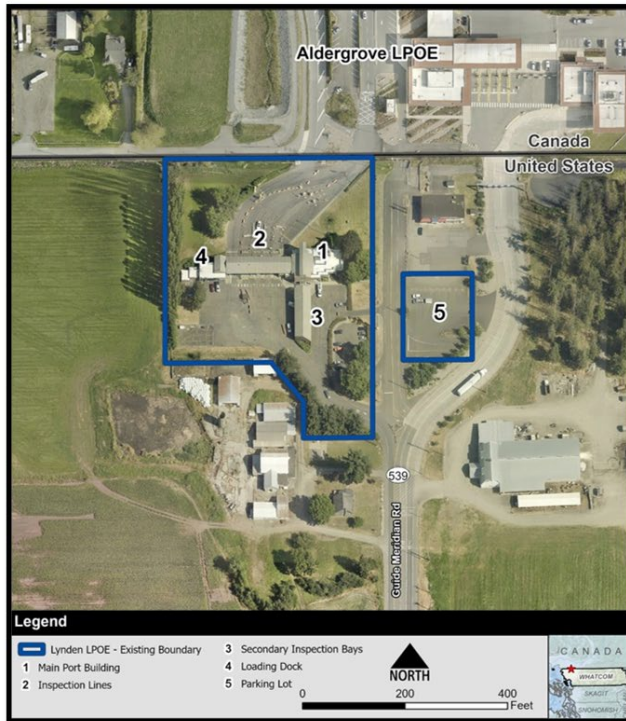
Anticipated Project Schedule

- ❑ **Project Planning and Development (we are here)**
 - December 2022 – December 2024
- ❑ **Design and Construction Contract**
 - Award – December 2025
 - Design Phase – January 2026 – December 2026
 - Construction Phase – Summer 2026 – Summer 2028
 - Substantial Completion – Summer or Fall 2028

Project planning and development began in December 2022 and will continue through December 2024. Both the Lynden and Sumas LPOE modernization and expansion projects would use the design-build approach, which means a contracting team that includes an architectural and design engineering firm that would design and construct the projects as well as a team of trade subcontractors that would construct the LPOEs. Project design is anticipated to begin around January 2026 and end around late December 2026. Construction of the projects is anticipated to begin during the mid-Summer of 2026 (after the FIFA World Cup 2026) with substantial completion estimated in late Summer or early Fall 2028. These dates are still tentative and are subject to change during the entire process. GSA will update the GSA project websites as information is refined and becomes available.

Slide 8: Lynden LPOE Project Area

Lynden LPOE Project Area



- Operates 16 hours per day, 7 days per week.
- Currently 4.7 acres.
- Adjacent Properties:
 - ✓ U.S. - Canada border and Canada Border Services Agency Aldergrove LPOE to the north.
 - ✓ Structures for dairy and corn production and privately owned residences to the south.
 - ✓ A commercial business and a small, forested area to the east.
 - ✓ Agricultural land to the west.

8

The Lynden LPOE operates 16 hours per day, 7 days per week, and services traffic between Lynden and Aldergrove, BC. This slide depicts the current layout of the Lynden LPOE. The facilities are on a 4.7-acre site bordered by the Canada Border Services Agency Aldergrove LPOE to the north, structures for dairy and corn production and privately owned residences to the south, a commercial business and a small, forested area to the east, and agricultural land to the west. The existing facilities at the Lynden

LPOE include the Main Building, three primary inspection lanes, one commercial inspection lane, two enclosed inspection garages, a loading dock, and parking.

Slide 9: Sumas LPOE Project Area

Sumas LPOE Project Area



- Operates 24 hours per day, 7 days per week.
- Currently 4 acres.
- Adjacent Properties:
 - ✓ U.S. - Canada border and Canada Border Services Agency Abbotsford LPOE to the north.
 - ✓ Mixed-use commercial buildings and residential properties to the south and east.
 - ✓ Burlington Northern Santa Fe Railroad (BNSF) tracks and residential area to the west.

9

The Sumas LPOE operates 24 hours per day, 7 days per week, and services traffic between Sumas and Abbotsford, BC. This slide depicts the current layout of the Sumas LPOE. The facilities are on a 4-acre site bordered by the Canada Border Services Agency Abbotsford LPOE to the north, mixed use commercial buildings and residential properties to the south and east, and the Burlington Northern Santa Fe railroad tracks and residential area to the west. The existing facilities at the Sumas LPOE include the Main Building, primary non-commercial inspection canopy, non-commercial secondary inspection canopy, primary commercial inspection canopy, a commercial dock, and a garage housing a mobile non-intrusive inspection scanning unit. CBP also utilizes an area at the

north end of Sumas Avenue to perform outbound commercial inspections. Note that this part of CBP's mission is not currently performed on government property.

Slide 10: Purpose and Need for the Projects

Purpose of and Need for the Projects



Purpose: To support the U.S. Customs and Border Protection (CBP) mission by bringing the Lynden and Sumas LPOE operations in line with current land port design standards and operational requirements of CBP while addressing existing deficiencies identified with the ongoing port operations.



Need: To update current facilities at the Lynden and Sumas LPOEs, which no longer function adequately and cannot meet CBP current operational needs.



Need (Sumas Specific) The Sumas LPOE does not have enough space for efficient traffic flows, which leads to congestion and delays and commercial vehicles do not have sufficient room to maneuver in the port.

10

The purpose of these projects is for GSA to support the CBP mission through modernizing and expanding the Lynden and Sumas LPOEs. Accomplishing this purpose would increase the functionality, capacity, operational efficiency, effectiveness, security, sustainability, and safety of the LPOEs for the next 40 years. These projects are generally needed to update current facilities, which no longer function adequately and cannot meet CBP's current operational needs or Program of Requirements.

Recognizing the need for modernization and expansion of and improvements at LPOEs nationwide, Congress enacted the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, in 2021, which included funding these proposed projects. The existing Lynden and Sumas LPOEs have not undergone major improvements since their construction in the late 1980s and do not have sufficient space for modernization and expansion within their current layouts. These constrained layouts

limit CBP's ability to incorporate new technologies as they become available. In addition, the Sumas LPOE does not have enough space for efficient traffic flows, which leads to congestion and delays, and commercial vehicles do not have sufficient room to maneuver in the LPOE.

Slide 11: Lynden LPOE Project Alternatives and Lynden LPOE Alternative 1: No Action Alternative

Lynden LPOE Project Alternatives

- ❑ GSA has identified two “**action**” alternatives and the “**no action**” alternative for analysis in the Draft EIS.
 - **Alternative 1, No Action Alternative**
 - **Alternative 2, East-West Orientation Expansion**
 - **Alternative 3, North-South Orientation Expansion**

Lynden LPOE Alternative 1 No Action Alternative

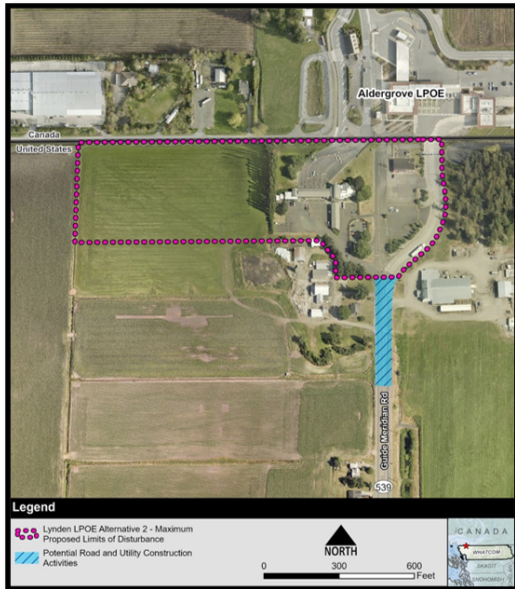
- There would be no demolition of existing facilities, no construction of newer and larger facilities, and no expansion of LPOE operations.
- Would not meet the purpose of and need for the project.
- The Lynden LPOE would continue to operate under current conditions.
- Minor repairs would occur as needed.

11

The GSA team, working with the CBP, have identified three alternatives for the Lynden LPOE, which are analyzed within the Draft EIS. These alternatives are overviewed in the following slides.

The “No Action” Alternative would maintain the status quo. Under this alternative, there would be no demolition of existing facilities, no construction of new facilities, and no expansion of LPOE operations. The Lynden LPOE would continue to operate in its current condition and minor repairs would occur as needed. Existing deficiencies would remain or worsen over time and compromise CBP's mission to protect and secure the nation's border.

Lynden LPOE Alternative 2 East-West Orientation Expansion



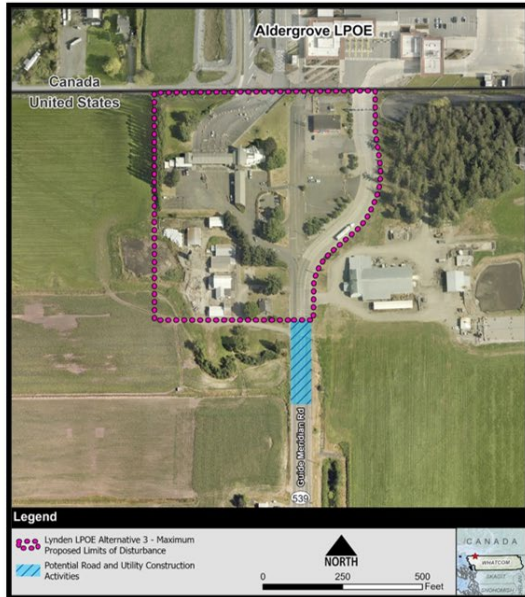
- Would include potential land acquisition, site preparation (demolition, grading and filling, rock excavation), and construction.
- Operations would be more efficient.
- CBP may increase staff levels by 20 personnel once completed.
- Maximum proposed limits of disturbance = 14.5 acres

Project boundaries illustrated on this figure represent the estimated maximum extent of the project area and are subject to change during the project design phase.

Lynden LPOE Alternative 2 would modernize and expand the LPOE to a capacity that would allow the LPOE to meet current and planned operational needs. The maximum proposed limits of disturbance for this alternative would be approximately 14.5 acres. Please note that all project boundaries reflected on this and the following slides represent the estimated maximum extent of the project area and are subject to change during project design. Operations at the Lynden LPOE would be more efficient. Based on funding and resource availability, CBP may increase the current staff by approximately 20 personnel when the project is complete.

Slide 13: Lynden LPOE Alternative 3: North-South Orientation Expansion

Lynden LPOE Alternative 3 North-South Orientation Expansion



Project boundaries illustrated on this figure represent the estimated maximum extent of the project area and are subject to change during the project design phase.

- Includes same construction and operational actions as Alternative 2 with the exception of the orientation of the LPOE alignment.
- Operations would be more efficient.
- Maximum proposed limits of disturbance = 10.3 acres

13

Lynden LPOE Alternative 3 would include the same construction and operational actions as Lynden LPOE Alternative 2, with the one noted difference being the orientation of the LPOE alignment. Lynden LPOE Alternative 2 would construct the LPOE in an east-west orientation and Lynden LPOE Alternative 3 would construct the LPOE in a north-south orientation. Under this alternative, the maximum proposed limits of disturbance would be approximately 10.3 acres. This orientation option would facilitate more efficient commercial traffic flow, generally mimicking the LPOE's existing north-south traffic flow.

Slide 14: Sumas LPOE Project Alternatives and Sumas LPOE Alternative 1: No Action Alternative

Sumas LPOE Project Alternatives

- GSA has identified three “**action**” alternatives and the “**no action**” alternative for analysis in the Draft EIS.
 - **Alternative 1, No Action Alternative**
 - **Alternative 2, Feasibility Study Preferred Alternative**
 - **Alternative 3, Commercial Inspection West**
 - **Alternative 4, Multi-Story Construction LPOE Expansion**

Sumas LPOE Alternative 1 No Action Alternative

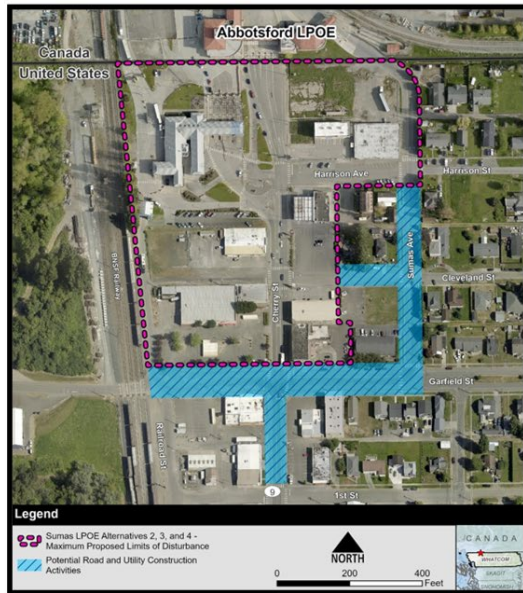
- There would be no demolition of existing facilities, no construction of newer and larger facilities, and no expansion of LPOE operations.
- Would not meet the purpose of and need for the project.
- The Sumas LPOE would continue to operate under current conditions.
- Minor repairs would occur as needed.

14

The GSA team, working with CBP, have identified four alternatives for the Sumas LPOE, which are analyzed within the Draft EIS. These alternatives are overviewed in the following slides.

Again, the “No Action” Alternative maintains the status quo. Under this alternative, there would be no demolition of existing facilities, no construction of new facilities, and no expansion of LPOE operations. The Sumas LPOE would continue to operate in its current condition and minor repairs would occur as needed. Existing deficiencies would remain or worsen over time and compromise CBP’s mission to protect and secure the nation’s border.

Sumas LPOE Alternative 2 Feasibility Study Preferred Alternative



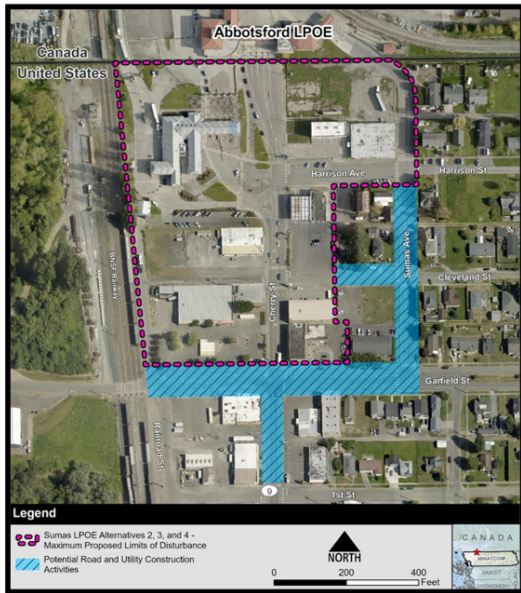
Project boundaries illustrated on this figure represent the estimated maximum extent of the project area and are subject to change during the project design phase.

- Would include potential land acquisition, site preparation (demolition, grading and filling, rock excavation), and construction.
- Operations would be more efficient.
- CBP may increase staff levels by 26 personnel once completed.
- Maximum proposed limits of disturbance = 12.6 acres

Sumas LPOE Alternative 2 would modernize and expand the LPOE to a capacity that would allow the LPOE to meet current and planned operational needs. The maximum proposed limits of disturbance for this alternative would be approximately 12.6 acres. The layout of this alternative would have the commercial inspection facility and loading docks located toward the eastern portion of the LPOE. Operations at the Sumas LPOE would be more efficient. Based on funding and resource availability, CBP may increase the current staff by approximately 26 personnel when the project is complete.

Slide 16: Sumas LPOE Alternative 3: Commercial Inspection West

Sumas LPOE Alternative 3 Commercial Inspection West



Project boundaries illustrated on this figure represent the estimated maximum extent of the project area and are subject to change during the project design phase.

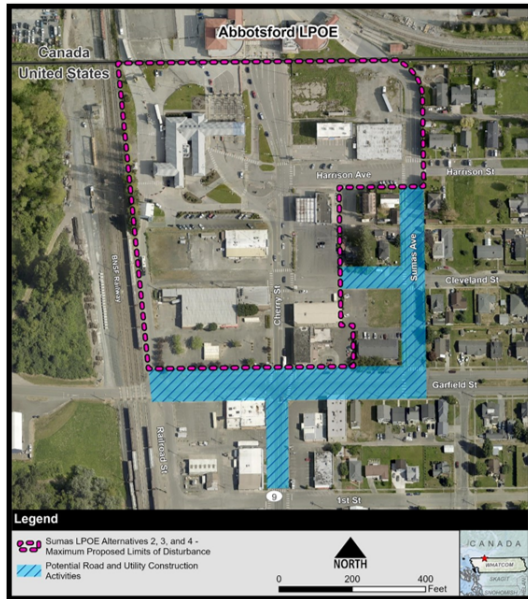
- Sumas LPOE Alternative 3 would include the same actions as Sumas LPOE Alternative 2.
- The commercial inspection facility would be located on the western side of the LPOE instead of the east, as proposed under Sumas LPOE Alternative 2.
- Operations would be more efficient.
- Maximum proposed limits of disturbance = 12.6 acres

16

Sumas LPOE Alternative 3 would include the same construction and operational actions as Sumas LPOE Alternative 2. However, the layout of the commercial inspection facility and loading docks, adjoining the Main Building, would be “flipped”. This alternative would have a layout where the commercial inspection facility and loading docks would be located toward the western portion of the LPOE. This configuration would facilitate a slight adjustment of commercial and non-commercial support facilities, resulting in a potentially smaller overall building footprint. In addition, this alternative would facilitate more efficient commercial traffic flow, particularly for any agricultural/livestock vehicles requiring U.S. Department of Agriculture inspection at the LPOE.

Slide 17: Sumas LPOE Alternative 4: Multi-Story Construction LPOE Expansion

Sumas LPOE Alternative 4 Multi-Story Construction LPOE Expansion



Project boundaries illustrated on this figure represent the estimated maximum extent of the project area and are subject to change during the project design phase.

- Sumas LPOE Alternative 4 would include the same actions as Sumas LPOE Alternatives 2 or 3.
- GSA would construct a multi-story Main Building minimizing the building footprint.
- The commercial inspection facility could be located on either side of the LPOE based on design.
- Would also potentially include an employee pedestrian bridge across Cherry Street.
- Operations would be more efficient.
- Maximum proposed limits of disturbance = 12.6 acres

17

Sumas LPOE Alternative 4 would include the same construction and operational actions as Sumas LPOE Alternatives 2 and 3. However, GSA would construct a multi-story Main Building, which could reduce the overall building footprint. Each of the Sumas LPOE alternatives would potentially include an employee pedestrian bridge to be constructed across Cherry Street, linking the east side parking and commercial outbound inspection facility with the west side's Main Building and adjoining commercial inspection facility. The commercial inspection facility could be located on either side of the LPOE, which will be determined during design.

Slide 18: Construction Sequencing Options

Construction Sequencing Options

- ❑ **Concurrent Construction Option (estimated timeframe: 24 months)**
 - Lynden LPOE and Sumas LPOE would remain open during construction.

- ❑ **Sequential Construction Option (estimated timeframe: 18 months)**
 - Lynden LPOE would be temporarily closed during construction and vehicles would be diverted to other ports.
 - Once Lynden LPOE is reopened, construction at Sumas LPOE would begin in phases.
 - Sumas LPOE would remain open during construction.

- ❑ **Both Options**
 - Pedestrian and personal vehicle access would be maintained, with potential changes to the number of lanes open for personal vehicle processing.
 - Commercial vehicles would be detoured at times to other LPOEs.

18

Construction sequencing refers to the manner and timing in which different parts of a project are built and completed, and how access to and through the construction area is maintained. GSA and CBP are considering ways in which the Lynden and Sumas LPOEs modernization and expansion projects could be constructed to minimize impacts on travelers and the communities directly adjacent to and surrounding the LPOEs. GSA is considering two construction sequencing options.

The first option is called the concurrent construction option. Under this option, both LPOEs would remain open during construction. Pedestrian access would be maintained through the LPOEs by utilizing and resetting, as necessary, various access and safety controls. Personal vehicle access would also be maintained through both LPOEs using various controls, which may require limits on the number of open processing lanes and shifting of vehicle lanes for limited times. Commercial vehicles may need to be detoured at times to other LPOEs to permit adequate space for continued personal vehicle processing. Under this option, construction would require approximately 24 months to complete.

The second construction sequencing option is called the sequential construction option. Under this option, GSA and CBP are considering the potential for temporary closure of the Lynden LPOE during construction. This would facilitate faster construction of the Lynden LPOE. The Sumas LPOE would remain open during construction.

All traffic, pedestrians, and personal and commercial vehicles that normally use the Lynden LPOE would be detoured to other nearby LPOEs during most of the construction of the Lynden LPOE. It would be anticipated that most traffic would utilize either the Sumas, Pacific Highway, or Peace Arch LPOEs. Some increase in processing times at these LPOEs would be expected while Lynden LPOE is constructed.

It's simply noted that this same travel time constraint is expected, although to possibly a lesser extent, during the concurrent sequence operation, where both Ports' operations would be impacted to varying degrees under the concurrent sequencing option.

Once the Lynden LPOE is reopened, construction that impacts traffic (both vehicular and pedestrian) would begin on the Sumas LPOE. The Sumas LPOE would remain open to pedestrians and personal vehicles during construction with potential changes to the number of lanes open. Commercial vehicles would be detoured from the Sumas LPOE to other LPOEs during portions of the construction period. Under this option, construction would require approximately 18 months to complete.

Slides 19: Summary of Lynden LPOE Anticipated Impacts

Summary of Lynden LPOE Anticipated Impacts

Resource	Alternative 1 (No Action)	Alternative 2 (East-West)	Alternative 3 (North-South)
Land Use	○	● ●	● ●
Water Resources	○	●	●
Biological Resources	○	●	●
Geology, Topography, and Soils	○	●	●
Air Quality, Climate Change, and Greenhouse Gases	○	●	●
Human Health and Safety	○	● ●	● ●
Infrastructure and Utilities	○	● ●	● ●
Traffic and Transportation	○	● ●	● ●
Noise and Vibration	○	●	●
Socioeconomics	○	● ●	● ●
Environmental Justice and Protection of Children's Health and Safety	○	○	○

○ No Impact

● Beneficial impact

● Negligible to minor adverse impact

● Minor to moderate adverse impact

GSA analyzed potential impacts for both the Lynden and Sumas LPOE projects on various human and natural environmental resources. In the Draft EIS, GSA conducted detailed analyses on the eleven resources shown on the left side of this slide in dark blue.

The tables on this and the following slide provide a summary of the anticipated project impacts from the analyzed Lynden and Sumas alternatives. The evaluation of impacts considered potential effects that would occur during construction and future operation of the modernized and expanded LPOEs. We will not go over all anticipated resource impacts during this presentation. However, we will highlight four resources including Land Use, Water Resources, Traffic and Transportation, and Noise for each LPOE, as those appear to be the resources where previous public comments indicated there is the most concern. Anticipated impacts range from no impact to negligible, minor, or moderate adverse impacts, with several resources having beneficial impacts from improved operations. For a more detailed description of all anticipated impacts, please refer to Chapter 3 of the Draft EIS.

For both the Lynden and Sumas LPOEs, the No Action Alternative would have no impact on environmental resources. However, there would also be no improvements in terms of operations, traffic flow, safety or security at the LPOEs.

In regard to Land Use, all action alternatives would potentially acquire lands adjacent to the existing LPOEs in order to modernize and expand the facilities. The operations of the new LPOEs are anticipated to result in a beneficial impact on nearby land uses due to increased efficiency and improved traffic flow and safety to and from the LPOEs.

Lynden LPOE Action Alternatives 2 and 3 would potentially require the acquisition of up to 9.8 and 5.6 acres, respectively. This land would potentially include portions of existing farmland and commercial businesses along with a residential property, depending on the selected alternative.

Properties selected for acquisition would be transferred to federal ownership and redesignated as GSA property. For eligible acquired properties, GSA would provide compensation and relocation assistance in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act*. If a property is required for the project, there will be additional contact with the current property owner by a GSA relocation coordinator who can explain in detail the rights and potential assistance available to impacted property owners.

Slide 20: Summary of Sumas LPOE Anticipated Impacts

Summary of Sumas LPOE Anticipated Impacts

Resource	Alternative 1 (No Action)	Alternative 2 (Feasibility Study)	Alternative 3 (Commercial Inspection West)	Alternative 4 (Multi-Story)
Land Use	○	● ●	● ●	● ●
Water Resources	○	●	●	●
Biological Resources	○	●	●	●
Geology, Topography, and Soils	○	●	●	●
Air Quality, Climate Change, and Greenhouse Gases	○	●	●	●
Human Health and Safety	○	● ●	● ●	● ●
Infrastructure and Utilities	○	● ●	● ●	● ●
Traffic and Transportation	○	● ●	● ●	● ●
Noise and Vibration	○	●	●	●
Socioeconomics	○	● ●	● ●	● ●
Environmental Justice and Protection of Children's Health and Safety	○	● ●	● ●	● ●

○ No Impact

● Beneficial impact

● Negligible to minor adverse impact

● Minor to moderate adverse impact

Sumas LPOE Alternatives 2, 3, and 4 would potentially require the acquisition of up to 8.6 acres. This land would potentially include commercial businesses and the American Legion Post, where we are today.

Any action alternatives would, during construction, have the potential for increased erosion, sedimentation, and pollutants associated with ground disturbance. Additionally, after construction, an increase in the impervious area (an area where water cannot infiltrate easily into the ground) could result in increased stormwater runoff. The potential for these impacts would be minimized through proper design, such as erosion and stormwater control measures, and best management practices for stormwater.

Neither project area contains any surface waters or wetlands that would be impacted. However, the Sumas project area is in a floodplain. Potential adverse impacts to Sumas area floodplains would be minimized through adherence to design standards, incorporation of appropriate stormwater controls, and compliance with requirements related to development in a floodplain. The Sumas LPOE project is not anticipated to increase flooding.

During construction, there would be a slight increase in traffic in the areas surrounding the LPOEs due to contractor and construction supply vehicles. After construction, traffic volumes would return to normal. The expanded and modernized LPOEs are not anticipated to result in an increase in traffic to these LPOEs. These improvements are anticipated to improve traffic efficiency and flow.

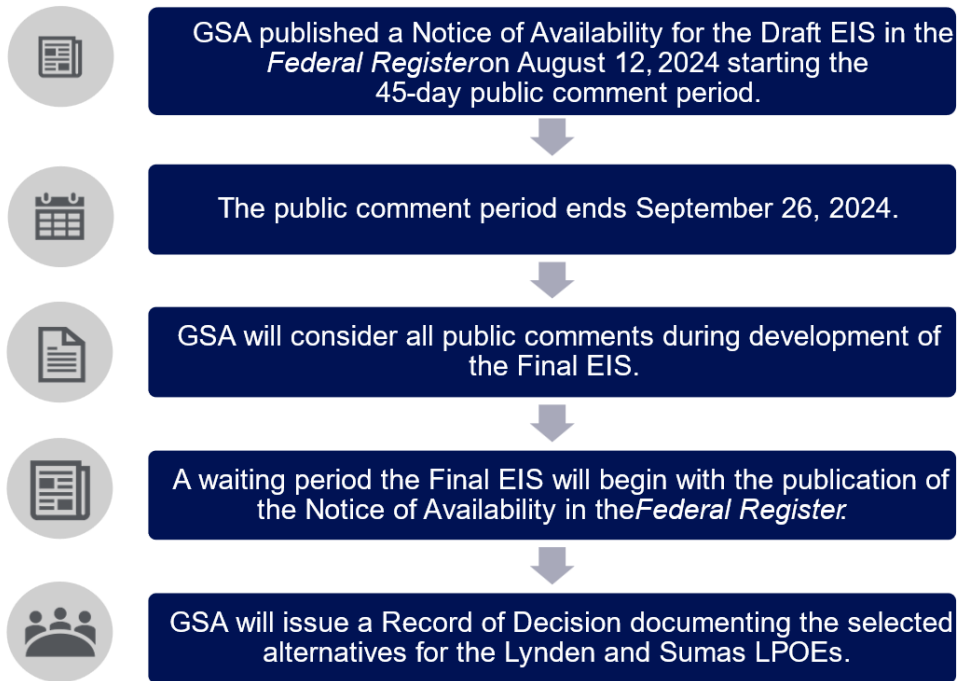
For both the concurrent and sequential construction sequencing options, the number of open lanes for personal vehicles may be limited or shifted during construction. However, it is anticipated that personal vehicles and pedestrians would always have access through the Sumas LPOE even during construction. Commercial vehicles may also be diverted at times to nearby LPOEs. For the sequential construction option, the Lynden LPOE would potentially be closed during construction and all traffic would be diverted to nearby LPOEs.

During construction there would be increased noise levels from construction equipment operation and activities, as well as from increased construction-related traffic. Once the LPOEs are constructed and reopened, traffic volumes are not anticipated to increase and no increase in noise levels over what is currently experienced would be expected.

GSA has developed impact reduction measures and best management practices to reduce potential adverse impacts on the analyzed resources. These are documented in the Executive Summary and at the end of each resource area in Chapter 3 of the Draft EIS. As previously stated, GSA invites the public to review the Draft EIS and provide input on the analysis and resource concerns. All substantive comments received will be addressed during the development of the Final EIS.

Slide 21: Current Status and Next Steps

Current Status and Next Steps



For project updates visit:

www.gsa.gov/lynden and www.gsa.gov/sumas

21

As outlined earlier, we are in the 45-day public comment period for the Draft EIS and the last day to submit comments to GSA is September 26, 2024. GSA will consider all comments received while developing the Final EIS, which is tentatively scheduled to be made public later this year. Finally, GSA will issue the ROD, which signifies the end of the NEPA process.

Slide 22: Public Comments

Public Comments

- ❑ The Draft EIS is available for review in hard copy form at the Lynden and Sumas Public Libraries and electronically at: www.gsa.gov/lynden and www.gsa.gov/sumas.
- ❑ Comments may be provided tonight either verbally to the court reporter after this presentation or in writing using the provided comment form.
- ❑ Outside this meeting, written comments can be submitted by either of the two methods below prior to the end of the public comment period (September 26, 2024):
 - **By email to:**
LyndenLPOE@gsa.gov or SumasLPOE@gsa.gov
(Please include 'Lynden and Sumas LPOEs Draft EIS Comment' in the subject line.)
 - **By regular mail to:**
(must be postmarked by September 26, 2024):

ATTN: Patrick Manning, Capital Project Manager
Lynden and Sumas LPOEs EIS
U.S. General Services Administration, Northwest / Arctic Region 10
1301 A Street, Suite 610
Tacoma, WA 98402

22

There are several ways to view the Draft EIS. The public can view hard copies at the Lynden and Sumas Public Libraries until the end of the comment period. In addition, the public can view a digital copy of the Draft EIS on either of the GSA project websites provided on this slide. GSA will continue to update the public on these websites when new information becomes available.

GSA provided several options for the public to submit a comment on the Draft EIS at the public hearing. Attendees could fill out a hard copy comment form or submit comments verbally to a court reporter.

In order to be considered an official comment and be incorporated into the Final EIS, written comments must have been submitted at the meeting or via one of the methods described below for commenting outside of this meeting. Outside of this meeting, the public can provide written comments via regular mail or email them to GSA at the addresses listed on this slide. All methods and information related to submitting

comments on the Draft EIS are also available at the comment tables and on the GSA project websites.

Please remember that all written comments must be postmarked or submitted to GSA by September 26, 2024 to be accepted.