



Coburn Gore Background and Frequently Asked Question

General Information and Background

Information

Project information is available at: gsa.gov/coburngore

Project email for community questions: coburngore.lpoe@gsa.gov

Background

GSA's goal for the new facility, funded by the Bipartisan Infrastructure Law, is to strengthen supply chains, improve operational capabilities and facility infrastructure, spur economic growth, and bolster the country's security.

The project will provide a fully operational LPOE that coordinates with the traffic flow and operations of the Canadian port of entry at Saint-Augustin-de-Woburn Quebec, Port of Entry. The project will provide a new port that is functional, accessible, and equitable for Customs and Border Protection (CBP) to more efficiently carry out its agency mission and their operations and interactions with the public. It 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.

GSA is in the early stages of planning and development for the Coburn Gore Land Port of Entry project. Factors impacting cost and timing are estimates based on several factors and will be fully developed as our efforts continue.

Common Questions

Q: Is this a commercial port or non-commercial port?

A: Coburn Gore LPOE Port processes both commercial and non-commercial vehicles. Currently, it is operating as a permitted commercial port, which means limited inspection activities for commercial traffic due to the lack of current inspection technologies. Non-commercial traffic is processed by the booth on the passenger side; however, this does not meet current CBP standards.

Q: Why is the price tag so high? What is involved?

A: There are several factors impacting cost:

- Primary cost drivers include an expansion of the existing port, a 15,760 GSF facility, which was originally constructed in 1932, to include 21st century inspection technology and modernized CBP program elements into a new 35,380 GSF facility.
- The new Coburn Gore facility will accommodate CBP's anticipated increase of commercial vehicle throughput. In fiscal year 2023, the port processed approximately 24,000 vehicles, and this figure is expected to increase next 5 years.

- Adherence to the current CBP Design Standards requires an increase in the overall size of the port layout, allowing for CBP to install security technologies for commercial traffic and to convert from a permit-only commercial port to a full-fledged commercial port with the necessary inspection capabilities.
- This project includes an expansion and construction of CBP officer housing anticipated to staff the new facility, a unique cost to this specific project.

Additional cost drivers include:

- The extreme remoteness of the site has limited access to construction labor markets requiring costly transportation and housing of the necessary building trades/disciplines by the general contractor, further increasing the cost of construction.
- This Coburn Gore township has a very small population, requiring labor to be brought in from elsewhere.
- The remote site does not have availability of three-phase electrical power required per CBP standards. GSA conducted a feasibility study to determine a rough order of magnitude cost of up to \$8 million to bring three phase power from the nearest town of Eustis, ME, a distance of 22 miles from the LPOE.
- Post-COVID construction costs, while beginning to stabilize in 2024, have seen significant dynamic pricing challenges over the past several years in the sourcing of materials and goods, exacerbated by long lead time equipment items. This project includes cost escalations to adjust for an anticipated start of construction in the Fall of 2026, and completion in Fall 2029.
- Harsh winter conditions and a compressed seasonal construction window complicate construction activities and add increased construction costs - especially for this project which is located within the northern snow belt. Due to severe winter conditions, the site/exterior construction season is limited to the beginning of May through the end of September.
- The existing facility has been determined historic, and therefore the project includes additional preservation costs to potentially support its adaptive reuse.
- GSA is developing several viable project alternatives, each with its own unique site configurations and constraints. However, GSA anticipates the project will require the acquisition of private property and the potential relocation of displaced parties, along with traditional site development costs such as wetland mitigation and cut/fill.

General Cost Breakdown

A project budget was initially generated by a feasibility study conducted in 2018.

GSA is in the early stages of a long and complex design process to determine the actual details and costs for this project.