
Kenneth G. Ward & Sumas Land Ports of Entry Expansion and Modernization Final Public Scoping Report

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U.S. General Services Administration
Region 10**

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ACRONYMS AND ABBREVIATIONS

BC	British Columbia
CBP	U.S. Customs and Border Protection
CWA	Clean Water Act
DEIS	Draft Environmental Impact Statement
EIS	Environmental Impact Statement
EJ	Environmental Justice
GSA	U.S. General Services Administration
LPOE	Land Port of Entry
MTCA	Model Toxics Control Act
NEPA	National Environmental Policy Act
NOI	Notice of Intent
PDT	Pacific Daylight Time
U.S.	United States
WA	Washington

1.0 INTRODUCTION

The United States (U.S.) General Services Administration (GSA) is preparing an Environmental Impact Statement (EIS) to analyze the potential impacts from the proposed expansion and modernization of the existing Kenneth G. Ward (hereafter referred to as “Lynden”) and the Sumas Land Ports of Entry (LPOE) as required by the National Environmental Policy Act (NEPA) of 1969 (42 U.S. Code 4321-4347), the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations 1500-1508), and the GSA Public Buildings Service’s NEPA Desk Guide.

GSA, with support from Solv, LLC, GSA’s NEPA contractor, held a virtual scoping meeting on Wednesday, August 23, 2023 from 5:00 to 7:00 PM Pacific Daylight Time (PDT) as part of the NEPA process and to assist with development of the EIS. Solv has prepared this scoping report on behalf of GSA to describe the project (i.e., background information, project location and facilities, proposed action, and alternatives), the scoping meeting and scoping materials, and to summarize the public comments received during the public scoping period held from August 8 to September 12, 2023. This document also includes the following nine appendices:

- Appendix A: Notice of Intent (NOI)
- Appendix B: Newspaper Tear Sheets
- Appendix C: Press Release and Advertising on Social Media
- Appendix D: Distribution List and Letter to Interested Parties
- Appendix E: Public Meeting Handout, Comment Form, and Registration
- Appendix F: Index of Comments by Source and Date
- Appendix G: Submitted Public Comments

2.0 PROJECT DESCRIPTION

The Lynden and Sumas LPOEs are located at the U.S.-Canada (CA) border in western Washington (WA) and serve the greater Vancouver, British Columbia (BC) and Seattle Pacific Northwest region.

This project seeks to expand and modernize the Lynden and Sumas LPOEs to meet current operational needs. GSA evaluated the needs and deficiencies of the facilities by conducting feasibility studies for the Lynden and Sumas LPOEs in 2019 and 2018, respectively. U.S. Customs and Border Protection (CBP) assessed each LPOE and its deficiencies based on the most recent LPOE Design Standards.

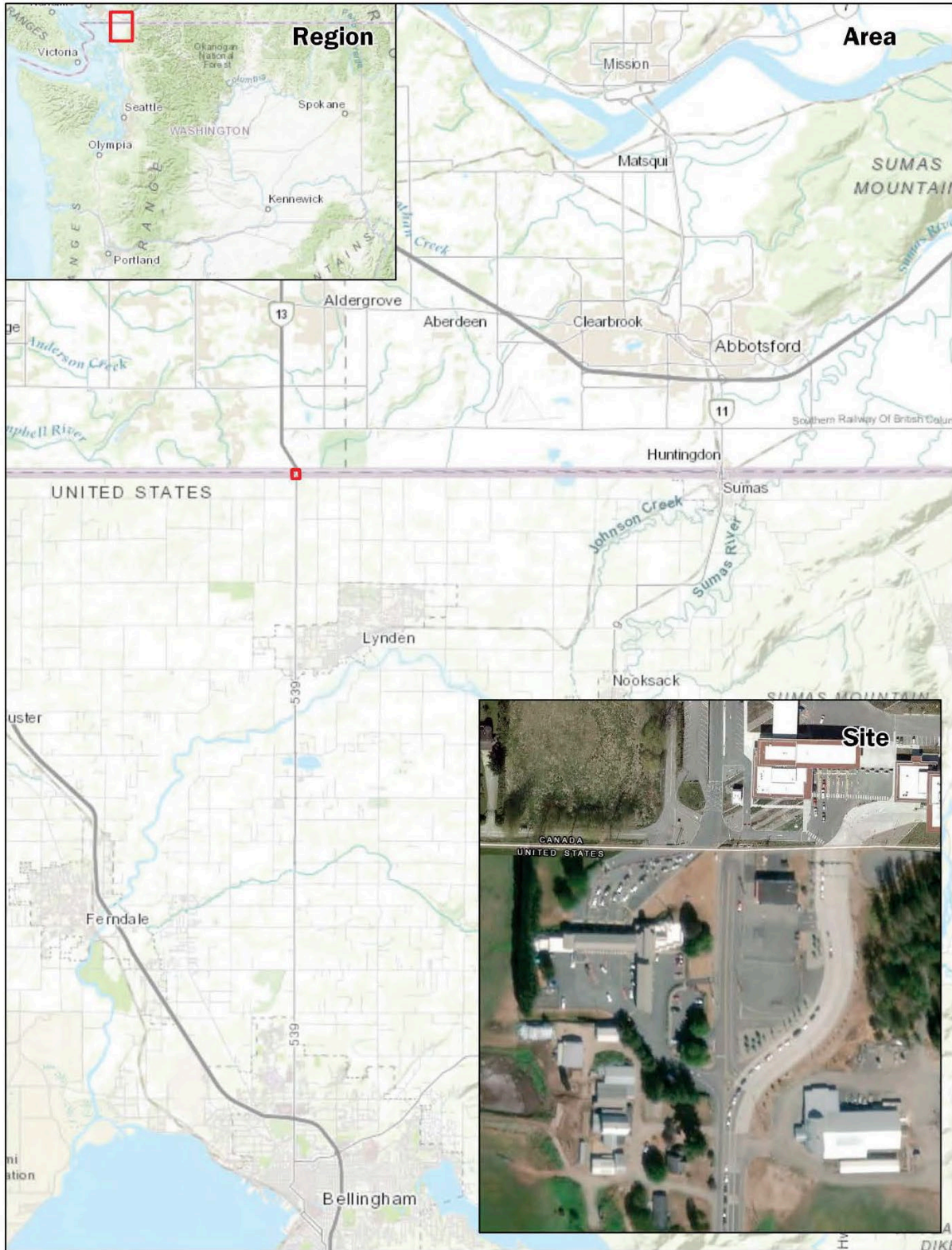
The current LPOEs were constructed in 1988 with limited renovations over the past 35 years; they no longer function adequately and cannot meet current operational needs. The Lynden LPOE has a limited commercial capability, which results in unbalanced demand and escalating wait times at other commercial ports throughout western WA. Additionally, the space limitations of the commercial lane at Lynden cause frequent congestion. The Sumas LPOE does not have enough space for efficient traffic flow or safe and secure inspection areas. All facility and infrastructure improvements proposed under the action alternatives would incorporate sustainable, climate-resilient, cyber-secure, and operationally efficient design.

2.1 PROJECT LOCATIONS

The Lynden and Sumas LPOEs are located in Whatcom County, WA. The LPOEs are both approximately 100 miles north of Seattle and 45 miles southeast of Vancouver.

2.1.1 Lynden LPOE

The Lynden LPOE is at the end of Washington State Route 539 and is approximately 6 miles north of the City of Lynden, WA. The LPOE is surrounded by agricultural land, structures for dairy and corn production, privately-owned residences, and a small forested area. The Lynden LPOE is located 12 miles east of the Pacific Highway and Peace Arch LPOEs in Blaine, WA. **Figure 2-1** shows the regional and general locations along with an aerial photograph of the Lynden LPOE.

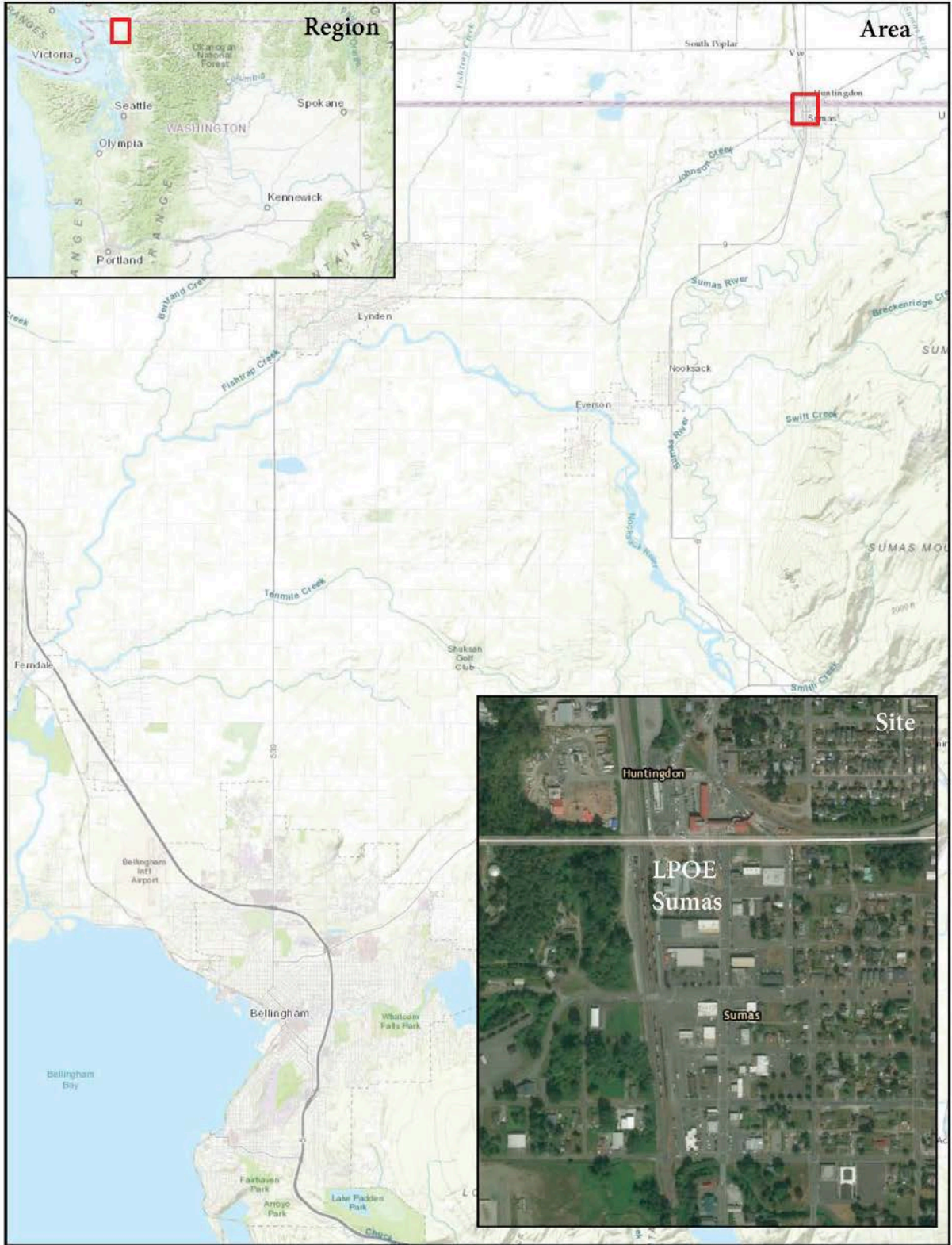


Source: Parsons, 2019.

Figure 2-1. Lynden LPOE Project Location

2.1.2 Sumas LPOE

The Sumas LPOE is located directly south of the U.S.-CA border in the City of Sumas, WA. The surrounding area consists of mixed-use commercial buildings, single/multifamily residences, and railroad tracks. The Sumas LPOE is located 22 miles east of the Pacific Highway and Peace Arch LPOEs in Blaine, WA. **Figure 2-2** shows the regional and general locations along with an aerial photograph of the Sumas LPOE.



Source: Parsons, 2018.

Figure 2-2. Sumas LPOE Project Location

2.2 EXISTING FACILITIES

2.2.1 Lynden LPOE

The Lynden LPOE is a limited-service land port of entry that operates 16 hours a day (08:00 to 12:00 AM), seven days a week, and serves personal vehicles, buses, and limited commercial traffic between Lynden, WA and Aldergrove, BC. The main building of the Lynden LPOE is a one-story slab on grade structure with a brick facade and steel frame. The main level of the building includes a non-commercial primary inspection booth, an open officer work area, a public waiting area with service counter, three holding cells, a port director's office, staff lockers, a Centralized Area Surveillance Center, and a storage room. All interior spaces are fully utilized with no room for expansion (Parsons, 2019).

The LPOE includes four primary non-commercial lanes, one of which can also process limited commercial traffic. **Figure 2-3** shows an aerial image of the existing Lynden LPOE.

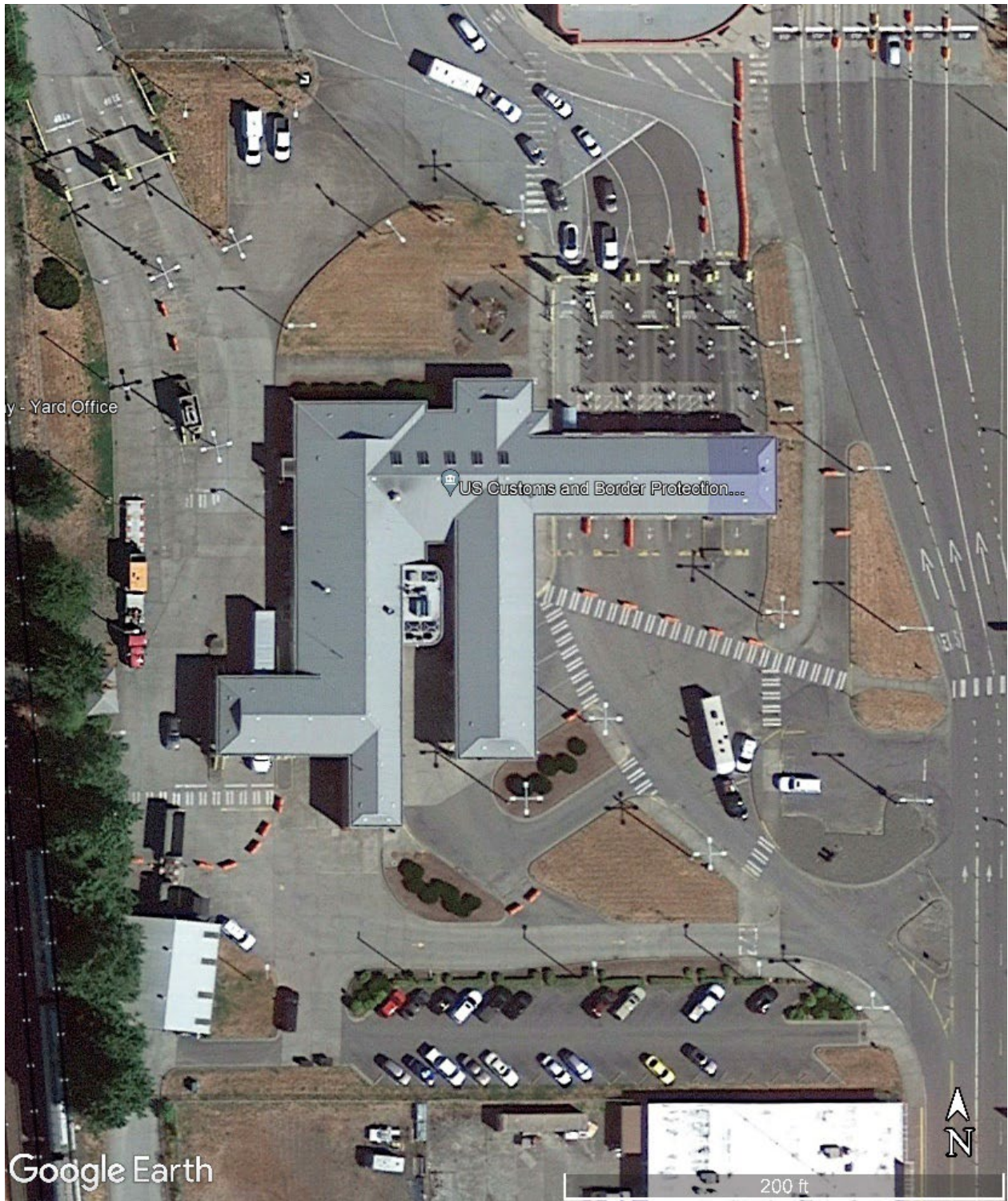


Source: Parsons, 2019.

Figure 2-3. Existing Lynden LPOE

2.2.2 Sumas LPOE

The Sumas LPOE operates 24 hours a day and serves personal vehicles, buses, pedestrians and commercial traffic between Sumas, WA and Abbotsford, BC. The main building of the Sumas LPOE is a single-story masonry, steel, and concrete structure with a sloping metal roof and attached inspection canopies. The main building provides CBP with spaces for administrative functions, pedestrian and noncommercial passenger processing, commercial processing, storage, and support facilities. An additional, freestanding metal building at the southwest corner of the site is used for commercial inspections (Parsons, 2018). There are currently two primary commercial lanes with booths and four primary non-commercial lanes, with three lanes that process personal vehicles and one that accommodates buses and oversized vehicles. Pedestrian traffic transits through indoor processing queues and spaces. The existing facilities of the LPOE have only received minor additions and improvements since their original construction in 1988. **Figure 2-4** shows an aerial image of the existing Sumas LPOE.



Source: Google Earth, 2023.

Figure 2-4. Existing Sumas LPOE

2.3 PROPOSED ALTERNATIVES

The Lynden and Sumas LPOEs Draft Environmental Impact Statement (DEIS) will evaluate a total of four alternatives at each location – one “no action” or “no build” alternative and three “action” or “build” alternatives. For both locations Alternative 1 is the No Action Alternative, which assumes that any demolition of existing facilities, construction of new facilities, and expansion of LPOE operations would not occur. Both LPOEs would continue to operate under current conditions. The three action alternatives would improve the efficiency and effectiveness of the Lynden and Sumas LPOEs and would all include acquiring land, demolishing existing facilities, and constructing new facilities.

Demolition, construction, and renovation activities would be phased to maintain LPOE operations at both ports for the entirety of the construction period under all action alternatives—except for Alternative 4 at the Lynden LPOE, which would require closing operations at both LPOEs during their respective construction activities. During this time, traffic at the LPOE under construction would be directed to the operational LPOE.

2.3.1 Lynden LPOE

The EIS will evaluate the following alternatives for the Lynden LPOE:

- Alternative 1: No Action Alternative
- Alternative 2: An east-west facility layout for commercial inspections. GSA would acquire approximately 11.7 acres, primarily consisting of private property (oriented in an east-west layout) to the west of the existing port along with a smaller commercial parcel (owned by Duty Free America) located on the east side of Guide-Meridian Road.
- Alternative 3: A north-south orientation of commercial inspection (otherwise identical to the Alternative 2). GSA would acquire the same approximate 11.7 acres to support expanded port operations; however, under Alternative 3, the majority of acquired land would primarily be situated in a North-South layout located to the west and south of the existing port.
- Alternative 4: Same facility layout as either Alternative 2 or 3, but would alter construction phasing so construction activities at the LPOEs occur sequentially. Under Alternative 4, the Lynden LPOE would close and construction activities at the Lynden LPOE would occur first. Once the Lynden LPOE is reopened, the Sumas LPOE would close and construction activities at the Sumas LPOE would occur.

2.3.2 Sumas LPOE

The EIS will evaluate the following alternatives for the Sumas LPOE:

- Alternative 1: No Action Alternative
- Alternative 2: Designed to optimize operational flow —especially for outbound non-commercial vehicles. GSA would acquire approximately 5.9 acres, primarily consisting of properties to the east and south of the existing port.

- Alternative 3: Facility layout maximizes the vehicle maneuvering area (especially for larger vehicles like trucks). GSA would acquire the same approximate 5.9 acres to support expanded port operations. However, under Alternative 3, the orientation or layout of the commercial portion, including loading docks, of the new main/commercial building would be on the west side.
- Alternative 4: A multiple story construction to provide greater vehicle maneuvering area for transiting vehicles. There would not be a different number of commercial, outbound, or personal vehicle lanes, but it may consolidate some of the administrative buildings and have a slightly smaller overall footprint. GSA would still acquire the same approximate 5.9 acres to support expanded port operations, vehicle movements, and increased pedestrian safety. All other proposed work in Alternative 4, including acquisition and development of the port's east side area in support of outbound commercial inspections, along with the other site preparation and construction, proposed number of buildings, inspection lanes, phasing, etc., would mimic Alternatives 2 and 3.

3.0 NOTIFICATION OF SCOPING MEETING

This section summarizes the outreach conducted to inform the public of the Lynden and Sumas LPOEs public scoping meeting and solicit comments on the project. GSA notified the public of the public scoping meeting using multiple channels of communication, including a notification in the *Federal Register*, advertisements in local newspapers, letters to interested parties, and social media posts. GSA accepted public comments during the public scoping period from August 8, 2023 to September 12, 2023.

3.1 NOTICE OF INTENT

GSA developed a NOI to formally announce to the public and other interested parties of GSA's intent to prepare an EIS for the expansion and modernization of the Lynden and Sumas LPOEs, and conduct a scoping meeting to invite participation from the public. The NOI was published in the *Federal Register* on August 8, 2023. The public scoping period was held from August 8, 2023 to September 12, 2023. The NOI is included in Appendix A.

3.2 NEWSPAPER ADVERTISEMENTS

Solv printed four advertisements in two local newspapers in the weeks preceding the public scoping meeting. The advertisement indicated GSA's intent to prepare an EIS and conduct a scoping meeting; presented a brief description of the project; provided the time, date, and web link for the virtual public scoping meeting; and included instructions for submitting comments. Solv published the advertisement in the *Ferndale Record* and the *Lynden Tribune* on August 9 and 16, 2023. Appendix B contains tear sheets of the legal notices.

3.3 PRESS RELEASE AND SOCIAL MEDIA

GSA posted a press release on the GSA Northwest/Arctic Region 10 website on August 8, 2023 that summarized the purpose of the scoping meeting, detailed the time and date, and provided a link to the virtual meeting. Appendix C contains the web version of the press release.

GSA posted a social media notice to the "U.S. General Services Administration Northwest/Arctic Region" Facebook page on August 15, 2023. The Facebook post announced the purpose of the scoping meeting and provided a link to register for the meeting. Similarly, the "GSA

Northwest/Arctic Region” Twitter page posted a notice announcing the scoping meeting on August 15, 2023. Appendix C contains screenshots of the Facebook and Twitter posts.

3.4 INTERESTED PARTIES LETTER

A list of stakeholders was developed for the Lynden and Sumas LPOEs EIS which included state and local officials; federal, state, and local agencies; non-governmental organizations; and individuals with a known or potential interest in the project. Solv mailed scoping letters to these interested parties on August 8, 2023 and emailed electronic versions of the scoping letter to those interested parties with available email addresses on August 11, 2023. The letter provided background information on the project, a brief description of the alternatives, the date and time of the virtual public scoping meeting, and instructions on how to submit comments. Appendix D contains a copy of the letter sent to interested parties and the distribution list of interested parties identified for the expansion and modernization of the Lynden and Sumas LPOEs project.

4.0 PUBLIC SCOPING MEETING

The purpose of the public scoping meeting is to provide the public with information regarding the proposed project, answer questions, identify concerns regarding the potential environmental impacts that may result from the implementation of the proposed project, and solicit comments to help guide the selection of action alternatives and resource areas to be analyzed in the EIS.

4.1 MEETING DETAILS AND LOCATION

GSA held a virtual public scoping meeting on Wednesday, August 23, 2023 from 5:00 to 7:00 PM PDT on Zoom. A total of 58 people registered for the virtual public meeting, in addition to personnel from GSA and from Solv, LLC, GSA’s NEPA contractor. A total of 47 individuals attended the virtual public meeting. Of these 47 attendees, 37 were not members of the public and agencies and 10 were affiliated with the project.

Throughout the public scoping meeting, the GSA presentation team encouraged discussion and information sharing, and ensured that the public had opportunities to speak with representatives of GSA. This format consisted of an approximately 30-minute presentation and a 90-minute open house session that facilitated discussion between GSA and the public. The presentation provided background on the project and an explanation of the NEPA process. GSA recorded and posted the presentation to the GSA YouTube channel [Kenneth G. Ward \(Lynden\) and Sumas Land Ports of Entry EIS Public Scoping Meeting - YouTube](#) and the project website [Kenneth G. Ward Land Port of Entry | GSA Sumas Land Port of Entry | GSA](#). After the presentation, attendees were provided the opportunity to ask questions and provide comments on the project.

GSA shared an informational handout in the chat box during the virtual meeting that contained details about the project background, NEPA process, project alternatives, and instructions on how to submit comments. Additionally, GSA shared a mailable comment form for attendees who wished to provide written comments. Attendees also had the opportunity to sign up for additional project email updates. Appendix E contains the handout and comment form and the registration and sign-in lists for the meeting.

5.0 PUBLIC SCOPING COMMENTS

GSA invited scoping comments on the Lynden and Sumas LPOEs DEIS to obtain input from the public, agencies, and other interested parties on the proposed project. GSA will consider all public scoping comments received during the development of the DEIS. Appendix F contains an index of all comments organized by source and date, and Appendix G contains all received comments.

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 the entire 35-day comment period. Public and agency commenters provided comments to GSA verbally and messaged at the public scoping meeting and through email during the scoping period. GSA created a project inbox specifically to receive public comments pertaining to these projects.

5.2 SUMMARY OF COMMENTERS

Solv indexed received comments based on the source or commenter. Commenters included federal, state, and local agencies and members of the public. A total of 24 commenters provided input during the scoping period. Appendix F includes an index of comments including the commenter name, affiliation, date received, and nature of the comment. Appendix G includes all comments received.

5.3 ISSUES IDENTIFIED DURING SCOPING

Solv categorized each comment by subject. **Table 5-1** shows the number of comments received by subject and commenter type. A total of 24 commenters provided 80 unique comments (several commenters provided more than one comment).

Table 5-1. Commenters and Comments by Subject

Subject	Number of Agency Commenters (A)^a	Number of Public Commenters (P)^b	Total Number of Comments
Air Quality	1	1	2
Climate Change	1	1	2
Construction and Design	0	3	3
Contamination	1	0	1
Cumulative Impacts	1	0	1
Endangered Species	1	0	1
Environmental Justice	1	2	4
Hazardous Materials	1	0	3
Monitoring and Management	1	0	1
Out-of-Scope Concerns	1	5	7
Project Alternatives	2	5	7
Public Outreach	1	2	3
Public Scoping Meeting	1	3	6
Purpose and Need	0	2	2
Requests for Information	0	5	7
Seismic Risk	1	0	1
Socioeconomics	0	4	5
Traffic and Transportation	0	7	8
Tribal Consultation	1	0	1
Visual Resources	0	2	3
Water Resources	1	1	12
Total	5	19	80

^aAgency (A) commenters include members of federal, state, and city agencies.

^bPublic (P) commenters include individual members of the public.

5.4 SUMMARY OF COMMENTS BY SUBJECT

This section summarizes the comments received during the public scoping period. The comments are organized into 21 subject categories as shown in **Table 5-1** above.

5.4.1 Air Quality

Two commenters provided a total of two comments regarding air quality. One commenter requested that the DEIS analyze the proposed action's potential impacts on air quality and include information on the National Ambient Air Quality Standards and criteria pollutant non-attainment areas within the LPOE project areas. The commenter additionally requested that the DEIS include the sources and quantities of emissions, including criteria pollutants, mobile and stationary sources, and ground disturbances during the construction and operational project phases. Additionally, this commenter recommended including general air quality mitigation measures and an Equipment Emissions Mitigation Plan for pollutants (diesel particulate, carbon monoxide, hydrocarbons, and nitrous oxides) during construction. The other commenter requested additional

safeguards from fumes and exhaust from idling commercial vehicles at the outgoing inspection area on Sumas Avenue.

5.4.2 Climate Change

Two commenters provided a total of two comments regarding climate change. One commenter expressed concern that the expansion of the Sumas LPOE would generate a substantial carbon footprint. The commenter believed that the carbon footprint from the demolition of existing buildings and subsequent construction would be greater than the benefits from reducing traffic buildup at the border.

Another commenter recommended that GSA incorporate the Council on Environmental Quality's interim guidance on vehicle idling into the DEIS. The guidance ensures that agencies consider the potential climate impacts, mitigation measures, and adaptation issues from greenhouse gases emitted by idling vehicles. The commenter also attached an additional resource in the form of a case study detailing anti-idling initiatives that aim to reduce greenhouse gas emissions at LPOEs in WA and BC.

5.4.3 Construction and Design

Three commenters provided a total of three comments on the construction process and the new port designs. One commenter recommended the use of permeable asphalt for the construction of road and parking areas of the Sumas LPOE expansion due to the area's susceptibility to flooding and heavy rainfall. Another commenter questioned if the Sumas LPOE expansion would integrate with the downtown portion of the city, particularly in regard to the connections of Garfield and First Street with Cherry Street. One commenter questioned why the DEIS was not considering property outside of the residential or business areas for acquisition.

5.4.4 Contamination

One commenter provided one comment on contamination in regards to the Model Toxics Control Act (MTCA), which is WA's environmental cleanup law. The commenter noted that if contaminated soil and/or groundwater from contaminated sites have reached this project location, then this parcel will be considered part of the MTCA Site. Additionally, contamination at the project location should be characterized to ensure protection of workers and future residents and mitigation of MTCA liability. Any contaminated soil and/or groundwater from this project location should be removed and disposed of using proper practices.

5.4.5 Cumulative Impacts

One commenter provided one comment on the cumulative impacts of the Lynden and Sumas LPOEs. The commenter requested the inclusion of information relating to cumulative impacts on the expansions and the identification of which resources are analyzed, which ones are not, and why. For each analyzed resource, the commenter requested that the current conditions of the resource be used as a measure of past impacts, condition trends of the resource, and future conditions of the resource based on an analysis of the cumulative impacts of reasonably foreseeable projects or actions added to existing conditions and current trends. The commenter recommended an assessment of the cumulative impacts' contribution to the long-term health of the resource and resulting projected impact. Additionally, the commenter requested the inclusion of opportunities to avoid and minimize impacts, including working with other entities and a disclosure of the parties that will be responsible for avoiding, minimizing, and mitigating adverse impacts.

5.4.6 Endangered Species

One commenter provided one comment on endangered species. The commenter requested information on the critical habitat for local endangered species; impacts the project could have on the species and their critical habitats, and how the proposed project will meet all requirements under the Endangered Species Act, including consultation with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service.

5.4.7 Environmental Justice

Three commenters provided a total of four comments on environmental justice (EJ). Two commenters provided comments on the hiring and selection process for the construction crew of the Sumas LPOE expansion. Both commentors emphasized the importance of locally hiring from minority groups, disadvantaged communities, and tribal communities. Additionally, one of these commenters provided an additional comment requesting that this project provide construction opportunities to union contractors. The commenter noted that union contractors provide apprenticeship and pre-apprenticeship opportunities to uplift local youth, women, and other underrepresented communities.

One commenter provided recommendations for addressing EJ in the DEIS. The commenter recommended that the DEIS incorporate methods from "Environmental Justice Interagency Working Group Promising Practices for EJ Methodologies in NEPA Reviews" report. The commenter also suggested characterizing the project site with specific information or data related to EJ concerns, including potential effects from air pollutants on workers, nearby residents, businesses, and local vulnerable communities. This commenter recommended that the DEIS include a description of potential EJ concerns for all EJ Indexes at or above the 80th percentile in the state and/or nation and should assess all block groups within at least a 1-mile radius from the project area.

5.4.8 Hazardous Materials

One commenter provided three comments on hazardous materials. The commenter recommended the identification of projected hazardous waste types and volumes, and expected storage, disposal, and management plans in addition to the applicability of state and federal hazardous waste requirements. The commenter additionally recommended addressing the potential direct, indirect, and cumulative impacts of hazardous waste from construction and operation of the project facilities. The commenter recommended that the DEIS include mitigation measures to minimize the generation of hazardous waste and suggested that GSA consider using less toxic materials where possible.

5.4.9 Monitoring and Management

One commenter provided one comment on monitoring and management. The commenter requested measures to assess the impacts from project activities and the effectiveness of mitigation measures. The measures included implementing an effective monitoring program with an effective feedback mechanism and ensuring environmental measures are up-to-date and will be adjusted to meet federal, state, and local laws, regulations, and policy requirements throughout the project's lifespan. The commenter additionally requested the commitment to using the best available techniques for monitoring, evaluating, and mitigating project impacts.

5.4.10 Out-of-Scope Concerns

Six commenters provided seven comments that were outside the scope of this project. One commenter expressed concern about international maritime trade and domestic production of American goods. Another commenter stated that improvements to the City of Sumas should be focused on alleviating flood conditions. Another comment wanted more crosswalks to improve pedestrian safety along Cherry Street. Two commenters expressed concern about outgoing traffic on Cherry Street; however, GSA noted that this traffic is related to the Canadian LPOE, which is beyond the scope of this project.

5.4.11 Project Alternatives

Seven commenters provided seven comments on project alternatives. Three commenters requested information on the project phasing schedule. One commenter questioned if the 2026 Fédération Internationale de Football Association World Cup in Seattle and Vancouver was being considered in regards to the project phasing. The commenter additionally questioned if GSA was considering alternatives where both ports would remain partially open during their simultaneous construction. The other commenter asked when property acquisitions would occur during the project process. One commenter recommended presenting project alternatives in a comparative form, including a presentation of each alternative's impacts and mitigation measures. Another commenter requested details on the available project alternatives for their review.

One commenter expressed concern about moving the LPOE from the City of Sumas, but this is not under consideration for this project. One commenter believed that the Lynden and Sumas LPOE expansions should not be analyzed in the same EIS as they are different border crossings.

5.4.12 Public Outreach

Three commenters provided three comments on public outreach. Two commenters expressed interest in an in-person meeting as opposed to a virtual meeting to be more accessible to Sumas residents. The commenters both noted that an in-person meeting would better facilitate community involvement in the Sumas LPOE expansion.

One commenter recommended opportunities for effective and meaningful public engagement for communities with EJ concerns. The commenter recommended ensuring that community feedback is incorporated into the NEPA decision-making process, providing translation and interpretation services, scheduling public meetings at accessible times and locations with ample notice, and conveying all public information using plain language. The commenter additionally emphasized the importance of early and frequent community outreach and engagement, and addressing technological barriers.

5.4.13 Public Scoping Meeting

Four commenters provided six comments regarding the online public scoping meeting on Wednesday, August 23, 2023 from 5:00 to 7:00 PM PDT on Zoom. Two commenters requested a link to watch the recording of the public scoping meeting and one commenter additionally asked that GSA provide the documents used during the meeting. GSA provided the documents used during the meeting, including the handout and presentation, on the project website. One commenter alerted GSA of technical difficulties with using the link to register for the meeting. GSA ensured that the link to register for the public scoping meeting was fixed promptly. One commenter asked if the August 23 public scoping meeting was the only scoping meeting that would be held. Another commenter questioned if the letter to interested parties could be posted on the City of Sumas website.

5.4.14 Purpose and Need

Two commenters provided a total of two comments on the purpose and need for the projects. One commenter expressed that they had never experienced traffic associated with the current Sumas LPOE. The commenter shared their personal experience and stated that they had never observed traffic congestion on Garfield Street or First Street, and noted that trucks do not queue on Railroad Avenue. The commenter expressed skepticism about the need for the new LPOE, as they believed that levels of traffic in Sumas are not high enough to warrant an expanded facility. Another commenter requested a summary of the purpose and need for the Sumas LPOE expansion.

5.4.15 Request for Information

Five commenters provided seven comments requesting additional information. Five of the seven comments consisted of requests for construction design plans or project outlines for the Lynden and Sumas LPOE expansions. One of these comments additionally noted that it was difficult to provide comments on the project when the plans are not publicly accessible.

One comment requested clarification on the extent of the proposed Sumas LPOE expansion subject property, particularly with regards to their business, Package Express, at 115 Garfield Street. One comment requested the estimated project cost of the Sumas LPOE expansions.

5.4.16 Seismic Risk

One commenter provided one comment on seismic risk. The commenter stated construction of facilities and other activities may cause or be affected by increased seismicity in tectonically active zones. The commenter recommended the DEIS include a discussion of seismic risk in the project area and approaches to evaluate, monitor, and manage that risk in addition to a seismic map or reference to it. The commenter additionally requested information on seismic design and construction standards, practices to minimize risk, and measures to be taken to avoid and mitigate seismic risks be included.

5.4.17 Socioeconomics

Four commenters provided five comments on socioeconomic resources. One commenter expressed concern that residential properties that would adjoin the Sumas LPOE expansion would experience decreased property values and asked if compensation would be provided. One commenter noted that the Sumas LPOE expansion could remove local businesses and cause noise and light pollution in a residential area, which would have impacts on the community.

Three commenters expressed concern over the Sumas LPOE being closed for any period of time. The commenters emphasized the importance of incoming and outgoing traffic through the port to the commercial businesses of Sumas and emphasized that any daytime closure to the LPOE could have severe negative impacts on businesses in Sumas. One commenter suggested performing the majority of construction at night to allow local businesses to remain partially or fully open during the day.

5.4.18 Traffic and Transportation

Seven commenters provided eight comments on traffic and transportation. Three commenters expressed concern and questioned the impact of the Sumas LPOE expansion on traffic. One of the commenters expressed concern that traffic would be worsened by constructing the Sumas

port closer to First Street and Second Street. Other commenters questioned how the expansion would impact local traffic from Garfield Street and First Street attempting to access Cherry Street. One commenter expressed interest in the planned biking and pedestrian traffic route through the new LPOE expansions.

One commenter expressed concern over a potential issue with commercial truck traffic during the construction of the Sumas LPOE expansion. The commenter noted that Washington State Route 539 is currently too narrow for the commercial vehicles that would be directed through the Lynden LPOE. One commenter noted the importance of the Sumas LPOE for commercial traffic as it is the only port between western WA and BC which can handle commercial vehicles. One commenter expressed concern that a majority of trucking traffic from BC to WA would be routed through Sumas after the completion of the Sumas LPOE expansion and requested confirmation. One commenter requested clarification on CBP's safety and traffic concerns associated with the queued inbound commercial traffic along Railroad Avenue.

5.4.19 Tribal Consultation

One commenter provided one comment on tribal consultation. They recommended that GSA establish consultation and collaboration with tribal officials in the development of this project with respect to Executive Order 13175 Consultation and Coordination with Indian Tribal Governments.

5.4.20 Visual Resources

Two commenters provided a total of three comments on visual resources and indicated their interest in the appearance of the Sumas LPOE expansion. Two commenters noted that if the design of the new LPOE is attractive and integrates seamlessly with surrounding areas, then it will be easier to convince the community of the benefits. One commenter expressed concern that the expansion could cause negative impacts to nearby residential areas through illumination from new floodlights and the construction of fencing, signage, traffic barricades, cones, lights, asphalt, and new lanes.

5.4.21 Water Resources

Two commenters provided a total of 12 comments on water resources. One of the commenters questioned if the DEIS would include information on floodplains, with an emphasis on the Sumas LPOE expansion's impacts and the potential displacement of floodwaters. The other commenter requested a discussion of the potential impacts to floodplains and a description of mitigation measures, if necessary, that would be implemented to minimize the impacts.

One commenter requested the inclusion of additional information relating to the Clean Water Act (CWA), specifically with sections 303 (d), 401, 402, and 404. The commenter recommended the DEIS describe existing restoration and enhancement efforts for impaired waters as part of CWA 303(d): Impaired Waters and Total Maximum Daily Loads. This includes how the project would coordinate with ongoing protection efforts and any mitigation measures that would be implemented to avoid further degradation of impaired waters. The commenter recommended early coordination with the WA State Department of Ecology regarding CWA 401 Certification for the purpose of streamlining regulatory processes.

For the CWA 402 Nation Pollutant Discharge Elimination System, one commenter requested identification of discharges into Waters of the U.S. that would be likely to occur during construction and operation of the project and how these discharges would be managed and minimized. In addition, the commenter recommended that the DEIS identify required National Pollutant

Discharge Elimination System permits for the construction phase, new or existing permits for operations, and how any previous permit exceedances could be prevented.

One commenter provided multiple recommendations about CWA 404 Permitting Discharges of Dredge or Fill Material. The commenters requested that GSA identify relevant permits from the U.S. Army Corps of Engineers and include information to determine whether the project would require a CWA 404 permit. The commenter requested that the DEIS identify and describe any potential discharges, and the associated mitigation measures and best management practices that would be implemented to minimize the impacts to Waters of the U.S. In accordance with the CWA 404, the commenter requested that the DEIS be consistent with the requirements of both NEPA and the CWA. The commenter recommended that the DEIS include a description of the regulatory criteria and processes utilized to screen potential alternatives and thoroughly evaluate alternatives that would minimize adverse impacts. The commenter requested a description of how compensatory mitigation would be quantified and provided to offset impacts, with specific project examples and options as available.

6.0 LIST OF REFERENCES

(Google Earth, 2023) Google Earth. 2023. Accessed September 13, 2023 at:

https://earth.google.com/web/search/Port+Sumas,+Cherry+Street,+Sumas,+WA/@49.0019119,-122.2659643,13.80117181a,664.54620049d,35y,0h,0t,0r/data=CigiJgokCR7UNARBUU9AEbgE_1rzTk9AGeMqbhygn2HAITpaCd8EoWHAOgMKATA.

(Parsons, 2018). Parsons. 2018. Feasibility Study LPOE Sumas – Sumas, WA. U.S. Department of Homeland Security, U.S. Customs and Border Protection.

(Parsons, 2019). Parsons. 2019. Feasibility Study LPOE Lynden – Lynden, WA. U.S. Department of Homeland Security, U.S. Customs and Border Protection.

APPENDIX A: NOTICE OF INTENT

expire on November 30, 2023. The likely respondents include current and former Bank members and institutions applying for Bank membership.

D. Burden Estimate

FHFA has analyzed the time burden imposed on respondents by the two collections under this control number and estimates that the average total annual hour burden imposed on all respondents over the next three years will be 20,245 hours. The estimate for each collection was calculated as follows:

1. Membership Stock Purchase Requirement Submissions

FHFA estimates that the average annual number of current and former members and applicants for membership required to report information needed to calculate a membership stock purchase requirement will be 6,550, and that each institution will submit one report per year, resulting in an estimated total of 6,550 submissions annually. The estimate for the average time required to prepare, review, and submit each report is 0.7 hours. Accordingly, the estimate for the annual hour burden associated with membership stock purchase requirement submissions is (6,550 reports x 0.7 hours per report) = 4,585 hours.

2. Activity-Based Stock Purchase Requirement Submissions

FHFA estimates that the average number of daily transactions between Banks and members that will require the exchange of information to confirm the member's activity-based stock purchase requirement will be 300, and that there will be an average of 261 working days per year, resulting in an estimated 78,300 submissions annually. The estimate for the average preparation time per submission is 0.2 hours. Accordingly, the estimate for the annual hour burden associated with activity-based stock purchase requirement submissions is (78,300 submissions x 0.2 hours per submission) = 15,660 hours.

E. Comment Request

FHFA requests written comments on the following: (1) Whether the collection of information is necessary for the proper performance of FHFA functions, including whether the information has practical utility; (2) the accuracy of FHFA's estimates of the burdens of the collection of information; (3) ways to enhance the quality, utility, and clarity of the information collected; and (4) ways to minimize the burden of the

collection of information on respondents, including through the use of automated collection techniques or other forms of information technology.

Shawn Bucholtz,

Chief Data Officer, Federal Housing Finance Agency.

[FR Doc. 2023-16910 Filed 8-7-23; 8:45 am]

BILLING CODE 8070-01-P

GENERAL SERVICES ADMINISTRATION

[Notice-P-2023-02; Docket No. 2023-0002; Sequence No. 25]

Notice of Intent To Prepare an Environmental Impact Statement and Public Scoping Meeting for the Expansion and Modernization of the Kenneth G Ward Land Port of Entry in Lynden, Washington and the Sumas Land Port of Entry in Sumas, Washington

AGENCY: Office of Public Buildings Service (PBS); General Services Administration, (GSA).

ACTION: Notice.

SUMMARY: Pursuant to the requirements of the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality Regulations, and the GSA/PBS NEPA Desk Guide, GSA intends to prepare an Environmental Impact Statement (EIS) to analyze the potential environmental impacts from the proposed expansion and modernization of the Kenneth G. Ward Land Port of Entry (LPOE) located in Lynden, Washington and the Sumas LPOE located in Sumas, Washington. GSA has initiated the required Section 106 consultation of the National Historic Preservation Act (NHPA) involving outreach efforts with the Washington State Historic Preservation Officer (SHPO) and Tribes.

DATES: A virtual public scoping meeting, in open house format, will be held on Wednesday, August 23, 2023, from 5:00 p.m. to 7:00 p.m. Pacific Daylight Time (PDT).

Interested parties should submit comments by Tuesday, September 12, 2023, to be considered in the formation of the Draft EIS. The views and comments of the public are necessary to help determine the scope and content of the environmental analysis. The meeting will be held on the Zoom platform where GSA will present and distribute project information and obtain input on the scope of the project. The link for the public scoping meeting can be found on the GSA project

websites at: <https://www.gsa.gov/lynden> or <https://www.gsa.gov/sumas>.

All mail-in comments must be postmarked by September 12, 2023.

Deadlines for Requests of Special Accommodations: Persons needing special accommodations shall notify Emily Grimes at LyndenLPOE@gsa.gov or SumasLPOE@gsa.gov by 12:00 p.m. PDT, on August 16, 2023.

ADDRESSES: The public is encouraged to provide written comments regarding the scope of the EIS at the meeting and throughout the comment period. Submit comments identified by Notice-P-2023-02 by any of the following methods:

- **Email:** LyndenLPOE@gsa.gov, or SumasLPOE@gsa.gov. Include Notice Identifier in the subject line of the message.

- **Virtual Meeting:** Online comment forms will be available during the August 23rd open-house public meeting and at the GSA project websites listed below throughout the comment period: <https://www.gsa.gov/lynden> and <https://www.gsa.gov/sumas>.

- **Mail:** U.S. General Services Administration, Attention: Emily Grimes, Environmental Program Manager, 1301 A Street, Suite 610, Tacoma, WA 98402. Written comments must be postmarked by September 12, 2023.

- **Federal Register:** Submit comments in response to Notice-P-2023-02 via <http://www.regulations.gov>. Submit comments via the Federal eRulemaking portal by searching for "Notice-P-2023-02". Select the link "Comment" that corresponds with Notice-P-2023-02." Follow the instructions provided at the screen. Please include your name, company name (if any), and "Notice-P-2023-02" on your attached document. Comments received generally will be posted without change to <http://www.regulations.gov>, including any personal and/or business confidential information provided. To confirm receipt of your comment(s), please check <http://www.regulations.gov>, approximately two-to-three days after submission to verify posting.

FOR FURTHER INFORMATION CONTACT:

Emily Grimes, Environmental Program Manager, Facilities Management Division, GSA. Phone: (253) 394-4026. Email: LyndenLPOE@gsa.gov and SumasLPOE@gsa.gov.

For press inquiries only, please contact Christi Chidester Votisek, Public Affairs Officer, GSA. Phone: (253) 931-7127. Email: christina.chidester@gsa.gov.

SUPPLEMENTARY INFORMATION: The Kenneth G. Ward LPOE is located at 9949 WA-539, Lynden, WA 98264

(hereafter Lynden LPOE), approximately 10 miles west of the Sumas LPOE at the end of Route 539 at the U.S.-Canada border. The Lynden LPOE is an inspection facility where U.S. Customs and Border Protection (CBP) processes personal vehicles, buses, limited commercial vehicles (permit only), and pedestrian traffic. There are four primary non-commercial lanes, one of which can also process limited commercial traffic. The port was constructed in 1988 and operates 16 hours a day, seven days a week.

The Sumas LPOE is an inspection facility where CBP processes commercial vehicles, personal vehicles, and pedestrian traffic at the U.S.-Canada border at 103 Cherry St, Sumas, WA 98295. There are currently four primary non-commercial lanes, with three lanes that process personal vehicles and one that accommodates buses and oversized vehicles; and two primary commercial lanes with booths. Pedestrian traffic transits through indoor processing queues and spaces. The port was constructed in 1988 and operates 24 hours a day, seven days a week.

The current Lynden and Sumas LPOEs no longer function adequately and cannot meet current operational needs. At the Lynden LPOE, space limitations cause frequent congestion in the commercial lane and commercial vehicles often travel farther distances to other ports that offer more efficient processing. The Sumas LPOE does not have enough space for efficient traffic flow or safe and secure inspection areas, which impede the port's operations and cause traffic and safety concerns in the surrounding urban area.

Alternatives Under Consideration

The EIS will evaluate a total of four alternatives at each location—one “no action” or “no build” alternative and three “action” or “build” alternatives. Alternative 1 is the No Action Alternative, which assumes that any demolition of existing facilities, construction of new facilities, and expansion of LPOE operations would not occur. Both LPOEs would continue to operate under current conditions. The three action alternatives would improve the efficiency and effectiveness of the Lynden and Sumas LPOEs and would all include acquiring land, demolishing existing facilities, and constructing new facilities.

At the Lynden LPOE, Alternative 2 would include an east-west facility layout for commercial inspections. Alternative 3 would be identical to Alternative 2 other than the rotation of commercial inspection to a north-south orientation. Land acquisition under

Alternatives 2 and 3 at the Lynden LPOE would be similar in acreage but would differ in location or orientation. Alternative 4 would consist of the same facility layout as either Alternative 2 or 3, but would alter construction phasing such that construction activities at the LPOEs occur sequentially. Under Alternative 4, the Lynden LPOE would close and construction activities at the Lynden LPOE would occur first. Once the Lynden LPOE is reopened, the Sumas LPOE would close and construction activities at the Sumas LPOE would occur.

At the Sumas LPOE, the layout of Alternative 2 is designed to optimize operational flow—especially for outbound non-commercial vehicles. The facility layout of Alternative 3 maximizes the vehicle maneuvering area (especially for larger vehicles like trucks). Alternative 4 consists of a multiple story construction in order to provide greater vehicle maneuvering area for transiting vehicles. Compared to Alternatives 2 and 3, Alternative 4 would not have a different number of commercial, outbound, or personal vehicle lanes, but it may consolidate some of the administrative buildings and have a slightly smaller overall footprint. Land acquisition at the Sumas LPOE would be identical under each alternative.

Demolition, construction, and renovation activities would be phased to maintain LPOE operations at both ports for the entirety of the construction period under all action alternatives—except for Alternative 4 at the Lynden LPOE, which would require closing operations at both LPOEs during their respective construction activities. During this time, traffic at the LPOE under construction would be directed to the operational LPOE.

Potential impacts from these three action alternatives will be compared against a first “no action” alternative wherein the current LPOE facilities would continue to operate under existing conditions. The EIS will address the potential environmental impacts of the proposed alternatives on resource areas including but not limited to land use, water resources (including floodplains), biological resources, geology and soils, transportation and traffic, noise, cultural and Tribal resources, socioeconomic, environmental justice and protection of children's health, hazardous waste and

materials, air quality, climate change, and utilities.

Anamarie T. Crawley,
*Director, GSA-PBS R10 Facilities
Management Division.*

[FR Doc. 2023-16957 Filed 8-7-23; 8:45 am]

BILLING CODE 6820-DL-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Agency for Healthcare Research and Quality

Patient Safety Organizations: Voluntary Relinquishment for the American Physician Partners, LLC PSO

AGENCY: Agency for Healthcare Research and Quality (AHRQ), Department of Health and Human Services (HHS).

ACTION: Notice of delisting.

SUMMARY: The Patient Safety and Quality Improvement Final Rule (Patient Safety Rule) authorizes AHRQ, on behalf of the Secretary of HHS, to list as a patient safety organization (PSO) an entity that attests that it meets the statutory and regulatory requirements for listing. A PSO can be “delisted” by the Secretary if it is found to no longer meet the requirements of the Patient Safety and Quality Improvement Act of 2005 (Patient Safety Act) and Patient Safety Rule, when a PSO chooses to voluntarily relinquish its status as a PSO for any reason, or when a PSO's listing expires. AHRQ accepted a notification of proposed voluntary relinquishment from the American Physician Partners, LLC PSO, PSO number P0223, of its status as a PSO, and has delisted the PSO accordingly.

DATES: The delisting was effective at 12:00 Midnight ET (2400) on July 31, 2023.

ADDRESSES: The directories for both listed and delisted PSOs are ongoing and reviewed weekly by AHRQ. Both directories can be accessed electronically at the following HHS website: <http://www.pso.ahrq.gov/listed>.

FOR FURTHER INFORMATION CONTACT: Cathryn Bach, Center for Quality Improvement and Patient Safety, AHRQ, 5600 Fishers Lane, MS 06N66B, Rockville, MD 20857; Telephone (toll free): (866) 403-3697; Telephone (local): (301) 427-1111; TTY (toll free): (866) 438-7231; TTY (local): (301) 427-1130; Email: psa@ahrq.hhs.gov.

SUPPLEMENTARY INFORMATION:

APPENDIX B: NEWSPAPER TEAR SHEETS

LEGALS

Continued from B3

Chuckanut Law Group, PLLC
306 N. Commercial St., Suite B
Bellingham, WA 98225

Published August 2, 9 & 16, 2023

Public Notice

LEGAL

GSA TO PREPARE LYNDEN AND SUMAS LAND PORTS OF ENTRY ENVIRONMENTAL IMPACT STATEMENT AND HOST A VIRTUAL PUBLIC SCOPING MEETING

Pursuant to the requirements of the National Environmental Policy Act of 1969 (NEPA), the U.S. General Services Administration (GSA) intends to prepare an Environmental Impact Statement (EIS) to analyze the potential environmental impacts from the proposed expansion and modernization of the Kenneth G. Ward Land Port of Entry (LPOE) in Lynden, Washington and the Sumas LPOE in Sumas, Washington.

The Lynden and Sumas LPOEs are located at the U.S.-Canada border in western Washington and are only approximately 14 miles apart. The LPOEs process personal vehicles, buses, pedestrians, and commercial traffic. The current LPOEs no longer function adequately and cannot meet current operational needs. At the Lynden LPOE, space limitations cause frequent congestion in the commercial lane. The Sumas LPOE does not have enough space for efficient traffic flow or safe and secure inspection areas.

The EIS will evaluate a total of four alternatives at each location - one "no action" or "no build" alternative and three "action" or "build" alternatives. Alternative 1 is the No Action Alternative, which assumes that any demolition of existing facilities, construction of new facilities, and expansion of LPOE operations would not occur. Both LPOEs would continue to operate under current conditions. The three action alternatives would improve the efficiency and effectiveness of the Lynden and Sumas LPOEs and would include acquiring land, demolishing existing facilities, and constructing new facilities.

At the Lynden LPOE, Alternative 2 would include an east-west facility layout for commercial inspections. Alternative 3 would be identical to Alternative 2, except it would include a north-south orientation for commercial inspections. Land acquisition under Alternatives 2 and 3 at the Lynden LPOE would be similar in acreage but would differ in location. Alternative 4 would consist of the same facility layout as either Alternative 2 or 3, but would alter construction phasing such that construction activities at the LPOEs occur sequentially. Under Alternative 4, the Lynden LPOE would close and construction activities would occur first. Once the Lynden LPOE is reopened, the Sumas LPOE would close and construction activities would occur last.

At the Sumas LPOE, the layout of Alternative 2 is designed to optimize operational flow - especially for outbound non-commercial vehicles. The facility layout of Alternative 3 maximizes the vehicle maneuvering area (especially for larger vehicles like trucks). Alternative 4 consists of a multiple story construction in order to provide greater vehicle maneuvering area

for transiting vehicles. Compared to Alternatives 2 and 3, Alternative 4 would not have a different number of commercial, outbound, or personal vehicle lanes, but it may consolidate some of the administrative buildings and have a slightly smaller overall footprint. Land acquisition at the Sumas LPOE would be identical under each alternative. Demolition, construction, and renovation activities would be phased to maintain LPOE operations at both ports for the entirety of the construction period under all action alternatives - except for Alternative 4 at the Lynden LPOE. This alternative would require closing operations at both LPOEs during their respective construction activities. During this time, traffic at the LPOE under construction would be directed to the operational LPOE.

The views and comments of the public can help determine the scope and content of the environmental analysis. The public is encouraged to attend the Lynden and Sumas LPOEs EIS virtual public scoping meeting on Wednesday, August 23, 2023, from 5:00 to 7:00 p.m. Pacific Daylight Time (PDT). The registration link for meeting attendance is available on the GSA project websites at: <https://www.gsa.gov/lynden> or <https://www.gsa.gov/sumas>.

Interested parties can submit written comments postmarked on or before Tuesday, September 12, 2023, to be considered in the formation of the Draft EIS using one of the following methods:

- Public Meeting: Submit comments at the virtual public meeting or throughout the comment period via comment form. The comment form is available on the project websites that are listed above.
- Email: Send an email to LyndenLPOE@gsa.gov with "Lynden LPOE EIS" in the subject line.
- Email: Send an email to SumasLPOE@gsa.gov with "Sumas LPOE EIS" in the subject line.
- Mail: Send written comments to the following address: U.S. General Services Administration

Attention: Emily Grimes, Environmental Program Manager
1301 A Street, Suite 610, Tacoma, WA 98402

For further information, contact Emily Grimes, GSA Environmental Program Manager, at 253-394-4026 or at LyndenLPOE@gsa.gov or SumasLPOE@gsa.gov. For press inquiries only, please contact Christi Chidester Votisek, GSA Public Affairs Officer at 253-931-7127 or christina.chidester@gsa.gov.

Published August 9 & 16, 2023

Probate Notice to Creditors

LEGAL

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON IN AND FOR THE COUNTY OF WHATCOM

In Re the Estate of RUTH A. TJOELKER, Deceased.
NO. 23-4-00690-37
PROBATE NOTICE TO CREDITORS
RCW 11.40.030
Judge Lee Grochmal
The Personal Representative named below has been appointed as Personal Representative of this estate. Any person having a claim against the decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Personal Representative or

the Personal Representative's attorney at the address stated below a copy of the claim and filing the original of the claim with the court. The claim must be presented within the later of: thirty days after the Personal Representative served or mailed the notice to the creditor as provided under RCW 11.40.020(3); or four months after the date of the first publication of the notice.

If the claim is not presented within this time frame, the claim is forever barred, except as otherwise provided in RCW 11.40.051 and 11.40.060. This bar is effective as to claims against both the decedent's probate and non-probate assets.

Date of First Publication: August 2, 2023
Personal Representative: Rodney Tjoelker
c/o Nicole L. Terpstra, Attorney
709 Grover Street
Lynden, WA 98264
Attorney for the Personal Representative: Nicole L. Terpstra, Atty
WSBA #32974
Terpstra Law, PLLC
709 Grover Street
Lynden, WA 98264
Address for Mailing or Service: Terpstra Law, PLLC
709 Grover Street
Lynden, WA 98264

Published August 2, 9 & 16, 2023

LEGAL

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON IN AND FOR THE COUNTY OF WHATCOM

In Re the Estate of KATHLEEN MARIE COLE, Deceased.
NO. 23-4-00682-37
PROBATE NOTICE TO CREDITORS
RCW 11.40.030
JUDGE: DAVID E. FREEMAN

The Personal Representative named below has been appointed as Personal Representative of this estate. Any person having a claim against the decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Personal Representative or the Personal Representative's attorney at the address stated below a copy of the claim and filing the original of the claim with the court in which the probate proceedings were commenced. The claim must be presented within the later of:

- (1) Thirty days after the Personal Representative served or mailed the notice to the creditor as provided under RCW 11.40.020(1)(c); or
- (2) four months after the date of first publication of the notice. If the claim is not presented within this time frame, the claim is forever barred, except as otherwise provided in RCW 11.40.051 and 11.40.060. This bar is effective as to claims against both the decedent's probate and nonprobate assets.

DATE OF FIRST PUBLICATION August 2, 2023
PERSONAL REPRESENTATIVE JENNIFER MORE
Attorney for Personal Representative: Erin Mae Glass, WSBA #39746
Chuckanut Law Group, PLLC
306 N. Commercial St., Suite B
Bellingham, WA 98225

Published August 2, 9 & 16, 2023

LEGAL

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON IN AND FOR THE COUNTY OF WHATCOM

In Re the Estate of RUTH A. TJOELKER, Deceased.
NO. 23-4-00690-37
PROBATE NOTICE TO CREDITORS
RCW 11.40.030
Judge Lee Grochmal
The Personal Representative named below has been appointed as Personal Representative of this estate. Any person having a claim against the decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Personal Representative or

Published August 2, 9 & 16, 2023

LEGAL

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON IN AND FOR THE COUNTY OF WHATCOM

In Re the Estate of RUTH A. TJOELKER, Deceased.
NO. 23-4-00690-37
PROBATE NOTICE TO CREDITORS
RCW 11.40.030
Judge Lee Grochmal
The Personal Representative named below has been appointed as Personal Representative of this estate. Any person having a claim against the decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Personal Representative or

Published August 2, 9 & 16, 2023

In the Matter of the Estate of CAROL J. DEL CORRAL, Deceased.
Cause No. 23-4-00730-37
PROBATE NOTICE TO CREDITORS (RCW 11.40.030)

The Co-Personal Representatives named below have been appointed as Co-Personal Representatives of this estate. Any person having a claim against the decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Co-Personal Representatives or the Co-Personal Representatives' attorney at the address stated below a copy of the claim and filing the original of the claim with the court. The claim must be presented within the later of: (1) thirty days after the Co-Personal Representatives served or mailed the notice to the creditor as provided under RCW 11.40.020(3); or (2) four months after the date of first publication of the notice. If the claim is not presented within this time frame, the claim is forever barred, except as otherwise provided in RCW 11.40.051 and 11.40.060. This bar is effective as to claims against both the decedent's probate and non-probate assets.

Date of First Publication: August 2, 2023
Co-Personal Representatives: Day J. Blumhoff & R. Michael Blumhoff, Jr.

Attorney for Personal Representative: Jessica Aurelia Carr, WSBA #43439
Address for Mailing or Service: North Sound Law Group, PLLC, 300 N. Commercial St., Bellingham, WA 98225; Phone: 360-671-7700

Published August 2, 9 & 16, 2023

LEGAL

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON IN AND FOR THE COUNTY OF WHATCOM

In the Matter of the Estate of Jane McIntee, Deceased.
Cause No. 23-4-00697-37
PROBATE NOTICE TO CREDITORS (RCW 11.40.030)

The Co-Personal Representatives named below have been appointed as Co-Personal Representatives of this estate. Any person having a claim against the decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Personal Representatives or the Personal Representatives' attorney at the address stated below a copy of the claim and filing the original of the claim with the court. The claim must be presented within the later of: (1) thirty days after the personal representative served or mailed the notice to the creditor as provided under RCW 11.40.020(3); or (2) four months after the date of first publication of the notice. If the claim is not presented within this time frame, the claim is forever barred, except as otherwise provided in RCW 11.40.051 and 11.40.060. This bar is effective as to claims against both the decedent's probate and non-probate assets.

Date of First Publication: August 2, 2023
Co-Personal Representatives: Shonnice L. Scott & Daniel G. McIntee

Attorney for Personal Representative: Graham Buchanan, WSBA #52603
Address for Mailing or Service: North Sound Law Group, PLLC, 300 N. Commercial St., Bellingham, WA 98225; Phone: 360-671-7700

Published August 2, 9 & 16, 2023

ham, WA 98225; Phone: 360-671-7700

Published August 2, 9 & 16, 2023

LEGAL

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON IN AND FOR THE COUNTY OF KING

In the Matter of the Estate of CARL F. ROEHL, JR., Deceased.
Cause No. 23-4-00708-37
PROBATE NOTICE TO CREDITORS (RCW 11.40.030)

The Personal Representative named below has been appointed as Personal Representative of this estate. Any person having a claim against the decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Personal Representative or the Personal Representative's attorney at the address stated below a copy of the claim and filing the original of the claim with the court. The claim must be presented within the later of: (1) thirty days after the personal representative served or mailed the notice to the creditor as provided under RCW 11.40.020(3); or (2) four months after the date of first publication of the notice. If the claim is not presented within this time frame, the claim is forever barred, except as otherwise provided in RCW 11.40.051 and 11.40.060. This bar is effective as to claims against both the decedent's probate and non-probate assets.

Date of First Publication: August 2, 2023
Personal Representative: JANICE E. ROEHL

Attorney for Personal Representative: Andrew Heinz, WSBA #37086
Address for Mailing or Service: North Sound Law Group, PLLC, 300 N. Commercial St., Bellingham, WA 98225; Phone: 360-671-7700

Published August 2, 9 & 16, 2023

LEGAL

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON IN AND FOR THE COUNTY OF KING

In the Matter of the Estate of SARAH K. CAMPBELL, Deceased.
Cause No. 23-4-00743-37
PROBATE NOTICE TO CREDITORS (RCW 11.40.030)

The Personal Representative named below has been appointed as Personal Representative of this estate. Any person having a claim against the decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Personal Representative or the Personal Representative's attorney at the address stated below a copy of the claim and filing the original of the claim with the court. The claim must be presented within the later of: (1) thirty days after the personal representative served or mailed the notice to the creditor as provided under RCW 11.40.020(3); or (2) four months after the date of first publication of the notice. If the claim is not presented within this time frame, the claim is forever barred, except as otherwise provided in RCW 11.40.051 and 11.40.060. This bar is effective as to claims against both the decedent's probate and non-probate assets.

Date of First Publication: August 9, 2023
Personal Representative:

Published August 2, 9 & 16, 2023

KEVIN D. MITCHELL
Attorney for Personal Representative: Andrew Heinz, WSBA #37086

Address for Mailing or Service: North Sound Law Group, PLLC, 300 N. Commercial St., Bellingham, WA 98225; Phone: 360-671-7700

Published August 9, 16, & 23, 2023

LEGAL

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON IN AND FOR THE COUNTY OF KING

In re: the Matter of the Estate of: AARON B. COOPER, Deceased.
No. 23-4-05409-9 SEA
PROBATE NOTICE TO CREDITORS
RCW 11.40.010 et seq.

Private Client Representatives has been appointed and has qualified as Administrator of the above-captioned estate. Any person having a claim against the Decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Administrator or the Administrator's attorney at the address stated below, a copy of the claim and filing the original of the claim with the court. The claim must be presented within the later of: (1) Thirty days after the Administrator served or mailed the notice to the creditor as provided under RCW 11.40.020(3); or (2) four months after the date of first publication of the notice. If the claim is not presented within this time frame, the claim is forever barred, except as otherwise provided in RCW 11.40.051 and 11.40.060. This bar is effective as to claims against both the Decedent's probate and nonprobate assets.
DATED: August 2, 2023
FIRST PUBLICATION: August 9, 2023

/s/ Donna M. Calf Robe, WSBA No. 18852

Attorney for the Administrator
Address for Mailing or Service: BROTHERS & HENDERSON, P.S. 936 N. 34TH STREET, SUITE 200 SEATTLE, WASHINGTON 98103

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COUNTY-WIDE Classifieds



HOW TO PLACE YOUR AD

DROP OFF your ad at our customer service counter at 113 6th Street, Lynden, open M-F 8:30 a.m. - 4:30 p.m.

ONLINE: Visit www.lyndentribune.com or e-mail us at office@lyndentribune.com

MAIL in your classifieds to P.O. Box 153, Lynden, WA 98264

PHONE your classified to (360) 354-4444 in Lynden or (360) 384-1411 in Ferndale. Lines are open during regular business hours. After hours, please leave a message.

DEADLINE for Wednesday advertising: 11 am, Monday. Price is \$10 for up to 15 words, \$0.60 for each additional word.

Rentals
Apartments/Condos

VERY LARGE ONE BEDROOM APARTMENT for rent. Everything paid. \$850 a month. 360-354-2239.

132-205

Sell It FAST
in the Classifieds
24-Hour Ad Placement
360-354-4444
360-384-1411

Notices
Events

PLAY BASE BALL THE WAY THEY DID BEFORE THE CIVIL WAR. No gloves, no modern equipment, no showing off. Vintage base ball scrimmage and practice from noon until 2 p.m. Saturday, Aug. 12 at Bender Field No. 1, address 8700 Bender Road, Lynden. Although base ball before the Civil War was a gentleman's game, the relatively new game was competi-

tive. Sportsmanship was important, but folks still played to win. Bring your wood bats and learn to hit the way they did once upon a time. Learn how to catch the vintage base ball, which was made softer than balls used in today's modern game. Also

LEGALS

Continued from B3

THEREOF, RECORDED IN VOLUME 10 OF PLATS, PAGES 60, 61 AND 62, RECORDS OF WHATCOM COUNTY, WASHINGTON. SITUATE IN WHATCOM COUNTY, WASHINGTON. More commonly known as: 8505 GOLDEN VALLEY DR, MAPLE FALLS, WA 98266 Subject to that certain Deed of Trust dated 1/27/2021, recorded 1/29/2021, under Instrument No. 2021-0104611 records of WHATCOM County, Washington, from LEIGH R PETTIGREW AND MELISSA L PETTIGREW, HUSBAND AND WIFE, as grantor(s), to CHICAGO TITLE COMPANY OF WASHINGTON, as original trustee, to secure an obligation in favor of MORTGAGE ELECTRONIC REGISTRATION SYSTEMS, INC., AS NOMINEE FOR MOVEMENT MORTGAGE, LLC. ITS SUCCESSORS AND ASSIGNS, as original beneficiary, the beneficial interest in which was subsequently assigned to Lakeview Loan Servicing, LLC, the Beneficiary, under an assignment recorded under Auditors File Number 2022-1201348 II. No action commenced by the Beneficiary of the Deed of Trust as referenced in RCW 61.21.030(4) is now pending to seek satisfaction of the obligation in any Court by reason of the Borrower's or Grantor's default on the obligation secured by the Deed of Trust/Mortgage. III. The default(s) for which this foreclosure is made is/are as follows: Failure to pay when due the following amounts which are now in arrears: \$16,586.11. IV. The sum owing on the obligation secured by the Deed of Trust is: The principal sum of \$252,332.14, together with interest as provided in the Note from 8/1/2022 on, and such other costs, fees, and charges as are due under the Note, Deed of Trust, or other instrument secured, and as are provided by statute. V. The above-described real property will be sold to satisfy the expense of sale and the obligation secured by the Deed of Trust as provided by statute. Said sale will be made without warranty, expressed or implied, regarding title, possession or encumbrances on 9/15/2023. The defaults referred to in Paragraph III must be cured by 9/4/2023 (11 days before the sale date), or by other date as permitted in the Note or Deed of Trust, to cause a discontinuance of the sale. The sale will be discontinued and terminated if at any time before 9/4/2023 (11 days before the sale), or by other date as permitted in the Note or Deed of Trust, the default as set forth in Paragraph III is cured and the Trustee's fees and costs are paid. Payment must be in cash or with cashiers or certified checks from a State or federally chartered bank. The sale may be terminated any time after the 9/4/2023 (11 days before the sale date) and before the sale, by the Borrower or Grantor or the holder of any recorded junior lien or encumbrance by paying the principal and interest, plus costs, fees and advances, if any, made pursuant to the terms of the obligation and/or Deed of Trust, and curing all other defaults. VI. A written Notice of Default was transmitted by the Beneficiary or Trustee to the Borrower(s) and Grantor(s) by both first class and certified mail, proof of which is in the possession of the Trustee; and the Borrower and Grantor were personally served, if applicable, with said written Notice of Default or the written Notice of Default was posted in a conspicuous place on the real property described in Paragraph I above, and the Trustee has possession of proof of such service or posting. The list of recipients of the Notice of Default is listed within the Notice of Foreclosure provided to the Borrower(s) and Grantor(s). These requirements were completed as of 4/1/2023. VII. The Trustee whose name and address are set forth below will provide in writing to anyone requesting it, a statement of all costs and fees due at any time prior to the sale. VIII. The effect of the sale will be to deprive the Grantor and all those who hold by, through or under the Grantor of all their interest in the above-described property. IX. Anyone having any objections to this sale on any grounds whatsoever will be afforded an opportunity to be heard as to those objections if they bring a lawsuit to restrain the sale pursuant to RCW 61.24.130. Failure to bring such a lawsuit may result in a waiver of any proper grounds for invalidating the Trustee's sale. X. NOTICE TO OCCUPANTS OR TENANTS - The purchaser at the Trustee's Sale is entitled to possession of the property on the 20th day following the sale, as against the Grantor under the deed of trust (the owner) and anyone having an interest junior to the deed of trust, including occupants who are not tenants. After the 20th day following the sale the purchaser has the right to evict occupants who are not tenants by summary proceedings under Chapter 59.12 RCW. For tenant-occupied property, the purchaser shall provide a tenant with written notice in accordance with RCW 61.24.060. THIS NOTICE IS THE FINAL STEP BEFORE THE FORECLOSURE SALE OF YOUR HOME. You may be eligible for mediation. You have only 20 DAYS from the recording date of this notice to pursue mediation. DO NOT DELAY. CONTACT A HOUSING COUNSELOR OR AN ATTORNEY LICENSED IN WASHINGTON NOW to assess your situation and refer you to mediation if you are eligible and it may help you save your home. See below for safe sources of help. SEEKING ASSISTANCE Housing counselors and legal assistance may be available at little or no cost to you. If you would like assistance in determining your rights and opportunities to keep your house, you may contact the following: The statewide foreclosure hotline for assistance and referral to housing counselors recommended by the Housing Finance Commission: Toll-free: 1-877-894-HOME (1-877-894-

4663) or Web site: http://www.dfi.wa.gov/consumers/homeownership/post_purchase_counselors_foreclosure.htm The United States Department of Housing and Urban Development: Toll-free: 1-800-569-4287 or National Web Site: <http://portal.hud.gov/hudportal/HUD> or for Local counseling agencies in Washington: <http://www.hud.gov/offices/hsg/sfh/hcc/foia/index.cfm?webListAction=search&searchstate=WA&filterSvc=dcf> The statewide civil legal aid hotline for assistance and referrals to other housing counselors and attorneys: Telephone: 1-800-606-4819 or Web site: <http://nw-justice.org/what-clear> Additional information provided by the Trustee: If you have previously been discharged through bankruptcy, you may have been released of personal liability for this loan in which case this letter is intended to exercise the noteholders rights against the real property only. The Trustee's Sale Number is WA-23-954013-RM. Dated: 5/9/2023 QUALITY LOAN SERVICE CORPORATION F/K/A QUALITY LOAN SERVICE CORPORATION OF WASHINGTON, as Trustee By: Jeff Stenman, President Trustee's Address: QUALITY LOAN SERVICE CORPORATION F/K/A QUALITY LOAN SERVICE CORPORATION OF WASHINGTON 108 1st Ave South, Suite 450, Seattle, WA 98104 For questions call toll-free: (866) 925-0241 Trustee Sale Number: WA-23-954013-RM Sale Line: 855 238-5118 or Login to: <http://www.qualityloan.com> IDSPub #0185787 8/16/2023 9/6/2023

Published August 16 & September 6, 2023

LEGAL

NOTICE OF TRUSTEE'S SALE Pursuant to the Revised Code of Washington 61.24, et seq. QUALITY LOAN SERVICE CORPORATION F/K/A QUALITY LOAN SERVICE CORPORATION OF WASHINGTON 108 1st Ave South, Suite 450 Seattle, WA 98104 Trustee Sale No.: WA-23-955023-RM Title Order No.: 230106424-WA-MSI Reference Number of Deed of Trust: Instrument No. 2019-1102054 Parcel Number(s): 390425 299121 0000 Grantor(s) for Recording Purposes under RCW 65.04.015: ROBINDAWN MARIE WEED AND JACOB KENNETH WEED WIFE AND HUSBAND Current Beneficiary of the Deed of Trust and Grantee (for Recording Purposes under RCW 65.04.015): CLICK N' CLOSE, INC. Current Trustee of the Deed of Trust: QUALITY LOAN SERVICE CORPORATION F/K/A QUALITY LOAN SERVICE CORPORATION OF WASHINGTON Current Loan Mortgage Servicer of the Deed of Trust: Click N' Close, Inc. FKA Mid America Mortgage I. NOTICE IS HEREBY GIVEN THAT QUALITY LOAN SERVICE CORPORATION F/K/A QUALITY LOAN SERVICE CORPORATION OF WASHINGTON Current Loan Mortgage Servicer of the Deed of Trust: Click N' Close, Inc. FKA Mid America Mortgage I. NOTICE IS HEREBY GIVEN THAT QUALITY LOAN SERVICE CORPORATION F/K/A QUALITY LOAN SERVICE CORPORATION OF WASHINGTON, the undersigned Trustee, will on 9/15/2023, at 9:00 AM At the Main Entrance of the Whatcom County Courthouse, 311 Grand Ave., Bellingham, WA 98225 sell at public auction to the highest and best bidder, payable in the form of credit bid or cash bid in the form of cashier's check or certified checks from federally or State chartered banks, at the time of sale the following described real property, situated in the County of WHATCOM, State of Washington, to-wit: PARCEL A: A TRACT OF LAND LYING WITHIN THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 39 NORTH, RANGE 4 EAST OF W.M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID QUARTER QUARTER; THENCE NORTH 01°31' 12" EAST ALONG THE WEST LINE OF SAID QUARTER QUARTER, A DISTANCE OF 1093.59 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 01°31' 12" EAST ALONG SAID WEST LINE, A DISTANCE OF 200.00 FEET TO THE NORTHWEST CORNER OF SAID QUARTER QUARTER; THENCE SOUTH 89°52'06" EAST ALONG THE NORTH LINE OF SAID QUARTER QUARTER, A DISTANCE OF 654.89 FEET TO THE EAST LINE OF THE WEST HALF OF SAID QUARTER QUARTER; THENCE SOUTH 01°28'53" WEST ALONG SAID EAST LINE, A DISTANCE OF 744.17 FEET; THENCE NORTH 89°50'20" WEST, A DISTANCE OF 327.69 FEET; THENCE NORTH 01°30'02" EAST, A DISTANCE OF 543.84 FEET; THENCE NORTH 89°50'21" WEST, A DISTANCE 327.51 FEET TO THE TRUE POINT OF BEGINNING. SITUATE IN WHATCOM COUNTY, WASHINGTON. PARCEL B: A 60 FOOT WIDE INGRESS, EGRESS AND UTILITY EASEMENT AS DESCRIBED AND RECORDED OCTOBER 17, 2005, UNDER WHATCOM COUNTY AUDITOR'S FILE NO. 2051003031. SITUATE IN WHATCOM COUNTY, WASHINGTON. END OF EXHIBIT "A" More commonly known as: TRACT 1 SALMON RIDGE LN, DEMING, WA 98244 Subject to that certain Deed of Trust dated 11/13/2019, recorded 11/15/2019, under Instrument No. 2019-1102054 records of WHATCOM County, Washington, from ROBINDAWN MARIE WEED AND JACOB KENNETH WEED WIFE AND HUSBAND, as grantor(s), to WHATCOM LAND TITLE COMPANY, as original trustee, to secure an obligation in favor of MORTGAGE ELECTRONIC REGISTRATION SYSTEMS, INC., AS NOMINEE FOR MID AMERICA MORTGAGE, INC., A OHIO CORPORATION, ITS SUCCESSORS AND ASSIGNS, as original beneficiary, the beneficial interest in which was subsequently assigned to CLICK N' CLOSE, INC., the Beneficiary, under an assignment recorded under Auditors File Number 2023-0301705 II. No action commenced by the Beneficiary of the Deed of Trust as referenced in RCW 61.21.030(4) is now pending to seek satisfaction of the obligation in any Court by reason of the Borrower's or Grantor's default on the obligation secured by the Deed of Trust/Mortgage. III. The default(s) for which this foreclosure is made is/are as follows: Failure to pay when due the following amounts which are now in arrears: \$17,982.83 IV. The sum owing on the obligation secured by the Deed of Trust is: The principal sum of \$107,456.73, together with interest as provided in the Note from 10/1/2022 on, and such other costs, fees, and charges as are due under the Note, Deed of Trust, or other instrument secured, and as are provided by statute. V. The above-described real property will be sold to satisfy the expense of sale and the obligation secured by the Deed of Trust as provided by statute. Said sale will be made without warranty, expressed or implied, regarding title, possession or encumbrances on 9/15/2023. The defaults referred to in Paragraph III must be cured by 9/4/2023 (11 days before the sale date), or by other date as permitted in the Note or Deed of Trust, to cause a discontinuance of the sale. The sale will be discontinued and terminated if at any time before 9/4/2023 (11 days before the sale), or by other date as permitted in the Note or Deed of Trust, the default as set forth in Paragraph III is cured and the Trustee's fees and costs are paid. Payment must be in cash or with cashiers or certified checks from a State or federally chartered bank. The sale may be terminated any time after the 9/4/2023 (11 days before the sale date) and before the sale, by the Borrower or Grantor or the holder of any recorded junior lien or encumbrance by paying the principal and interest, plus costs, fees and advances, if any, made pursuant to the terms of the obligation and/or Deed of Trust, and curing all other defaults. VI. A written Notice of Default was transmitted by the Beneficiary or Trustee to the Borrower(s) and Grantor(s) by both first class and certified mail, proof of which is in the possession of the Trustee; and the Borrower and Grantor were personally served, if applicable, with said written Notice of Default or the written Notice of Default was posted in a conspicuous place on the real property described in Paragraph I above, and the Trustee has possession of proof of such service or posting. The list of recipients of the Notice of Default is listed within the Notice of Foreclosure provided to the Borrower(s) and Grantor(s). These requirements were completed as of 3/29/2023. VII. The Trustee whose name and address are set forth below will provide in writing to anyone requesting it, a statement of all costs and fees due at any time prior to the sale. VIII. The effect of the sale will be to deprive the Grantor and all those who hold by, through or under the Grantor of all their interest in the above-described property. IX. Anyone having any objections to this sale on any grounds whatsoever will be afforded an opportunity to be heard as to those objections if they bring a lawsuit to restrain the sale pursuant to RCW 61.24.130. Failure to bring such a lawsuit may result in a waiver of any proper grounds for invalidating the Trustee's sale. X. NOTICE TO OCCUPANTS OR TENANTS - The purchaser at the Trustee's Sale is entitled to possession of the property on the 20th day following the sale, as against the Grantor under the deed of trust (the owner) and anyone having an interest junior to the deed of trust, including occupants who are not tenants. After the 20th day following the sale the purchaser has the right to evict occupants who are not tenants by summary proceedings under Chapter 59.12 RCW. For tenant-occupied property, the purchaser shall provide a tenant with written notice in accordance with RCW 61.24.060. THIS NOTICE IS THE FINAL STEP BEFORE THE FORECLOSURE SALE OF YOUR HOME. You may be eligible for mediation. You have only 20 DAYS from the recording date of this notice to pursue mediation. DO NOT DELAY. CONTACT A HOUSING COUNSELOR OR AN ATTORNEY LICENSED IN WASHINGTON NOW to assess your situation and refer you to mediation if you are eligible and it may help you save your home. See below for safe sources of help. SEEKING ASSISTANCE Housing counselors and legal assistance may be available at little or no cost to you. If you would like assistance in determining your rights and opportunities to keep your house, you may contact the following: The statewide foreclosure hotline for assistance and referral to housing counselors recommended by the Housing Finance Commission: Toll-free: 1-877-894-HOME (1-877-894-

4663) or Web site: http://www.dfi.wa.gov/consumers/homeownership/post_purchase_counselors_foreclosure.htm The United States Department of Housing and Urban Development: Toll-free: 1-800-569-4287 or National Web Site: <http://portal.hud.gov/hudportal/HUD> or for Local counseling agencies in Washington: <http://www.hud.gov/offices/hsg/sfh/hcc/foia/index.cfm?webListAction=search&searchstate=WA&filterSvc=dcf> The statewide civil legal aid hotline for assistance and referrals to other housing counselors and attorneys: Telephone: 1-800-606-4819 or Web site: <http://nw-justice.org/what-clear> Additional information provided by the Trustee: If you have previously been discharged through bankruptcy, you may have been released of personal liability for this loan in which case this letter is intended to exercise the noteholders rights against the real property only. The Trustee's Sale Number is WA-23-955023-RM. Dated: 4/28/2023 QUALITY LOAN SERVICE CORPORATION F/K/A QUALITY LOAN SERVICE CORPORATION OF WASHINGTON, as Trustee By: Jeff Stenman, President Trustee's Address: QUALITY LOAN SERVICE CORPORATION F/K/A QUALITY LOAN SERVICE CORPORATION OF WASHINGTON 108 1st Ave South, Suite 450, Seattle, WA 98104 For questions call toll-free: (866) 925-0241 Trustee

Sale Number: WA-23-955023-RM Sale Line: 800-280-2832 or Login to: <http://www.qualityloan.com> IDSPub #0185569 8/16/2023 9/6/2023

Published August 16 & September 6, 2023

Notice to Creditors

LEGAL

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON IN AND FOR THE COUNTY OF WHATCOM

In Re the Estate of: LOUISE P. MCCARTNEY, Deceased. NO. 23-4-00746-37 NON-PROBATE NOTICE TO CREDITORS RCW 11.42.030 JUDGE: DAVID E. FREEMAN The Notice Agents named below has elected to give notice to creditors of the above-named decedent. As of the date of the filing of a copy of this notice with the court, the notice agent has no knowledge of any other person acting as notice agent or of the appointment of a personal representative of the decedent's estate in the State of Washington. According to the records of the court as are available on the date of the filing of this notice with the court, a cause number regarding the decedent has not been issued to any other notice agent and a personal representative of the decedent's estate has not been appointed. Any persons having a claim against the decedent must, before the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.42.070 by serving on or mailing to the notice agent or the notice agent's attorney at the address stated below a copy of the claim and filing the original claim with the court in which the notice agent's declaration and oath were filed. The claim must be presented within the late of: (1) 30 days after the notice agent served or mailed the notice to the creditor as provided under RCW 11.42.020(2)(c); or (2) four months after the date of first publication of the notice. If the claim is not presented within this time frame, the claim is forever barred, except as otherwise provided in RCW 11.42.050 and 11.42.060. This bar is effective as to claims against both the decedent's probate assets and nonprobate assets. DATE OF FIRST PUBLICATION August 2, 2023 Notice Agent: Erin Mae Glass, WSBA #39746 Chuckanut Law Group, PLLC 306 N. Commercial St., Suite B Bellingham, WA 98225

Published August 2, 9 & 16, 2023

LEGAL

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON IN AND FOR THE COUNTY OF WHATCOM

In re Estate of JACK S. SCHNEIDER, Deceased. No. 23-4-00738-37 NOTICE TO CREDITORS Gregg Solomon has been appointed as Personal Representative of this estate. Any person having a claim against the decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Personal Representative or the Personal Representative's attorney at the address stated below, a copy of the claim and filing the original of the presented within the later of: (1) thirty days after the Personal Representative served or mailed the notice to creditor as provided under RCW 11.40.020(1)(c); or (2) four months after the dates of first publication of the notice. If the claim is not presented within this time frame, the claim is forever barred, except as otherwise provided in RCW 11.40.051 and 11.40.060. This bar is effective as to claims against both the decedent's probate and non-probate assets. Date of filing Notice to Creditors: August 7, 2023 Date of first publication: August 16, 2023 DATED this 2nd day of August, 2023. JONES BUTLER DOLAN, PS JAMES B. DOLAN, WSBA #29190 Counsel for Personal Representative GREGG SOLOMON P.O. Box 458 Stanwood, WA 98229 360-629-3833

Published August 16, 23 & 30, 2023

Public Notice

LEGAL

GSA TO PREPARE LYNDEN AND SUMAS LAND PORTS OF ENTRY ENVIRONMENTAL IMPACT STATEMENT AND HOST A VIRTUAL PUBLIC SCOPING MEETING

Pursuant to the requirements of the National Environmental Policy Act of 1969 (NEPA), the U.S. General Services Administration (GSA) intends to prepare an Environmental Impact Statement (EIS) to analyze the potential environmental impacts from the proposed expansion and modernization of the Kenneth G. Ward Land Port of Entry (LPOE) in Lynden, Washington and the Sumas LPOE in Sumas, Washington. The Lynden and Sumas LPOEs are located at the U.S.-Canada border in western Washington and are only approximately 14 miles apart. The LPOEs process personal vehicles, buses, pedestrians, and commercial traffic. The current LPOEs no longer function adequately and cannot meet current operational

needs. At the Lynden LPOE, space limitations cause frequent congestion in the commercial lane. The Sumas LPOE does not have enough space for efficient traffic flow or safe and secure inspection areas. The EIS will evaluate a total of four alternatives at each location – one “no action” or “no build” alternative and three “action” or “build” alternatives. Alternative 1 is the No Action Alternative, which assumes that any demolition of existing facilities, construction of new facilities, and expansion of LPOE operations would not occur. Both LPOEs would continue to operate under current conditions. The three action alternatives would improve the efficiency and effectiveness of the Lynden and Sumas LPOEs and would include acquiring land, demolishing existing facilities, and constructing new facilities. At the Lynden LPOE, Alternative 2 would include an east-west facility layout for commercial inspections. Alternative 3 would be identical to Alternative 2, except it would include a north-south orientation for commercial inspections. Land acquisition under Alternatives 2 and 3 at the Lynden LPOE would be similar in acreage but would differ in location. Alternative 4 would consist of the same facility layout as either Alternative 2 or 3, but would alter construction phasing such that construction activities at the LPOEs occur sequentially. Under Alternative 4, the Lynden LPOE would close and construction activities would occur first. Once the Lynden LPOE is reopened, the Sumas LPOE would close and construction activities would occur last. At the Sumas LPOE, the layout of Alternative 2 is designed to optimize operational flow – especially for outbound non-commercial vehicles. The facility layout of Alternative 3 maximizes the vehicle maneuvering area (especially for larger vehicles like trucks). Alternative 4 consists of a multiple story construction in order to provide greater vehicle maneuvering area for transiting vehicles. Compared to Alternatives 2 and 3, Alternative 4 would not have a different number of commercial, outbound, or personal vehicle lanes, but it may consolidate some of the administrative buildings and have a slightly smaller overall footprint. Land acquisition at the Sumas LPOE would be identical under each alternative. Demolition, construction, and renovation activities would be phased to maintain LPOE operations at both ports for the entirety of the construction period under all action alternatives - except for Alternative 4 at the Lynden LPOE. This alternative would require closing operations at both LPOEs during their respective construction activities. During this time, traffic at the LPOE under construction would be directed to the operational LPOE.

The views and comments of the public can help determine the scope and content of the environmental analysis. The public is encouraged to attend the Lynden and Sumas LPOEs EIS virtual public scoping meeting on Wednesday, August 23, 2023, from 5:00 to 7:00 p.m. Pacific Daylight Time (PDT). The registration link for meeting attendance is available on the GSA project websites at: <https://www.gsa.gov/lynden> or <https://www.gsa.gov/sumas>. Interested parties can submit written comments postmarked on or before Tuesday, September 12, 2023, to be considered in the formation of the Draft EIS using one of the following methods:

- Public Meeting: Submit comments at the virtual public meeting or throughout the comment period via comment form. The comment form is available on the project websites that are listed above.
- Email: Send an email to LyndenLPOE@gsa.gov with “Lynden LPOE EIS” in the subject line.
- Email: Send an email to SumasLPOE@gsa.gov with “Sumas LPOE EIS” in the subject line.
- Mail: Send written comments to the following address: U.S. General Services Administration Attention: Emily Grimes, Environmental Program Manager 1301 A Street, Suite 610, Tacoma, WA 98402

For further information, contact Emily Grimes, GSA Environmental Program Manager, at 253-394-4026 or at LyndenLPOE@gsa.gov or SumasLPOE@gsa.gov. For press inquiries only, please contact Christi Chidester Votisek, GSA Public Affairs Officer at 253-931-7127 or christina.chidester@gsa.gov.

Published August 9 & 16, 2023

Probate Notice to Creditors

LEGAL

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON IN AND FOR THE COUNTY OF WHATCOM

In Re the Estate of RUTH A. TJOELKER, Deceased. NO. 23-4-00690-37 PROBATE NOTICE TO CREDITORS RCW 11.40.030 Judge Lee Grochmal The Personal Representative named below has been appointed as Personal Representative of this estate. Any person having a claim against the decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Personal Representative or the Personal Representative's attorney at the address stated below a copy of the claim and filing the original of the claim with the court. The claim must be presented within the later of: thirty days after the Personal Representative served or mailed the notice to the creditor as provided under RCW 11.40.020(3); or four months after the date of the first publication of the notice.

If the claim is not presented within this time frame, the claim is forever barred, except as otherwise provided in RCW 11.40.051 and 11.40.060. This bar is effective as to claims against both the decedent's probate and non-probate assets.

Date of First Publication: August 2, 2023 Personal Representative: Rodney Tjoelker c/o Nicole L. Terpstra, Attorney 709 Grover Street Lynden, WA 98264 Attorney for the Personal Representative: Nicole L. Terpstra, Atty WSBA #32974 Terpstra Law, PLLC 709 Grover Street Lynden, WA 98264 Address for Mailing or Service: Terpstra Law, PLLC 709 Grover Street Lynden, WA 98264

Published August 2, 9 & 16, 2023

LEGAL

IN THE SUPERIOR COURT FOR THE STATE OF WASHINGTON IN AND FOR THE COUNTY OF SPOKANE

In the Matter of the Estate of PHILLIP G. LINWICK, Deceased. No. 23-4-01595-32 PROBATE NOTICE TO CREDITORS RCW 11.40.030 The Personal Representative named below has been appointed as Personal Representative of this estate. Any person having a claim against the decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Personal Representative or the Personal Representative's attorney at the address stated below a copy of the claim and filing the original of the claim with the court in which the probate proceedings were commenced. The claim must be presented within the later of: (1) Thirty days after the Personal Representative served or mailed the notice to the creditor as provided under RCW 11.40.020(1)(c); or (2) four months after the date of first publication of the notice. If the claim is not presented within this time frame, the claim is forever barred, except as otherwise provided in RCW 11.40.051 and 11.40.060. This bar is effective as to claims against both the decedent's probate and nonprobate assets.

Date of first publication: August 16, 2023 Virginia L. Linwick, Personal Representative Attorney for Personal Representative: MICHELLE K. FOSSUM, WSBA #20249 SAYRE SAYRE & FOSSUM, P.S. Address for Mailing or Service: 201 West North River Drive, Suite 460 Spokane, Washington 99201-2262 (509) 325-7330

Published August 16, 23 & 30, 2023

LEGAL

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON IN AND FOR THE COUNTY OF WHATCOM

In Re the Estate of KATHLEEN MARIE COLE, Deceased. NO. 23-4-00682-37 PROBATE NOTICE TO CREDITORS RCW 11.40.030 JUDGE: DAVID E. FREEMAN The Personal Representative named below has been appointed as Personal Representative of this estate. Any person having a claim against the decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Personal Representative or the Personal Representative's attorney at the address stated below a copy of the claim and filing the original of the claim with the court in which the probate proceedings were commenced. The claim must be presented within the later of: (1) Thirty days after the Personal Representative served or mailed the notice to the creditor as provided under RCW 11.40.020(1)(c); or (2) four months after the date of first publication of the notice. If the claim is not presented within this time frame, the claim is forever barred, except as otherwise provided in RCW 11.40.051 and 11.40.060. This bar is effective as to claims against both the decedent's probate and nonprobate assets. DATE OF FIRST PUBLICATION August 2, 2023 PERSONAL REPRESENTATIVE JENNIFER MORE Attorney for Personal Representative: Erin Mae Glass, WSBA #39746 Chuckanut Law Group, PLLC 306 N. Commercial St., Suite B Bellingham, WA 98225

Published August 2, 9 & 16, 2023

LEGAL

SUPERIOR COURT OF THE STATE OF WASHINGTON FOR WHATCOM COUNTY

In the Matter of the Estate of CAROL J. DEL CORRAL, Deceased. Cause No. 23-4-00730-37 PROBATE NOTICE TO CREDITORS (RCW 11.40.030) The Co-Personal Representatives named below have been appointed as Co-Personal Representatives of this estate. Any person having a claim against the decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Co-Personal Representatives or the Co-Per-

See LEGALS on B5

Lynden Tribune

AFFIDAVIT OF PUBLICATION

GSA TO PREPARE LYNDEN AND SUMAS LAND PORTS OF ENTRY ENVIRONMENTAL IMPACT STATEMENT AND HOST A VIRTUAL PUBLIC SCOPING MEETING

Pursuant to the requirements of the National Environmental Policy Act of 1969 (NEPA), the U.S. General Services Administration (GSA) intends to prepare an Environmental Impact Statement (EIS) to analyze the potential environmental impacts from the proposed expansion and modernization of the Kenneth G. Ward Land Port of Entry (LPOE) in Lynden, Washington and the Sumas LPOE in Sumas, Washington.

The Lynden and Sumas LPOEs are located at the U.S-Canada border in western Washington and are only approximately 14 miles apart. The LPOEs process personal vehicles, buses, pedestrians, and commercial traffic. The current LPOEs no longer function adequately and cannot meet current operational needs. At the Lynden LPOE, space limitations cause frequent congestion in the commercial lane. The Sumas LPOE does not have enough space for efficient traffic flow or safe and secure inspection areas.

The EIS will evaluate a total of four alternatives at each location - one "no action" or "no build" alternative and three "action" or "build" alternatives. Alternative 1 is the No Action Alternative, which assumes that any demolition of existing facilities, construction of new facilities, and expansion of LPOE operations would not occur. Both LPOEs would continue to operate under current conditions. The three action alternatives would improve the efficiency and effectiveness of the Lynden and Sumas LPOEs and would include acquiring land, demolishing existing facilities, and constructing new facilities.

At the Lynden LPOE, Alternative 2 would include an east-west facility layout for commercial inspections. Alternative 3 would be identical to Alternative 2, except it would include a north-south orientation for commercial inspections. Land acquisition under Alternatives 2 and 3 at the Lynden LPOE would be similar in acreage but would differ in location. Alternative 4 would consist of the same facility layout as either Alternative 2 or

3, but would alter construction phasing such that construction activities at the LPOEs occur sequentially. Under Alternative 4, the Lynden LPOE would close and construction activities would occur first. Once the Lynden LPOE is reopened, the Sumas LPOE would close and construction activities would occur last.

At the Sumas LPOE, the layout of Alternative 2 is designed to optimize operational flow - especially for outbound non-commercial vehicles. The facility layout of Alternative 3 maximizes the vehicle maneuvering area (especially for larger vehicles like trucks). Alternative 4 consists of a multiple story construction in order to provide greater vehicle maneuvering area for transiting vehicles. Compared to Alternatives 2 and 3, Alternative 4 would not have a different number of commercial, outbound, or personal vehicle lanes, but it may consolidate some of the administrative buildings and have a slightly smaller overall footprint. Land acquisition at the Sumas LPOE would be identical under each alternative. Demolition, construction, and renovation activities would be phased to maintain LPOE operations at both ports for the entirety of the construction period under all action alternatives - except for Alternative 4 at the Lynden LPOE. This alternative would require closing operations at both LPOEs during their respective construction activities. During this time, traffic at the LPOE under construction would be directed to the operational LPOE.

The views and comments of the public can help determine the scope and content of the environmental analysis. The public is encouraged to attend the Lynden and Sumas LPOEs EIS virtual public scoping meeting on Wednesday, August 23, 2023, from 5:00 to 7:00 p.m. Pacific Daylight Time (PDT). The registration link for meeting attendance is available on the GSA project websites at: <https://www.gsa.gov/lynden> or <https://www.gsa.gov/sumas>. Interested parties can submit written comments postmarked on or before Tuesday, September 12, 2023, to be considered in the formation of the Draft EIS using one of the following methods:

STATE OF WASHINGTON,
COUNTY OF WHATCOM

M. Lewis being first sworn on oath, deposes and says that she is the principal clerk of the LYNDEN TRIBUNE, a weekly newspaper. That said newspaper is a legal newspaper and has been approved as a legal newspaper by order of the superior court in the county in which it is published and it is now and has been for more than six months prior to the date of publications hereinafter referred to, published in the English language continually as a weekly newspaper in Whatcom County, Washington, and it is now, and during all of said time was, printed in an office maintained at the aforesaid place of publication of said newspaper.

That the annexed is a true copy of a GSA to Prepare Lynden & Sumas Land Ports of Entry Environmental Impact Statement as it was published in regular issues (and not in supplement form)

of said newspaper once each week for a period of 2 consecutive weeks, commencing on the

9 day of August 2023, and ending on the

16 day of August 2023, both dates inclusive,

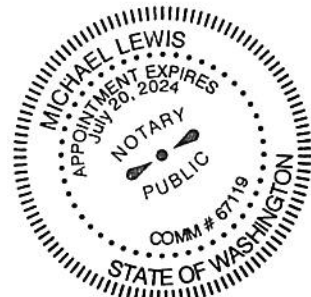
and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the

foregoing publication is the sum of \$ 877.50 which amount has been paid in full.

Subscribed and sworn to before me this 16 day of August 2023

M. Lewis

Notary Public in and for the State of Washington, residing in Lynden.



- Public Meeting: Submit comments at the virtual public meeting or throughout the comment period via comment form. The comment form is available on the project websites that are listed above.

- Email: Send an email to LyndenLPOE@gsa.gov with "Lynden LPOE EIS" in the subject line.

- Email: Send an email to SumasLPOE@gsa.gov with "Sumas LPOE EIS" in the subject line.

- Mail: Send written comments to the following address:

U.S. General Services Administration

Attention: Emily Grimes, Environmental Program Manager
1301 A Street, Suite 610, Tacoma, WA 98402

For further information, contact Emily Grimes, GSA Environmental Program Manager, at 253-394-4026 or at LyndenLPOE@gsa.gov or SumasLPOE@gsa.gov.

For press inquiries only, please contact Christi Chidester Votisek, GSA Public Affairs Officer at 253-931-7127 or christina.chidester@gsa.gov.

Published August 9 & 16, 2023

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For press inquiries only, please contact Christi Chidester Votisek, GSA Public Affairs Officer at 253-931-7127 or christina.chidester@gsa.gov.

Published August 9 & 16, 2023



APPENDIX C: PRESS RELEASE AND ADVERTISING ON SOCIAL MEDIA



GSA to Host Public Meeting for the Expansion of the Kenneth G. Ward and Sumas Land Ports of Entry

August 09, 2023

Public scoping meeting begins conversation with local community

TACOMA, Wash. — 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 Impact Statement (EIS) for the expansion and modernization of the Kenneth G. Ward (Lynden) and Sumas Land Ports of Entry (LPOE) in Washington.

The public is invited to attend the virtual meeting on **Wednesday, August 23, 5 – 7 p.m. Pacific Daylight Time.**

The meeting will be conducted in an open house format. GSA will offer the public an opportunity to hear about both projects 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 EIS.

The online meeting will be hosted via Zoom. Participants can register at: <https://us06web.zoom.us/meeting/register/tZAKdu2vpjsiGNIB0txNR3jum9rCrtVdVSaPJ>.

The Kenneth G. Ward LPOE is located in Lynden, approximately 10 miles west of the Sumas LPOE at the U.S. - Canada border. Both LPOEs require construction to better serve the government and traveling public's needs. At the Kenneth G. Ward LPOE space limitations cause frequent congestion in the commercial lane and commercial vehicles often travel farther distances to other ports that offer more efficient processing. The Sumas LPOE does not have enough space for efficient traffic flow or safe and secure inspection areas, which impede the port's operations and cause traffic and safety concerns in the surrounding urban area. These two projects, funded by the [Bipartisan Infrastructure Law](#), will improve port operations and capability. The new, modern and energy-efficient facilities will meet the government's mission requirements and improve the travelers crossing experience.

The public is encouraged to provide written comments regarding the scope of the EIS at the August 23 meeting and throughout the comment period which will end on September 12, 2023. The views and comments of the public will assist in determining the scope and content of the environmental analysis.

Comments must be submitted by Monday, September 12, 2023, via the following methods:

- **Virtual Meeting:** Comment forms will be distributed and collected during the virtual public meeting. Register for the public scoping meeting at <https://us06web.zoom.us/meeting/register/tZAKdu2vpjsiGNIB0txNR3jum9rCrtVdVSaPJ>.
- **Email:** Send comments to SumasLPOE@gsa.gov or LyndenLPOE@gsa.gov and include "Lynden/Sumas LPOEs EIS" in the subject line of the message. Comments will be accepted until 11:59 p.m. Pacific Daylight Time on September 12.
- **Mail:** Send written comments (must be postmarked September 12) referencing the "Lynden/Sumas LPOEs EIS" to:
U.S. General Services Administration
Attention: Emily Grimes, Environmental Program Manager

1301 A Street, Suite 610
Tacoma, WA 98402

Project information, including a video recording of this public meeting, will be available at: gsa.gov/Lynden and gsa.gov/Sumas.

###

About GSA: GSA provides centralized procurement and shared services for the federal government, managing a nationwide real estate portfolio of nearly 370 million rentable square feet, overseeing about \$85 billion in products and services via federal contracts, and delivering technology services that serve millions of people across dozens of federal agencies. GSA's mission is to deliver the best customer experience and value in real estate, acquisition, and technology services to the government and the American people. For more information, visit GSA.gov and follow us at [@USGSA](https://twitter.com/USGSA) .

Contact

[Christi Chidester Votisek](#)

Public Affairs Officer

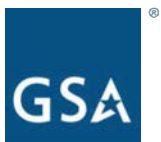
Northwest/Arctic Region

Office: [253-931-7127](tel:253-931-7127)

Cell: [415-816-8512](tel:415-816-8512)

christina.chidester@gsa.gov

Last Reviewed: 2023-08-24



GSA.gov

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[Reports](#)

[Office of the Inspector General](#)



U.S. General Services Administration Northwest/Arctic Region ✓



August 15 at 11:00 AM · 🌐

NEXT WEEK: GSA is hosting a virtual public meeting to discuss the Kenneth G. Ward & Sumas Land Ports of Entry expansions.

📄 Learn more & register: <https://ow.ly/6oA450Pz8rp>



APPENDIX D: DISTRIBUTION LIST AND LETTER TO INTERESTED PARTIES

Name/Position (if applicable)	Department (if applicable)	Company/Office (if applicable)	Address
Tim St. Germain, State Plant Health Director	U.S. Department of Agriculture	APHIS	835 South 192nd Street, Bldg. D, Ste 1600 SeaTac, WA 98148
Miriam Burbach, Director Office of Regulatory Affairs District Director	U.S. Food and Drug Administration	US FDA Seattle District Office	22215 26th Avenue Southeast, 210 Bothell, Washington, 98021
Ralph Rizzo, Division Administrator	U.S. Department of Transportation	Federal Highways Administration Washington Division	711 Capitol Way S., Suite 501 Olympia, WA 98501-1284
Senator Patty Murray	U.S. Congress	Senator Murray's Office	154 Russell SOB Washington, D.C. 20510
Mindi Linquist, Chief of Staff	U.S. Congress	Senator Murray's Office	2988 Jackson Federal Bldg 915 – 2nd Avenue Seattle, WA 98174
Senator Maria Cantwell	U.S. Congress	Senator Cantwell's Office	511 Hart SOB Washington, D.C. 20510
Jami Burgess, Chief of Staff	U.S. Congress	Senator Cantwell's Office	915 Second Avenue Suite 3206 Seattle, WA 98174
Representative Rick Larsen	U.S. Congress	Representative Larsen's Office	2113 Rayburn HOB Washington, D.C. 20515
Terra Sabag, Chief of Staff	U.S. Congress	Representative Larsen's Office	2930 Wetmore Avenue Suite 9-F Everett, WA 98201
Sean Lundblad, Air Quality Manager	Washington Department of Ecology	Northwest Region Program Office	913 Squalicum Way #101 Bellingham, WA 98225
Rob Whitlam, State Archaeologist	Washington Department of Archeology and Historic Preservation	Archaeological Unit	PO Box 48343 Olympia, WA 98504-8343
Senator Sharon Shewmake	Washington State Legislature	Archaeological Unit	Department of Archaeology & Historic Preservation PO Box 48343 Olympia, WA 98504-8343
Sarah Soulliere, Legislative Assistant	Washington State Legislature	Senator Shewmake's Office	213 John A. Cherberg Building PO Box 40442 Olympia, WA 98504
Representative Alicia Rule	Washington State Legislature	Representative Rule's Office	419 John L. O'Brien Building PO Box 40600 Olympia, WA 98504
Kaitlin Mastin, Legislative Assistant	Washington State Legislature	Representative Rule's Office	419 John L. O'Brien Building PO Box 40600 Olympia, WA 98504
Representative Joe Timmons	Washington State Legislature	Representative Timmons' Office	419 John L. O'Brien Building PO Box 40600 Olympia, WA 98504
Hayden Jenkins, Legislative Assistant	Washington State Legislature	Representative Timmons' Office	419 John L. O'Brien Building PO Box 40600 Olympia, WA 98504
	Canada Customs and Border Services Agency	Main CBSA Office	Canada Border Services Agency Ottawa, ON Canada K1A 0L8
Alita Charles, Vice-Chairwoman	Nooksack Indian Tribe	Nooksack Tribal Council	4979 Mount Baker Highway Suite F, Deming, WA 98244
Gary E. Kentner, Treasurer	Nooksack Indian Tribe	Nooksack Tribal Council	4979 Mount Baker Highway Suite F, Deming, WA 98244
Frank Leyva, Secretary	Nooksack Indian Tribe	Nooksack Tribal Council	4979 Mount Baker Highway Suite F Deming, WA 98244
Roman Swanaset- Simmonds, Council Member	Nooksack Indian Tribe	Nooksack Tribal Council	4979 Mount Baker Highway Suite F Deming, WA 98244
Victoria Joe, Council Member	Nooksack Indian Tribe	Nooksack Tribal Council	4979 Mount Baker Highway Suite F Deming, WA 98244
Ryawn Cline, Council Member	Nooksack Indian Tribe	Nooksack Tribal Council	4979 Mount Baker Highway Suite F Deming, WA 98244
Roy Bailey, Council Member	Nooksack Indian Tribe	Nooksack Tribal Council	4979 Mount Baker Highway Suite F Deming, WA 98244
General Contacts	Nooksack Indian Tribe	Nooksack Tribal Council	4979 Mount Baker Highway Suite F Deming, WA 98244
Anthony Hillaire, Chairman	Lummi Nation	Lummi Nation Committees, Boards, and Commissions	2665 Kwina Road Bellingham, Washington 98226-9221
Al Scott Johnnie, Cultural Committee Director	Lummi Nation	Lummi Nation Committees, Boards, and Commissions	2665 Kwina Road Bellingham, Washington 98226-9221
Steve Solomon, Lummi Fisheries & Natural Resources Board	Lummi Nation	Lummi Nation Committees, Boards, and Commissions	2665 Kwina Road Bellingham, Washington 98226-9221
Charles Anderson, Water Board Director	Lummi Nation	Lummi Nation Committees, Boards, and Commissions	2665 Kwina Road Bellingham, Washington 98226-9221
Andy Joseph, Health & Human Services Chair Nespelem District Representative	Confederated Tribes of the Colville Reservation	Colville Business Council	1 COLVILLE STREET, NESPELEM, WA, 99155
Sunny Aulakh, Public Works Director	City of Sumas	Public Works Department	433 Cherry Street Sumas, WA 98295
Aaron Loreen	City of Sumas	Public Works Department	433 Cherry Street Sumas, WA 98295
Nathan Larson	City of Sumas	Public Works Department	433 Cherry Street Sumas, WA 98295
Jason Clawson	City of Sumas	Public Works Department	433 Cherry Street Sumas, WA 98295
Grant Korthuis	City of Sumas	Public Works Department	433 Cherry Street Sumas, WA 98295

Tully McConnell	City of Sumas	Public Works Department	433 Cherry Street Sumas, WA 98295
Bruce Bosch	City of Sumas	Mayor's Office	433 Cherry Street Sumas, WA 98295
Rich Postma	City of Sumas	City Council	433 Cherry Street Sumas, WA 98295
Josh Clawson	City of Sumas	City Council	433 Cherry Street Sumas, WA 98295
Jesse Clawson	City of Sumas	City Council	433 Cherry Street Sumas, WA 98295
Todd Daniels	City of Sumas	City Council	433 Cherry Street Sumas, WA 98295
Carson Cortez	City of Sumas	Planning & Zoning Department	433 Cherry Street Sumas, WA 98295
Satpal Singh Sidhu, County Executive	Whatcom County	County Government	11 Grand Avenue Suite 108 Bellingham, WA 98225-4082
Hugh Conroy, Director of Planning	Whatcom Council of Governments	International Mobility Trade Corridor	314 East Champion St. Bellingham, WA 98225
Melissa Fanucci, Principal Planner	Whatcom Council of Governments	International Mobility Trade Corridor	314 East Champion St. Bellingham, WA 98225
Annitra Peck, Program Director	Nooksack Salmon Enhancement Association		3057 E Bakerview Road Bellingham, WA 98226
Todd Elsworth, Executive Director	Recreation Northwest		PO Box 2771 Bellingham, WA 98227
Gabe Epperson, Executive Director	Whatcom Land Trust		P.O. Box 6131 Bellingham, WA 98227
Claire Johnston, Communications Director	Whatcom Land Trust		P.O. Box 6131 Bellingham, WA 98227
Mike McFarlene	Whatcom Parks & Recreation Foundation		1200 Harris Avenue, 4th Floor
Licia Sahagun, Executive Director	Wild Whatcom		PO Box 4457 Bellingham, WA 98227-4457
General Contacts	Community to Community Development		203 W. Holly Suite 317 Bellingham WA 98225
Neah Monteiro, Executive Director	Whatcom Peace & Justice Center		1220 Bay Street Bellingham, WA 98225
Nicole Sandoval Postma, Chamber President	Sumas Washington Chamber of Commerce		PO Box 268 Sumas, Washington
Fereydoon Pakzad, Owner		Sumas Connection LLC	
Steven & Leticia O Bruce			
James Hemmann		American Legion Sumas Memorial Post #212	
Colin Foutz		Tesoro Sierra Properties LLC	
Jeremy Rabel		Zuma Sales LLC	
Sigfreid Toews		Package Express Services Inc.	
Petra Sarabia		Petra Properties, Inc.	
Jerome Falic, Leon Falic, and Simon Falic		Meuchadim of Washington, L.P.	
Sung-Soo Kim		Sumas Investment LLC	
Karen E Carlson			
Ana & Hugo & Emmanuel Mendoza-Torres & Vicente Mendoza-Chavez & MA D R Torres- Garza			
Magdalen J. Kin & Sung S. Kim			
Brad Wolten			
Khanh A. Pham & Thuy Nguyen Thanh Le			
Harlan & Maxine Douglass			
Karen E. Carlson			
Bruce T. Bosch			
Terence & Sharon Engels			
Bradley J. Hoy			
Robert E. Fagerquist			
Peter On Keung Lo			
Jason B. White			
Laura Almer			
Justin Kim			
William L. Edwards Jr.			

Barbara J. Wilson			
Mary & Spencer Grant			
David & Megan Borden			
Dean W. & Trisha A. Lambert			
Aaron G. Loreen			
Michael J. & Deanna L. Zapien			
Robert W. Anderson			
William L. Jr. & Kaylene D. Edwards			
Douglas J. Miller			
Theresa Brand			
Nicholas S. Salas & Shayla A. Neidigh			
Briana & Josiah Morgan			
Brady J. & Jeanette P. Scholten			
Karl D. & Sheri P. Wiederspohn			
Luis M. S. & Mayra Y. R. Lopez			
Cypress D. Tucker & Stephanie C. Guyer			
Charles D. Patterson			
Nathan Klein			
Martha Barajas			
Aaron C. & Gary E. Jr. Quintrall			
Matthew Warner			
Koby Cospers & Juliana G. Ruiz			
Emily Gassman & William Hamilton			
Shelby & Tanner Fielding			
Michael E. Rukus 1/2 & Cheryl D. Underwood 1/2			
Jessica Koehler			
Gary & Cinammen Zeilstra			
Jose M. & Maria J. Ramirez			
Caleb K. Bosscher & Heather N. Jusak			
Jose P. V. Simon & Paula L. Hernandez			
Wilson R. Lopez-Hernandez & Angelica Mendoza-Ortiz			
Jeffrey D. Davis & Stephanie C Koehler			
Kenneth L. & Randelle L. Hueston & Lori D. & Ruban T. Reed			
Kristen K. M. & Derek J. Welch			
Marcus A. & Teanna J. Franklin			
Kevin Boyd-Lyons & Stephanie Lyons			
Tamara K. Stacey & Mary House			
Amber L. Edin			
Gilberto R. M. Castellon & Mayra M. C. Frausto			
Zachary & Alethia Deberry			
Danny & Brenda Aguilera			
Rick R. Sharp & Margie Ocheltree			
Judy Adams			
Brent Mcmillan			
Shelley Harder			
Donald T. & Jennifer L. Simmons			

Felix A. & Cecilia Chabert			
Clayton A. Tucker			
Gary A. & Doreen J. Vermeulen			
William & Jeanne Ross			
Keith A. Bode		M & G Farms Inc.	
Jason Kooi and Mark Hollander		Sumas Professional Building LLC	
Patricia A. Martinez Trust/Tr			
George Tsai		Canoe Properties LLC	
Kristine Moe, Agent		Lone Jack Boombay Inc.	
Hakam Singh		Breckenridge Dairy LLC	
Sumas Tank 'N Tote LLC			
Jennifer Snider		Fat Dog Investments LLC	
Sumas Auto Parts & Repair Inc.			
Washington Telephone Co.			
BJT Holdings LLC			
Henry T. & Arlene Hoefakker Trust/Tr			
Paul Bradley		Kneuman Group LLC	
Lesla Starkenburg-Kroontje		AKLand Company	
Cindy Murdzia		David Morley LLC	
Charlotte and Randy Weigel		Mountain Holdings LLC	
Joseph W. Kearney		Ammex Tax & Duty Free Shops West Inc.	
Dan Slefinger, Director of Operations		Duty Free Americas	
Steve Vander Haak		Grace Fields LLC	
Jennifer L. Goss			
Manuel C. & Yolanda Cardenas, Leoncio & Brenda Cardenas			
Philip D. Gillette & Elizabeth A. Olson			
Chad Beltman			
Stanley J. & Krista M. Boden			
Javelina Holdings LLC			
Richard Banel		Flagship Holdings LLC	



August 7, 2023

Dear Interested Reader,

The U.S. General Services Administration (GSA) intends to prepare an Environmental Impact Statement (EIS) to analyze the potential environmental impacts from the proposed expansion and modernization of the Kenneth G. Ward Land Port of Entry (LPOE) in Lynden, Washington and the Sumas LPOE in Sumas, Washington.

The Lynden and Sumas LPOEs are located at the U.S-Canada border in western Washington and serve the greater Vancouver, British Columbia-Seattle Pacific Northwest region. The LPOEs process personal vehicles, buses, pedestrians, and commercial traffic. The Lynden and Sumas LPOEs are approximately 14 miles apart. GSA has determined the proposed actions would have interrelated impacts at both sites, and therefore GSA has decided to consider both sites under one EIS document.

The current LPOEs no longer function adequately and cannot meet current operational needs. At the Lynden LPOE, space limitations cause frequent congestion in the commercial lane, so commercial vehicles often travel farther distances to other ports that offer easier overall processing. The Sumas LPOE does not have enough space for efficient traffic flow or safe and secure inspection areas, which impede the port's operations and cause traffic and safety concerns in the surrounding urban area. This expansion and modernization project is needed to meet CBP's operational needs for the ports, optimize operations and traffic flow, address deficiencies, improve customer service to travelers, and provide a safe working environment for government personnel.

The EIS will evaluate a total of four alternatives at each location – one “no action” or “no build” alternative and three “action” or “build” alternatives. Alternative 1 is the No Action Alternative, which assumes that any demolition of existing facilities, construction of new facilities, and expansion of LPOE operations would not occur. Both LPOEs would continue to operate under current conditions. The three action alternatives would improve the efficiency and effectiveness of the Lynden and Sumas LPOEs and would include acquiring land, demolishing existing facilities, and constructing new facilities.

At the Lynden LPOE, Alternative 2 would include an east-west facility layout for commercial inspections. Alternative 3 would be identical to Alternative 2, except it would include a north-south orientation for commercial inspections. Land acquisition under Alternatives 2 and 3 at the Lynden LPOE would be similar in acreage but would differ in location. Alternative 4 would consist of the same facility layout as either Alternative 2 or 3, but would alter construction phasing such that construction activities at the LPOEs occur sequentially. Under Alternative 4, the Lynden LPOE would close and construction activities would occur first. Once the Lynden LPOE is reopened, the Sumas LPOE would close and construction activities would occur last.



At the Sumas LPOE, the layout of Alternative 2 is designed to optimize operational flow – especially for outbound non-commercial vehicles. The facility layout of Alternative 3 maximizes the vehicle maneuvering area (especially for larger vehicles like trucks). Alternative 4 consists of a multiple story construction in order to provide greater vehicle maneuvering area for transiting vehicles. Compared to Alternatives 2 and 3, Alternative 4 would not have a different number of commercial, outbound, or personal vehicle lanes, but it may consolidate some of the administrative buildings and have a slightly smaller overall footprint. Land acquisition at the Sumas LPOE would be identical under each alternative.

Demolition, construction, and renovation activities would be phased to maintain LPOE operations at both ports for the entirety of the construction period under all action alternatives - except for Alternative 4 at the Lynden LPOE, which would require closing operations at both LPOEs during their respective construction activities. During this time, traffic at the LPOE under construction would be directed to the operational LPOE.

The views and comments of the public will help determine the scope and content of the environmental analysis. The public is encouraged to attend the Lynden and Sumas LPOEs EIS virtual public scoping meeting on Wednesday, **August 23, 2023**, from 5:00 to 7:00 p.m. Pacific Daylight Time (PDT). The registration link for meeting attendance is available on the GSA project websites at: <https://www.gsa.gov/lynden> or <https://www.gsa.gov/sumas>.

Interested parties can submit written comments postmarked on or before Tuesday, **September 12, 2023**, to be considered in the formation of the Draft EIS using one of the following methods:

- **Public Meeting:** Submit comments at the virtual public meeting or throughout the comment period via comment form. The comment form is available on the project websites that are listed above.
- **Email:** Send an email to LyndenLPOE@gsa.gov with “**Lynden LPOE EIS**” in the subject line.
- **Email:** Send an email to SumasLPOE@gsa.gov with “**Sumas LPOE EIS**” in the subject line.
- **Mail:** Send written comments to the following address:
U.S. General Services Administration
Attention: Emily Grimes, Environmental Program Manager
1301 A Street, Suite 610, Tacoma, WA 98402

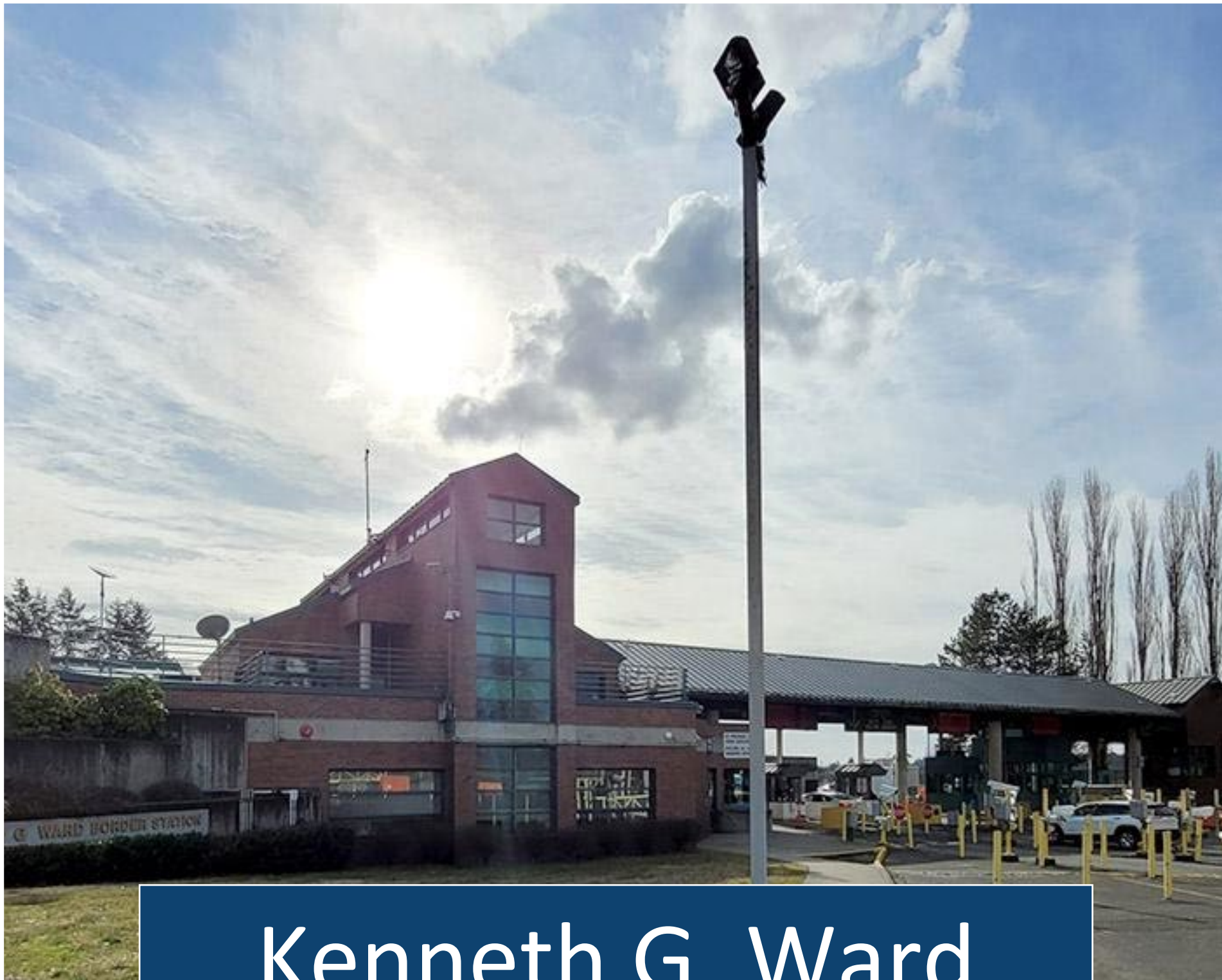
For further information, contact Emily Grimes, GSA Environmental Program Manager, at 253-394-4026 or at LyndenLPOE@gsa.gov or SumasLPOE@gsa.gov.

For press inquiries only, please contact Christi Chidester Votisek, GSA Public Affairs Officer at 253-931-7127 or christina.chidester@gsa.gov.

**APPENDIX E: PUBLIC MEETING HANDOUT, COMMENT FORM, AND
REGISTRATION**



National Environmental Policy Act and the National Historic Preservation Act



Kenneth G. Ward
(Lynden) LPOE



Sumas LPOE

- The National Environmental Policy Act (NEPA) requires Federal agencies to consider potential environmental impacts before making a decision or taking action on their projects. The environmental review process under NEPA provides an opportunity for you to be involved in the Federal agency decision-making process. The views and comments of the public are important to the NEPA process and help determine the scope and content for the environmental analysis. GSA will develop an Environmental Impact Statement (EIS) to evaluate the potential effects of expanding and modernizing the Lynden and Sumas Land Ports of Entry (LPOEs).
- The National Historic Preservation Act (NHPA) establishes a process to identify any historic properties that could be affected by the project or action, assess the effects of the project, and seek ways to avoid or mitigate any adverse effects on historic properties. GSA will pursue and complete compliance with NHPA during the NEPA process.



Project Background



- The Kenneth G. Ward (Lynden) and Sumas LPOEs are located at the U.S-Canada border in western Washington and serve the greater Vancouver-Seattle Pacific Northwest region. The LPOEs process personal vehicles, buses, pedestrians, and commercial traffic. The Kenneth G. Ward (Lynden) and Sumas LPOEs are located approximately 10 miles apart.
- The current LPOEs no longer function adequately and cannot meet current operational needs. At the Lynden LPOE, space limitations cause frequent congestion in the commercial lane. The Sumas LPOE does not have enough space for efficient traffic flow or safe and secure inspection areas.



Proposed Alternatives



The Draft EIS will consider three “action” alternatives for Kenneth G. Ward (Lynden) and Sumas (each) and one “no action” alternative. The three “action” alternatives would improve the efficiency and effectiveness of the Ward (Lynden) and Sumas LPOEs. All three “action” alternatives could include the following activities:

- Land acquisition;
- Demolition of existing facilities; and
- Construction of new facilities.

The “no action” alternative assumes that no changes would occur and the LPOEs would continue to operate under current conditions.



Submitting Comments

1. Fill out a comment form and submit it during this meeting.

2. Email comment to LyndenLPOE@gsa.gov or SumasLPOE@gsa.gov. Include "Lynden LPOE EIS" or "Sumas LPOE EIS" in the subject line of the message.

3. Mail comment by September 12, 2023 to:
Attention: Emily Grimes
NEPA Project Manager
U.S. General Services Administration
1301 A Street, Suite 610
Tacoma, WA 98402

4. Provide spoken comments at this time. To ensure everyone has the opportunity to speak, please limit your comments to two minutes.

5. For press inquiries only, please contact Christi Chidester Votisek at (253) 931-7127 or christina.chidester@gsa.gov

Thank you for your participation!

Please comment by either mailing to the address provided; or submitting online at:

LyndenLPOE@gsa.gov or SumasLPOE@gsa.gov

Please reference either “**Lynden LPOE EIS**” or “**Sumas LPOE EIS**” in the subject line of the email as applicable. Comments **MUST** be postmarked on or before September 12th to ensure full consideration during the scoping process.

Place
Stamp
Here

U.S. General Services Administration
Attention: Emily Grimes, Environmental Program Manager
1301 A Street, Suite 610
Tacoma, WA 9840

Tape Here

GSA Kenneth G. Ward (Lynden) and Sumas Land Ports of Entry EIS Scoping Comment Form



Public participation is an essential component of the National Environmental Policy Act (NEPA) process, and GSA welcomes comments on the Environmental Impact Statement (EIS) for the expansion of Land Ports of Entry (LPOEs) in Lynden and Sumas, WA.

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.

Name: _____
Affiliation (Optional): _____
Mailing Address: _____
City: _____ State: _____ Zip Code: _____
Email: _____

Please check the box below if you would like to be informed of project updates.

Yes, mail/email to the above address.

Virtual Sign-in Sheet

Name	Email	Affiliation	Informed of project updates?
Andrew Thompson	[REDACTED]	None	Yes, via email
Arielle Bons	[REDACTED]	None	Yes, via email
Brandi Zeilstra	[REDACTED]	None	Yes, via email and post service
Bruce Bosch	bbosch@cityofsumas.com	City of Sumas	Yes, via email
Carson Cortez	ccortez@cityofsumas.com	City of Sumas	Yes, via email
Dean Lambert	[REDACTED]	None	Yes, via email
Emily Hamilton	[REDACTED]	None	No
Fereydoon Pakzad	[REDACTED]	None	Yes, via email
Fiona Houweling	[REDACTED]	None	Yes, via email
Gary Blier	gblier@dutyfreeamericas.com	Duty Free Americas	Yes, via email
Heather Van Middendorp	[REDACTED]	None	No
Helen Solem	[REDACTED]	None	Yes, via email
Hillaine Nanney	[REDACTED]	None	Yes, via email
Hugh Conroy	hugh@wcog.org	Whatcom Council of Governments	Yes, via email
Jason Postma	[REDACTED]	None	No
Jessica Koehler	[REDACTED]	None	Yes, via email and post service
John Van Wingerden	[REDACTED]	None	Yes, via email
Justin Stranzl	[REDACTED]	None	Yes, via email
Justin Thomas	[REDACTED]	None	Yes, via email
Lily Vonderheide	[REDACTED]	None	Yes, via email
Lisa Marx	lmarx@swmscarpenters.org	Carpenters Union Special Representative	Yes, via email
Maggie Kim	[REDACTED]	None	Yes, via email and post service
Mark Conway	[REDACTED]	None	Yes, via email
Meg Krieg	[REDACTED]	None	Yes, via email
Megan Jones	[REDACTED]	None	Yes, via email and post service
Melissa Fanucci	melissa@wcog.org	Whatcom Council of Governments	Yes, via email
Nathan Klein	[REDACTED]	None	Yes, via email
Paul Fullner	paul.fullner@wcls.org	Whatcom County Library System	Yes, via email
Paul Galovin	[REDACTED]	None	Yes, via email
Roger Addink	[REDACTED]	None	Yes, via email
Ryan Vanderstar	ryan.vanderstar@cbsa-asfc.gc.ca	CBSA	Yes, via email
Sig Toews	[REDACTED]	None	Yes, via email

Stephanie Koehler		None	Yes, via email
Stephen Jordan	americanlegionsumas@gmail.com	Sumas American Legion	Yes, via email and post service
Steve Vander Haak		None	Yes, via email and post service
Theogene Mbabaliye	mbabaliye.theogene@epa.gov	U.S. EPA	Yes, via email
Theresa B		None	Yes, via post service
Emily Grimes	emily.grimes@gsa.gov	GSA	N/A
Kim Gant	kimberly.gant@gsa.gov	GSA	N/A
Melissa Hibray	melissa.hibray@gsa.gov	GSA	N/A
Patrick Manning	patrick.manning@gsa.gov	GSA	N/A
Rick Rachow	rick.rachow@gsa.gov	GSA	N/A
Shaun Golding	shaun.golding@gsa.gov	GSA	N/A
Mike Davis	michael.l.davis@cbp.dhs.gov	CBP	N/A
Leon Kolankiewicz	leon.kolankiewicz@solvllc.com	Solv	N/A
Nathalie Jacque	nathalie.jacque@solvllc.com	Solv	N/A
Robbie Baldwin	pam.sarlouis@solvllc.com	Solv	N/A

APPENDIX F: INDEX OF COMMENTS BY SOURCE AND DATE

Commenter	Date	Name	Affiliation	Nature of Comment	Contents of Comment	Comment Method
A1	8/11/2023	Alison Gordon	USGS	Out-of-Scope Concerns	"No comment"	Email
A2	8/11/2023	Bruce Bosch	City of Sumas	Project Alternatives	Requested review of available alternatives.	Email
A3	8/11/2023	Carson Cortez	City of Sumas	Public Scoping Meeting	Questioned if letter to interested parties could be posted on City of Sumas website to publicize the Public Scoping Meeting.	Email
P1	8/11/2023	Ana Mendoza-Torres	Public	Public Scoping Meeting	Questioned if the Public Scoping Meeting was the only public meeting on the EIS.	Email
P1	8/11/2023	Ana Mendoza-Torres	Public	Public Scoping Meeting	Requested information given during the Public Scoping Meeting.	Email
P2	8/11/2023	Melissa Fanucci	Public	Public Scoping Meeting	Noted that the Public Scoping Meeting registration link was not working.	Email
P3	8/14/2023		Public	Out-of-Scope Concerns	Largely ineligible – expressed concern about international maritime trade and foreign involvement; questioned why American production was not being favored.	Email
P4	8/15/2023	Katie Montague	Public	Out-of-Scope Concerns	Noted that improvements to the City of Sumas should be for future flooding and that Sumas should not have to support additional traffic while unpredictable flooding conditions still remain.	Email
P4	8/15/2023	Katie Montague	Public	Socioeconomics	Expressed concern than the Sumas LPOE expansion will negatively impact the City of Sumas and that it would make more sense to singularly expand the Lynden LPOE as it is less developed.	Email
P1	8/21/2023	Ana Mendoza-Torres	Public	Public Scoping Meeting	Requested the Public Scoping Meeting recording.	Email
P10	8/23/2023	Meg Krieg	Public	Out-of-Scope Concerns	Outgoing traffic on Cherry Street due to partially-open traffic lane; later confirmed to be related to outgoing traffic and CBSA .	Chat; Public Scoping Meeting
P10	8/23/2023	Meg Krieg	Public	Public Outreach	Expressed interest in an in-person meeting as opposed to a virtual meeting to be more accessible to Sumas residents.	Chat; Public Scoping Meeting
P10	8/23/2023	Meg Krieg	Public	Traffic and Transportation	Requested clarification of CBP issues associated with the queued inbound commercial traffic along Railroad Avenue.	Chat; Public Scoping Meeting
P11	8/23/2023	Sigfried Toews	Package Express	Request for Information	Clarification of subject property extent as it includes Package Express (115 Garfield Street).	Verbally; Public Scoping Meeting
P12	8/23/2023	Helen Solem	Public	Construction and Design	Questioned why property outside of the residential or business areas was not considered for purchasing.	Chat; Public Scoping Meeting
P12	8/23/2023	Helen Solem	Public	Out-of-Scope Concerns	Expressed interest in if crosswalks be constructed to improve pedestrian safety along Cherry Street.	Chat; Public Scoping Meeting
P12	8/23/2023	Helen Solem	Public	Traffic and Transportation	Noted that trucks are unlikely to use Lynden as an alternative port as Guide Meridian Road is too narrow	Chat; Public Scoping Meeting
P13	8/23/2023	Stephen Jordan	American Legion	Out-of-Scope Concerns	Noted that if a in-person meeting on the port were to occur, that the American Legion could host.	Verbally; Public Scoping Meeting
P13	8/23/2023	Stephen Jordan	American Legion	Traffic and Transportation	Expressed concern over Sumas closing due to the importance of the port for trucking traffic.	Verbally; Public Scoping Meeting
P13	8/23/2023	Stephen Jordan	American Legion	Traffic and Transportation	Expressed concerns over traffic direction in downtown Sumas – stated that when traffic is backed-up there is no ability for residents to access downtown.	Verbally; Public Scoping Meeting
P14	8/23/2023	Jason Postma	Public	Water Resources	Expressed interest in if EIS would include impacts from floodplains and displacement of floodwaters	Chat; Public Scoping Meeting
P5	8/23/2023	Brandi Zeilstra	Ship Happens	Air Quality	Requests for residential safeguards from fumes/exhaust from idling commercial vehicles at outgoing inspection area on Sumas Avenue.	Verbally; Public Scoping Meeting
P5	8/23/2023	Brandi Zeilstra	Ship Happens	Out-of-Scope Concerns	Expressed concern that moving the port [from Sumas] would kill Sumas as the city depends on Canadian customers.	Chat; Public Scoping Meeting
P5	8/23/2023	Brandi Zeilstra	Ship Happens	Public Scoping Meeting	Requested a link to rewatch the meeting.	Chat; Public Scoping Meeting
P5	8/23/2023	Brandi Zeilstra	Ship Happens	Socioeconomics	Expressed concern over the economic harm due to closing the Sumas LPOE completely during construction – suggested work occur at night to allow Sumas businesses to still operate at full/semi-full volume.	Verbally; Public Scoping Meeting
P5	8/23/2023	Brandi Zeilstra	Ship Happens	Socioeconomics	Expressed concern over the Sumas LPOE being closed for any period of time as loss of business from Canadian customers would potentially kill Sumas businesses; noted and reiterated that Sumas LPOE expansion work at night would be a workable options.	Email

P5	8/23/2023	Brandi Zeilstra	Ship Happens	Traffic and Transportation	Noted that she had heard a majority of trucks traveling through BC will be routed through Sumas after the completion of the new port; requested confirmation.	Verbally; Public Scoping Meeting
P6	8/23/2023	Lisa Marx	Carpenters Union	Environmental Justice	Questioned if the construction of the new port will include the community and tribal workforce, including apprenticeship and pre-apprenticeship programs.	Verbally; Public Scoping Meeting
P6	8/23/2023	Lisa Marx	Carpenters Union	Environmental Justice	Requested construction opportunities during the LPOE expansions be given to union contractors as to give apprenticeship and pre-apprenticeship opportunities to uplift local youth, women, BIPOC, and other underrepresented communities.	Email
P7	8/23/2023	Paul Galovin	Public	Environmental Justice	Expressed concern in the local hire process and emphasized the importance for "minorities and underprivileged" hiring for construction of the Sumas LPOE.	Verbally; Public Scoping Meeting
P8	8/23/2023	Megan Jones	Public	Project Alternatives	Requested the project phase where properties would be acquired in Sumas.	Chat; Public Scoping Meeting
P8	8/23/2023	Megan Jones	Public	Traffic and Transportation	Expressed interest in a direct route between Sumas and Canada for walking/biking pedestrian traffic.	Chat; Public Scoping Meeting
P9	8/23/2023	Melissa Fanucci	Public	Project Alternatives	Questioned if keeping both ports partially open during construction was being considered.	Chat; Public Scoping Meeting
P9	8/23/2023	Melissa Fanucci	Public	Project Alternatives	Requested information on construction scheduling when considering the 2026 FIFA World Cup in Seattle/Vancouver.	Chat; Public Scoping Meeting
P10	8/24/2023	Meg Krieg	Public	Request for Information	Requested construction design plan for the Sumas LPOE expansion.	Email
P10	9/1/2023	Meg Krieg	Public	Construction and Design	Questioned if the Sumas LPOE expansion would integrate with the current Sumas downtown, particularly as the Garfield/Cherry Street and First Street/Cherry Street.	Email
P10	9/1/2023	Meg Krieg	Public	Request for Information	Requested construction design plan for the Sumas LPOE expansion.	Email
P10	9/11/2023	Meg Krieg	Public	Climate Change	Expressed concern that the construction of the Sumas LPOE expansion would generate a substantial carbon footprint especially as the "greenest building is the one standing".	Email
P10	9/11/2023	Meg Krieg	Public	Out-of-Scope Concerns	Noted that the CBSA rarely has all of it lanes fully open and is an issue for almost all out-going border traffic.	Email
P10	9/11/2023	Meg Krieg	Public	Purpose and Need	Questioned if traffic as a result of the current Sumas LPOE is an issue as they have never seen traffic backed up on Garfield Street or First Street in addition to trucked queueing on Railroad Avenue. Doubted the veracity of claims of traffic due to the current LPOE.	Email
P10	9/11/2023	Meg Krieg	Public	Request for Information	Requested drawings and plans of the new port and expressed concern that they had previously requested these detail and had not received them. Additionally noted concern that it is difficult to comment on the project when the plans are not publicly accessible.	Email
P10	9/11/2023	Meg Krieg	Public	Socioeconomics	Expressed concern that residential properties that would now adjoin the Sumas LPOE expansion would experience decreased property values and questioned if compensation would be allotted.	Email
P10	9/11/2023	Meg Krieg	Public	Traffic and Transportation	Questioned how the Sumas LPOE expansion would impact local traffic on Garfield Street and First Street accessing Cherry Street.	Email
P10	9/11/2023	Meg Krieg	Public	Visual Resources	Noted that if the Sumas LPOE expansion was attractive, it would be easier to convince residents of its beneficial impacts.	Email
P10	9/11/2023	Meg Krieg	Public	Visual Resources	Expressed concern about the illumination of new floodlights in addition to the potential negative effects of fencing, signage, traffic barricades, cones, lights, asphalt, and lanes of cars with fumes and the rumble of engines to the residential areas nearby.	Email
P15	9/11/2023	Cooper	Public	Traffic and Transportation	Expressed concern that traffic would be worsened by constructing the Sumas port closer to First Street and Second Street.	Email
P16	9/11/2023	Craig Ausland	Public	Purpose and Need	Requested purpose/need for the new Sumas port.	Email
P16	9/11/2023	Craig Ausland	Public	Request for Information	Requested project cost of the new Sumas port.	Email
P17	9/11/2023	Lizzie	Public	Construction and Design	Suggested the use of permeable pavement as the area is prone to flooding and heavy rainfall.	Email
P17	9/11/2023	Lizzie	Public	Visual Resources	Expressed concern for the appearance of the Sumas LPOE expansion and suggested the more seamless and unobtrusive the border is, the better it will be for the community.	Email
P18	9/11/2023	Fred Pakzad	Public	Request for Information	Requested a proposed project outline for the Sumas LPOE expansions.	Email
A4	9/12/2023	Meg Bommarito	Washington State Department of Ecology	Contamination	Requested that contaminated soil and/or groundwater from any of the contaminated sites has reached this project location, this parcel will be considered part of the MTCA Site. Additionally, contamination at the project location should be characterized to ensure protection of workers and future residents and mitigation of MTCA liability. Any contaminated soil and/or groundwater from this project location should be removed and properly disposed of	Email

P19	9/12/2023	Lizette Custer	Public	Out-of-Scope Concerns	Noted that the Lynden LPOE and Sumas LPOE expansions should not be grouped together as they are different border crossings.	Email
P19	9/12/2023	Lizette Custer	Public	Public Outreach	Requested an in-person meeting to better facilitate community involvement.	Email
P19	9/12/2023	Lizette Custer	Public	Request for Information	Requested a design plan for the Lynden LPOE and Sumas LPOE expansions.	Email
P19	9/12/2023	Lizette Custer	Public	Socioeconomics	Expressed concern that expansion will cause light and noise pollution in a residential neighborhood and the loss of business buildings leading to a negative impact on the community.	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Air Quality	Recommended that the DEIS include information on: <ul style="list-style-type: none"> • NAAQS and criteria pollutant non-attainment areas in the project areas; • Sources of emissions and quantities during construction/operational project phases; • Emissions of criteria pollutants over the project lifespan; • Pollutants from mobile sources, stationary sources, and ground disturbance; • An Equipment Emissions Mitigation Plan for diesel particulate, carbon monoxide, hydrocarbons, and NOx for facility construction activities; and • Air quality mitigation measures. 	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Climate Change	Recommended that the interim guidance on vehicle idling be enacted to ensure consideration of potential climate impacts, mitigation, and adaptation issues.	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Cumulative Impacts	Requested the identification of which resources are analyzed, which ones are not, and why. For each resource analyzed, include in the DEIS: <ul style="list-style-type: none"> • Current condition of the resource as a measure of past impacts; • Condition trends of the resource; • Future condition of the resource based on an analysis of the cumulative impacts of reasonably foreseeable projects or actions added to existing conditions and current trends; • Assessment of the cumulative impacts' contribution to the long-term health of the resource and resulting projected impact; • Opportunities to avoid and minimize impacts, including working with other entities; and • Disclosure of the parties that will be responsible for avoiding, minimizing, and mitigating adverse impacts. 	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Endangered Species	Requested information on the critical habitat for the species; impacts the project could have on the species and their critical habitats; and how the proposed project will meet all requirements under ESA, including consultation with the USFWS and NOAA – Fisheries.	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Environmental Justice	Recommended the DEIS: <ul style="list-style-type: none"> • Apply methods from "Environmental Justice Interagency Working Group Promising Practices for EJ Methodologies in NEPA Reviews" report; • Characterize the project site with specific information or data related to EJ concerns including potential effects from air pollutants to workers, nearby residents, business, and vulnerable communities; • Describe potential EJ concerns for all EJ Indexes at or above the 80th percentile in the state and/or nation; • Screen for and describe all block groups within/intersecting at least a 1-mile radius; • Describe block groups within the project area and include area-wide assessment; and • Supplement data, if applicable, with county level reports and local knowledge. 	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Hazardous Materials	Recommended identifying projected hazardous waste types and volumes, and expected storage, disposal, and management plans in addition to the applicability of state and federal hazardous waste requirements.	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Hazardous Materials	Recommended addressing the potential direct, indirect, and cumulative impacts of hazardous waste from construction and operation of the project facilities.	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Hazardous Materials	Recommended the inclusion of measures to minimize the generation of hazardous waste, including consideration of using less-toxic materials.	Email

A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Monitoring and Management	Requested the following measures to assess the impacts from project activities and the effectiveness of mitigation measures: <ul style="list-style-type: none"> • Describe an effective monitoring program with an effective feedback mechanism; • Ensure environmental measures will be adjusted to meet federal, state, and local laws, regulations, and policy requirements throughout the project's lifespan; and • Commit to using the best available techniques for monitoring, evaluating, and mitigating project impacts. 	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Project Alternatives	Recommended presenting project alternatives in a comparative form. A presentation of each alternative's impacts and mitigation measures is also recommended as the EPA supports minimizing environmental impacts and potential resource use conflicts.	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Public Outreach	Recommends the DEIS detail the opportunities for effective and meaningful public engagement for communities with EJ concerns: <ul style="list-style-type: none"> • Ensure the inclusion of community feedback provided during the NEPA process; • Ensure that community feedback is reflected in the decision-making process; • Provide early and frequent community outreach and engagement; • Ensure that translation/interpretation services are provided; • Address technology barrier; • Ensure meetings are scheduled at an accessible time and location; • Provide ample notice of meetings and commenting opportunities; • Promote engagement opportunities with appropriate; and • Ensure all public information is conveyed using plain language 	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Seismic Risk	Construction of facilities and other activities may cause or be affected by increased seismicity in tectonically active zones. EPA recommends the DEIS include: <ul style="list-style-type: none"> • Discussion of the potential for seismic risk in the project area and approaches to evaluate, monitor, and manage that risk; • Seismic map or reference to it; • Information on seismic design and construction standards and practices to minimize risk; and • Measures to be taken to avoid and mitigate seismic risks. 	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Tribal Consultation	Recommended tribal consultation in respect to Executive Order 13175 Consultation and Coordination with Indian Tribal Governments to establish consultation and collaboration with tribal officials in the development of federal policies.	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Water Resources	Requested identification of discharges into WOTUS that are known to, or are likely to, occur during construction and operation of the project and how these discharges would be managed and minimized (CWA § 402).	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Water Resources	Requested identification of NPDES permits for the construction phase, new (or modifications to) existing permits for operations, and how any previous permit exceedances could be prevented (CWA § 402).	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Water Resources	Requested identification of permits from the USACE for the discharge of dredged or fill material into WOTUS (CWA § 404).	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Water Resources	Requested identification and description of discharges into WOTUS and the control measures and BMPs to be utilized to prevent discharge of water and pollutants (CWA § 404).	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Water Resources	Requested inclusion of information to determine whether the project would satisfy the CWA § 404 permit or identify measures to mitigate the project's impacts to all WOTUS.	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Water Resources	Requested analysis of alternatives be consistent with meeting requirements of both the CWA and NEPA (CWA § 404).	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Water Resources	Requested description of the regulatory criteria and processes utilized to screen potential alternatives and thoroughly evaluate alternatives that will minimize adverse impacts (CWA § 404).	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Water Resources	Requested description how compensatory mitigation will be quantified and provided to offset impacts, with specific project examples and options as available (CWA § 404).	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Water Resources	Requested discussion on floodplain impacts and actions to be taken to minimize the impacts. Activities affecting floodplains are regulated under the CWA §404 and Executive Order 11988.	Email
A5	9/13/2023	Rebecca Chu	Environmental Protection Agency	Water Resources	Recommended early coordination with the Washington Department of Ecology regarding CWA § 401 for the purposes of streamlining regulatory processes.	Email

A5

9/13/2023

Rebecca Chu

Environmental
Protection Agency

Water Resources

Recommended the DEIS describe existing restoration and enhancement efforts for impaired waters, how the proposed project will coordinate with on-going protection efforts, and any mitigation measures that will be implemented to avoid further degradation of impaired waters (CWA § 303(d)).

Email

APPENDIX G: SUBMITTED PUBLIC COMMENTS



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

EIS Comment

1 message

LCS Moms In Prayer [REDACTED]

Mon, Sep 11, 2023 at 12:22 PM

To: SumasLPOE@gsa.gov

To whom it may concern...

I've always thought the border has been a bit shabby and it would be nice to get a new one. A couple of my concerns are about how you guys think that a problem is the traffic. By putting the border closer to first street and second street it could possibly make the traffic worse than it is. The border should be nicer but build it smaller than you think. The residents of Sumas do not really think this is a good idea so keep that in the back of your guys heads.

-Cooper



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

EIS Comment

1 message

Craig Ausland [REDACTED]
To: SumasLPOE@gsa.gov

Mon, Sep 11, 2023 at 2:15 PM

I am a Sumas resident [REDACTED] I would like to have public meetings for information & discussion. Many questions like how much will the total project cost? What are all of the goals of the project ? Is it really needed? What will be the benefits?
Is this Federal Government overreach?



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

EIS Comment

1 message

LCS Moms In Prayer [REDACTED]

Mon, Sep 11, 2023 at 1:55 PM

To: SumasLPOE@gsa.gov

Dear Sumas Planning Committee,

I have some concerns regarding the expansion of the border. I think that expanding the border would be a great idea if you were to make it not only serve the border users but also the community of Sumas. For example, you could make it look nice, adding lawns or public sculptures or something like that to benefit citizens and commuters alike. The more seamless and unobtrusive the border is, the better it will be for the community, especially those living the closest to the border. Mostly, don't make it just a parking lot and some concrete buildings. Also, have you ever considered permeable pavement? Especially in an area that receives a lot of rainfall and is prone to flooding, this could be a good idea.

Thank you,

-Lizzie



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

EIS Comment

1 message

LCS Moms In Prayer [REDACTED]

Mon, Sep 11, 2023 at 1:25 PM

To: SumasLPOE@gsa.gov

Dear Sumas Border Expansion Team:

I live on 1st Street, five blocks from the proposed area for border expansion in Sumas. I have some concerns and comments.

1.) I've requested drawings or plans for the border expansion, but haven't yet seen any. It is difficult to picture what this will look like. Will it be a big parking lot in downtown Sumas? Will the border patrol buildings be the tallest in town? What are the interface plans between the border area and residential areas? My main comment is: it's difficult to comment on something we have no idea about other than generalities.

2.) As mentioned briefly before, I am concerned about the interface between residential areas and the expanded border area. Will there be tall floodlights illuminating our neighborhoods at night? I can imagine for security reasons the border would want more powerful lighting than street lights. I think about what that will do to the houses nearest the expanded border. The glow of these lights would extend for blocks into the residential area. Also, will there be landscaping and tasteful aspects of the border or will it tend to look more like a highly guarded security area? Fencing, signage, traffic barricades and cones, lights, asphalt, and lanes of cars with fumes and the rumble of engines seem like an unfortunate addition to our established residential areas. If there were some careful thought put into making the interface between residential areas and the expansion attractive, I could be persuaded that the expansion would be a nice thing for Sumas. Street trees, careful lighting, benches, pedestrian walkways, landscaping and public art could ease the transition into the residential area.

3.) I understand the government needs to buy up property and buildings to make this expansion possible. But, consider what happens to the property values of all the homes which front this expansion. Property values fall in close proximity to industrial areas, commercial areas, and more than likely-- border expansions. Will these property owners be compensated? Are there ideas of mitigating this takeover of our downtown corridor for the City and its' residents?

4.) How will traffic move out of Garfield Street and 1st Street? What is the plan to get residents from their homes onto Cherry Street?

5.) I'm not really buying into the need for an expansion. There must be more to the reasoning behind this plan than I know of. My first guess is that somehow the U.S. and Canada knows that border traffic is going to increase so much that we will need more lanes for cars to queue up. My second guess is that this is part of the build back better plan to meet climate goals. To address the increase in border traffic first: I know, as a long time resident of Sumas, that we do not have border back-up's very often. It seems crazy to do an estimated \$155 million border expansion for something we don't need. Very rarely do we have queuing into town. I know it's been touted as a safety issue, especially for Canadian pedestrians, but this is simply not true. I've never had to wait in a border line to get to my home on First Street. I never see trucks backed up on Garfield impeding traffic. It just doesn't happen. Did a team member come here and observe for a couple of days/weeks/months? If someone has even visited Sumas, they would see traffic back-ups are a rare event. Also, the description about semi trucks queuing up on Railroad Avenue is just not true at all. This is a complete falsehood pulled out of thin air, or a planner got their streets mixed up.

To address the need to meet climate goals: You may have heard the quote "the greenest building is the one still standing". How many lanes of cars potentially not idling, and how many years of those cars not idling will it take to make up the carbon costs of tearing down buildings to build new ones or to bring in paving material. I cannot even begin to imagine the carbon footprint of this border expansion--it will be massive. Follow the dump truck as he works the new expansion: The dump truck had to be built; a tanker had to be built to haul the oil and gas to run the dump truck; a driver had to sleep somewhere in a building with a carbon footprint; his commute to work; the manufacture of his personal vehicle. One could go on and on regarding the "green-ess" of tearing down 5 or 6 blocks of buildings and rebuilding "green". I'm just not buying that.

6.) The border rarely has all of its' lanes open for travel into Canada. I think what we have here is a staffing issue. More agents in the little traffic boxes seem like a way better deal with the issue of cars getting across the border without idling. I've sat in ques to cross into Canada many times. I struggle to remember a time when all of the lanes were open for border traffic. What guarantee does the U.S. have after spending up to \$155 million dollars the Canadians will even

operate with all of the lanes open? Just give the Canadians money for staff salaries and it could solve the "problem"! They could keep all of the current six lanes open 24/7 and we would never get to \$155 million of tax payer dollars spent on a staffing problem.

I look forward to seeing more concrete plans for this expansion. It is a serious thing to change the historic footprint of our downtown forever and impact the lives of residents. I'm hopeful it will be a positive for Sumas, but need more information.

Thanks--
Meg Krieg





Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

EPA NOI comments for the Expansion and Modernization of the Lynden and Sumas Land Ports of Entry project

Roesler, Caitlin <Roesler.Caitlin@epa.gov>
To: Emily Grimes - 10PMEA <emily.grimes@gsa.gov>
Cc: "Mbabaliye, Theogene" <Mbabaliye.Theogene@epa.gov>

Wed, Sep 13, 2023 at 2:48 PM

Emily Grimes,

Attached please find the EPA comments on the subject project. We appreciate GSA accepting our comments the day after the deadline. Please let the lead EPA NEPA reviewer, Theo Mbabaliye (cc'd), know if you have any questions.

Thank you,
Caitlin

Caitlin Roesler

Senior NEPA Reviewer

Policy and Environmental Review Branch

U.S. EPA Region 10 – Seattle

206-553-6518

roesler.caitlin@epa.gov

Submit NEPA environmental review documents to R10-NEPA@epa.gov



23-0030-GSA_NOI_ExpansionandModernizationLPOE_LyndenSumasWA.pdf
412K



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10**

1200 Sixth Avenue, Suite 155, 14-D12
Seattle, WA 98101-3144

REGIONAL
ADMINISTRATOR'S
DIVISION

September 13, 2023

Emily Grimes, Environmental Program Manager
Facilities Management Division
U.S. General Services Administration
1301 A Street, Suite 610
Tacoma, Washington 98402

Dear Emily Grimes:

The U.S. Environmental Protection Agency has reviewed the General Services Administration's August 8, 2023, Notice of Intent to prepare an Environmental Impact Statement for the Expansion and Modernization of the Lynden and Sumas Land Ports of Entry (EPA Project Number 23-0030-GSA). EPA has conducted its review pursuant to the National Environmental Policy Act and our review authority under Section 309 of the Clean Air Act. The CAA Section 309 role is unique to EPA and requires EPA to review and comment publicly on any proposed federal action subject to NEPA's environmental impact statement requirement.

The NOI proposes to analyze the potential environmental impacts associated with the expansion and modernization of the Land Port of Entries (LPOE) at the Kenneth G. Ward LPOE in Lynden and Sumas LPOE in Sumas, both in Whatcom County, Washington. The two ports were built in 1988 and no longer meet their operational needs due to space limitations that cause frequent congestion in commercial lanes. This project will improve the efficiency and effectiveness of the two ports by acquiring more land, constructing new facilities, and demolishing other facilities.

The proposed project activities may result in environmental impacts and require mitigation measures. In particular, the proposed project may have climate change impacts. The enclosed comments and recommendations provide greater details of these potential environmental impacts to consider when developing the NEPA analysis for this project.

Thank you for the opportunity to provide scoping comments for the proposed project. If you have questions about this review, please contact Theo Mbabaliye of my staff at 206-553-6322 and mbabaliye.theogene@epa.gov, or me, at (206) 553-1774 or at chu.rebecca@epa.gov.

Sincerely,

**REBECCA
CHU**

Digitally signed by
REBECCA CHU
Date: 2023.09.13
14:29:55 -07'00'

Rebecca Chu, Chief
Policy and Environmental Review Branch

Enclosure

USEPA Detailed Scoping Comments
Proposed Expansion and Modernization of Lynden and Sumas LPOEs
Whatcom County, Washington
September 2023

Water Resources

Section 303(d) of the Clean Water Act (CWA) requires states and authorized tribes to identify water bodies that do not meet CWA water quality standards and to develop water quality restoration plans, known as Total Maximum Daily Load (TMDL) plans, to meet established water quality criteria and associated beneficial uses. Additionally, the CWA prohibits discharging pollutants through a point source into a water of the United States unless it is permitted. EPA recommends the DEIS for the proposed project include information about the topics below.

CWA § 402

Identify any discharges to Waters of the United States (WOTUS) that are known to, or are likely to, occur during construction and operation of the project and how these discharges would be managed and minimized. Identify the National Pollutant Discharge Elimination System (NPDES) permits that will be obtained for the construction phase, new (or modifications to) existing permits for operations, and how any previous permit exceedances could be prevented by incorporating pollution prevention measures into the project.

CWA § 404

CWA § 404 requires permits from the U.S. Army Corps of Engineers (USACE) for the discharge of dredged or fill material into WOTUS. Wetlands, vegetated shallows, mud flats, and cobble substrates are all considered special aquatic sites under the CWA § 404(b)(1) Guidelines (40 CFR 230). EPA recommends that the DEIS:

- Clearly identify any discharges to WOTUS that are known to occur, or are likely to occur, that will be subject to CWA § 404. Identify and describe the impact of those discharges, control measures to be employed to address those impacts, and best management practices utilized to prevent discharge of water and pollutants.
- Include sufficient information that can serve as a basis to determine whether the project would satisfy the requirements for the CWA § 404 permit or identify appropriate measures to mitigate the project's impacts to all WOTUS.
- Structure the alternatives analysis so that it is consistent with meeting requirements of both the CWA and NEPA.
- Describe the regulatory criteria and processes utilized to screen potential alternatives and thoroughly evaluate alternatives that will minimize adverse impacts.
- Describe how compensatory mitigation will be quantified and provided to offset impacts, with specific project examples and options as available.
- Discuss floodplains impacts and actions to be taken to minimize the impacts. Activities affecting floodplains are regulated under the CWA §404 and Executive Order 11988, *Floodplain Management*.¹

¹ <https://www.epa.gov/cwa-404/floodplain-management-executive-order-11988>. Accessed 9/13/2023.

For context on the CWA § 404(b)(1) analysis, the Guidelines include four main requirements (40 CFR 230.10 (a) through (d)):

Least Environmentally Damaging Practical Alternative (LEDPA) Determination – Section 230.10(a).

A CWA § 404 permit can be issued for the LEDPA only. Practicable alternatives include those that are capable and feasible of being done after taking into consideration costs, technology, and logistics. Costs alone cannot make a project not practicable. USACE permit decisions require a comprehensive evaluation of the range of alternatives to ensure the permitted alternative is the LEDPA. Identification of the LEDPA is achieved by performing an alternatives analysis that estimates the direct, indirect, and cumulative impacts to jurisdictional WOTUS that would result from each of the potential project alternatives. Only when this analysis has been performed can the applicant or the permitting authority be assured that no discharge other than the practicable alternative with the least impact on the aquatic ecosystem will be authorized.

Water Quality – Section 230.10(b)

Prohibits permitting projects that would cause or contribute to violations of water quality standards, violates any applicable toxic effluent standard, jeopardizes continued existence of endangered or threatened species and impacts to critical habitat under the Endangered Species Act.

Significant Degradation – Section 230.10(c)

Prohibits permitting a project that causes or contributes to significant degradation of aquatic resources. Effects contributing to significant degradation include: (1) adverse effects on plankton, fish, shellfish, wildlife, and special aquatic sites (40 CFR 230.10(c)(1)), (2) adverse effects on life stages of aquatic life (40 CFR 230.10(c)(2)), (3) aquatic ecosystem diversity, productivity, and stability including loss of fish and wildlife habitat (40 CFR 230.10(c)(3)), and (4) impairment or destruction of endangered species habitat (40 CFR 230.30(2)).

Mitigation – Section 230.10(d)

Requires compensatory mitigation for unavoidable impacts to aquatic resource functions. The 2008 Joint EPA-Corps Federal Mitigation Rule (40 CFR 230.91-98) establishes a preference for compensatory mitigation based on a watershed approach, which can ensure that potential direct and indirect impacts of the project are offset. In addition to identifying all measures to avoid and minimize adverse impacts to the aquatic environment (showing compliance with 40 CFR Part 230.10(a)), for unavoidable impacts, identify compensatory mitigation.

CWA § 401

The CWA provides states and authorized tribes the authority to grant, deny, or waive certification of proposed federal licenses or permits that may discharge into WOTUS. This section of the CWA is an important tool for states and authorized tribes, in collaboration with federal agencies, to help protect the water quality of federally regulated waters within their borders. In developing the DEIS, EPA recommends early coordination with the Washington State Department of Ecology regarding CWA § 401 for the purposes of streamlining regulatory processes.

CWA § 303(d)

The CWA requires states to develop a list of impaired waters that do not meet water quality standards, establish priority rankings, and develop action plans called Total Maximum Daily Loads (TMDLs) to

improve water quality. EPA recommends the DEIS include information on any CWA § 303(d) impaired waters in the project area and any efforts related to TMDLs. Discuss what effect, if any, project discharges may have on impaired waterbodies. EPA recommends the DEIS describe existing restoration and enhancement efforts for those waters, how the proposed project will coordinate with on-going protection efforts, and any mitigation measures that will be implemented to avoid further degradation of impaired waters.

Air Quality

The proposed project has the potential to impact air quality via both construction activities and operational border crossing activities (e.g., idling time of vehicles at the border crossing). Air quality at border crossings and in neighboring communities can be negatively impacted by traffic congestion and the resulting emissions from idling vehicles waiting to cross the border. Emissions at border crossings can also contribute to climate change.² Additionally, certain sensitive populations such as children can be particularly impacted by emissions from idling vehicles. Washington State Department of Ecology notes that children are especially at risk from engine idling because they breathe faster (50% more air per pound of body weight) than adults, and exhaust worsens many children's asthma symptoms.³

Due to the proposed project's potential impacts to air quality, EPA recommends the DEIS include information on:

- National Ambient Air Quality Standards (NAAQS) and criteria pollutant non-attainment areas in the project areas.
- Sources of emissions and quantities both in the construction and operational phases of the proposed project.
- Emissions of criteria pollutants from the proposed project and the timeframe for release of these emissions over the project lifespan.
- Pollutants from mobile sources, stationary sources, and ground disturbance.
- Populations that are particularly vulnerable to potential air quality impacts within the proposed project area, such as children (e.g., childcare centers or schools) or elderly (e.g., retirement communities). See the *Environmental Justice* section of this comment letter for additional recommendations for identifying vulnerable populations.
- An Equipment Emissions Mitigation Plan that identifies actions to reduce diesel particulate, carbon monoxide, hydrocarbons, and NO_x associated with facility construction activities.
- Potential effects from air pollutants (e.g., air toxics) to workers, ground crews, nearby residents, businesses, and any sensitive receptor locations such as schools, medical facilities, senior centers and residences, daycare centers, outdoor recreation areas (e.g., parks).
- Mitigation measures to minimize the proposed project impacts to air quality.

EPA notes additional resources may be useful in evaluating and addressing potential air quality impacts associated with the proposed project. In particular, the *Reducing Air Pollution at Land Ports of Entry: Recommendations for Canada, Mexico, and the United States* 2016 Report⁴ prepared for the Commission for Environmental Cooperation includes recommendations for best practices at border crossings to reduce air quality impacts.

² https://www.transportation.gov/sites/dot.gov/files/2023-08/OSTX-Momentum-Toolkit-Border-Planning_August2023_0.pdf. Accessed 9/13/2023.

³ <https://apps.ecology.wa.gov/publications/documents/0402011.pdf>. Accessed 9/12/2023.

⁴ <http://www.cec.org/files/documents/publications/11656-reducing-air-pollution-land-ports-entry-recommendations-canada-mexico-and-united-en.pdf>. Accessed 9/13/2023.

Climate Change Resiliency and Adaptation

Emissions from traffic congestion and resulting emissions from idling vehicles waiting to cross the border may contribute to climate change. On January 9, 2023, CEQ published interim guidance, effective immediately, to assist federal agencies in assessing and disclosing climate change impacts during environmental reviews.⁵ CEQ developed this guidance in response to EO 13990 *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*. CEQ directed agencies to use this interim guidance to inform the NEPA review for all new proposed actions and evaluations in progress, as agencies deem appropriate. EPA recommends the DEIS apply the interim guidance as appropriate to ensure robust consideration of potential climate impacts, mitigation, and adaptation issues. The 2016 Report⁶ referenced in the *Air Quality* section above includes a case study specific to the anti-idling program of Washington State and British Columbia initiatives to reduce greenhouse gas emissions at the Cascade Gateway.

Hazardous Materials

Because of potential impacts due to handling, storage, and disposal of hazardous materials, EPA recommends the DEIS:

- Identify projected hazardous waste types and volumes, and expected storage, disposal, and management plans. Also discuss the applicability of state and federal hazardous waste requirements.
- Address potential direct, indirect, and cumulative impacts of hazardous waste from construction and operation of the project facilities.
- Include measures to minimize the generation of hazardous waste, including consideration of using less-toxic materials.

Endangered Species

The proposed action may impact endangered, threatened, or candidate species listed under the Endangered Species Act (ESA), their habitats, as well as state sensitive species. Within the project area and vicinity, identify the endangered, threatened, and candidate species under ESA and other sensitive species. Provide information in the DEIS document on the critical habitat for the species; impacts the project could have on the species and their critical habitats; and how the proposed project will meet all requirements under ESA, including consultation with the U.S. Fish and Wildlife Service and, if necessary, the National Oceanographic Atmospheric Administration – Fisheries.

Seismic Risks

Construction of facilities and other activities may cause or be affected by increased seismicity in tectonically active zones. EPA recommends the DEIS include:

- Discussion of the potential for seismic risk in the project area and approaches to evaluate, monitor, and manage that risk.
- Seismic map or reference to it.
- Information on seismic design and construction standards and practices to minimize risk.
- Measures to be taken to avoid and mitigate seismic risks.

⁵ <https://www.federalregister.gov/documents/2023/01/09/2023-00158/national-environmental-policy-act-guidance-on-consideration-of-greenhouse-gas-emissions-and-climate>. Accessed 9/11/2023.

⁶ <http://www.ccc.org/files/documents/publications/11656-reducing-air-pollution-land-ports-entry-recommendations-canada-mexico-and-united-en.pdf>. Accessed 9/13/2023.

Cumulative Impacts

The DEIS for the project will need to consider the effects of the proposed action when added to other past, present, and reasonably foreseeable future projects in and outside the decision area, including those outside of GSA jurisdiction. Considering all the actions in this area together will help decisionmakers understand what the cumulative impacts on environmental resources are likely to be. EPA has issued guidance on cumulative impacts, *Consideration of Cumulative Impacts in EPA Review of NEPA Documents*,⁷ which states that to assess the adequacy of the cumulative impact assessment, there are five key areas to consider:

- Resources, if any, that are being cumulatively impacted.
- Appropriate geographic area and the time over which the effects have occurred and will occur.
- All past, present, and reasonably foreseeable future actions that have affected, are affecting, or would affect resources of concern.
- A benchmark or baseline.
- Scientifically defensible threshold levels.

In analyzing cumulative effects of the proposed action, focus on resources of concern. Resources of concern at risk and/or are significantly impacted by the proposed action before mitigation. Identify which resources are analyzed, which ones are not, and why. For each resource analyzed, include in the DEIS:

- Current condition of the resource as a measure of past impacts (e.g., percentage of species habitat lost to date).
- Condition trends of the resource (i.e., improving, declining, or in stasis) as a measure of present impacts.
- Future condition of the resource based on an analysis of the cumulative impacts of reasonably foreseeable projects or actions added to existing conditions and current trends (e.g., future condition of the watershed).
- Assessment of the cumulative impacts' contribution to the long-term health of the resource and resulting projected impact.
- Opportunities to avoid and minimize impacts, including working with other entities.
- Disclosure of the parties that will be responsible for avoiding, minimizing, and mitigating adverse impacts.

Coordination with Tribal Governments

EPA encourages GSA to consult with Tribes in the decision area and vicinity and incorporate feedback from the Tribes when making decisions regarding the proposed project. EPA recommends the DEIS describe the issues raised during the consultations and how those issues will be addressed. Executive Order 13175 *Consultation and Coordination with Indian Tribal Governments* was issued to establish regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, and to strengthen the United States government-to-government relationships with Tribes.

⁷ <https://www.epa.gov/sites/default/files/2014-08/documents/cumulative.pdf>. Accessed 9/11/2023.

Environmental Justice

On April 21, 2023, President Biden signed Executive Order 14096, *Revitalizing Our Nation's Commitment to Environmental Justice for All*⁸ which highlights the need for a whole-of-government effort to confront longstanding environmental injustices and inequities. Consistent with Executive Order 12898 and each agency's statutory authority, EO 14096 calls on each agency to make achieving environmental justice (EJ) part of its mission, including by carrying out environmental reviews under NEPA in a manner that:

- Analyzes direct, indirect, and cumulative effects of federal actions on communities with EJ concerns.
- Considers best available science and information on any disparate health effects (including risks) arising from exposure to pollution and other environmental hazards, such as information related to the race, national origin, socioeconomic status, age, disability, and sex of the individuals exposed.
- Provides opportunities for early and meaningful involvement in the environmental review process by communities with EJ concerns potentially affected by the proposed action.

EJScreen is EPA's nationally consistent environmental justice screening and mapping tool.⁹ EJScreen offers a variety of powerful data and mapping capabilities that enable users to understand details about the population of an area and the environmental conditions in which they live. The tool provides information on environmental and socioeconomic indicators as well as pollution sources, health disparities, critical service gaps, and climate change data. The data is displayed in color-coded maps and standard data reports which feature how a selected location compares to the rest of the nation and state.

Assessing EJScreen information is a useful first step in understanding or highlighting locations that may be candidates for further review or outreach. EPA considers a project to be in an area of potential EJ concern when an EJScreen analysis for the impacted area shows one or more at or above the 80th percentile in the nation and/or state. An area may also warrant additional review if other information suggests the potential for EJ concerns. An EJScreen analysis which does not reveal the potential for EJ concerns should not be interpreted to mean that there are definitively no EJ concerns present.

Projects in rural locations can often occur near communities with EJ concerns experiencing critical service gaps (e.g., food deserts, medically underserved areas) or near locations where Tribal members and indigenous peoples reside. EPA recommends consulting data in EJScreen on these topics (and other reasonably available data) to help inform EJ scoping efforts. Due to low population densities in rural areas, the presence of communities with EJ concerns can be underrepresented. Underrepresentation can also result from larger geographic units of analysis (e.g., census tracts) in rural areas.

It is important to consider all impacted areas by the proposed action(s). Areas of impact can be very focused and contained within a single block group, or broader, spanning across several block groups and communities.¹⁰ Important caveats and uncertainties apply to this screening-level information, so it

⁸ <https://www.whitehouse.gov/briefing-room/presidential-actions/2023/04/21/executive-order-on-revitalizing-our-nations-commitment-to-environmental-justice-for-all/>. Accessed 9/11/2023.

⁹ EPA's Environmental Justice Screening and Mapping Tool (Version 2.2): <https://ejscreen.epa.gov/mapper/>. Accessed 9/11/2023.

¹⁰ Agencies should define community as "either a group of individuals living in geographic proximity to one another, or a geographically dispersed set of individuals (such as migrant workers or Native Americans), where either type of group

is essential to understand the limitations on appropriate interpretations and applications of these indicators.¹¹ Further review or outreach may be necessary for the proposed action. To address these potential concerns, EPA recommends the DEIS:

- Apply methods from "Environmental Justice Interagency Working Group Promising Practices for EJ Methodologies in NEPA Reviews" report.¹² This report compiles methodologies from current agency practices for integrating EJ considerations in NEPA processes.
- Characterize the project site with specific information or data related to EJ concerns.¹³
- Describe potential EJ concerns for all EJ Indexes at or above the 80th percentile in the state and/or nation.
- Screen for and describe all individual block groups within or intersecting at least a 1-mile radius of the project.
- Describe individual block groups within the project area in addition to an area-wide assessment.
- Supplement data, if applicable, with county level reports and local knowledge.

Meaningful Public Engagement

Consistent with EO 14096, EPA recommends the DEIS detail the opportunities for effective and meaningful public engagement for communities with EJ concerns. We recommend the following measures to further advance meaningful involvement:

- Review and consider community feedback provided during the NEPA process. Ensure that the NEPA engagement approach is sensitive and responsive to the wellbeing of affected communities.
- Ensure that community feedback is reflected in the decision-making process. Design robust community engagement practices to maximize participation opportunities for communities that would be affected by the project, such as community-based workshops to facilitate discussion and issue resolution. Community-based workshops may also provide an opportunity to identify key issues and milestones for meaningful engagement in the NEPA process for the communities.
- Provide early and frequent outreach and engagement opportunities to collect and incorporate community feedback throughout the NEPA process and to maintain maximum transparency.
- Ensure that translation/interpretation services are provided to accommodate linguistically isolated populations.
- Address technology barriers that may prohibit participation from communities affected by the project.
- Ensure that meetings are scheduled at a time and location that is accessible for community participants, including scheduling meetings after work hours and on weekends as appropriate.

experiences common conditions” (Interim Justice40 Guidance – Executive Order 14008 on Tackling the Climate Crisis at Home and Abroad, January 27, 2021).

¹¹ EPA’s Technical Documentation for EJScreen: <https://www.epa.gov/ejscreen/technical-information-about-ejscreen> . Accessed 9/11/2023.

¹² Promising Practices for EJ Methodologies in NEPA Reviews: https://www.epa.gov/sites/default/files/2016-08/documents/nepa_promising_practices_document_2016.pdf . Accessed 9/11/2023.

¹³ For more information about potential EJ concerns, refer to the July 21, 2021, Memorandum for the Heads of Departments and Agencies Interim Implementation Guidance for the Justice40 Initiative: <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf>. Accessed 9/11/2023.

- Provide ample notice of meetings and commenting opportunities so that community members have sufficient time to prepare and participate.
- Promote engagement opportunities within appropriate outlets used by affected communities, such as newspapers, radio, and social media.
- Ensure that all project-related information is conveyed using plain language so that community members of varied reading proficiencies can readily understand the project-related information.

EPA notes that there may be additional, project-specific resources available when designing meaningful engagement opportunities. For example, the *Improving Cross-Border Mobility and Trade Report*¹⁴ prepared for the U.S. Department of Transportation includes recommendations of key stakeholders to include in border transportation planning.

Alternatives

Evaluate all reasonable alternatives that will fulfill the project purpose and need, including alternatives outside GSA’s legal jurisdiction. A robust range of alternatives will include options for avoiding significant environmental impacts. In the DEIS, present the environmental impacts of the proposal and alternatives in a comparative form to sharply define the issues and provide a clear basis for choice among alternatives by the decision maker and the public. A presentation of each alternative’s impacts and mitigation measures will also be useful for the DEIS reader and reviewer. EPA supports minimizing environmental impacts and potential resource use conflicts.

Monitoring and Adaptive Management

The proposed project has the potential to impact a variety of resources and for an extended period. EPA recommends GSA design the project to include a monitoring program to assess the impacts from project activities and the effectiveness of mitigation measures. EPA recommends the DEIS:

- Describe the monitoring program and how it will be used as an effective feedback mechanism for the project.
- Ensure that the project’s environmental measures will be adjusted to meet federal, state, and local laws, regulations, and policy requirements throughout the project’s lifespan.
- Commit to using the best available techniques for monitoring, evaluating, and mitigating project impacts.

¹⁴ https://www.transportation.gov/sites/dot.gov/files/2023-08/OSTX-Momentum-Toolkit-Border-Planning_August2023_0.pdf. Accessed 9/13/2023.



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

Fw: TOO MANY SHIPS WITH FOREIGN GOODS, MAKE IT HERE IN AMERICA public comment on federal regist

2 messages

Mon, Aug 14, 2023 at 4:32 PM

To: "emily.grimes@gsa.gov" <emily.grimes@gsa.gov>, "LynderPOE@gsa.gov" <LynderPOE@gsa.gov>, "SumaSLPOE@gsa.gov" <SumaSLPOE@gsa.gov>, "foe@foe.org" <foe@foe.org>, "center@biologicaldiversity.org" <center@biologicaldiversity.org>, "info@earthshare.org" <info@earthshare.org>, "info@oceana.org" <info@oceana.org>, "info@defender.org" <info@defender.org>
Cc: "center@biologicaldiversity.org" <center@biologicaldiversity.org>

this is not a sound idea at all. this is an attack on nature. it brings about congestion in the sea so that marine animals will die. it is an attack on nature. we need to make more goods here in america not have them shipped from our enemy china. this is the wrong direction. absolutely teh wrong direction. will Biden sell out more of our national gas through this port as he has raided the national stockpile in Alaska and not replaced it. give it away to Ukraine so we have nothing to defend our country with. no I am not in favor of this expansion. make the products here. stop shipping it all in from China, etc. we are getting crap that makes our country weaker with these shipments. we buy telephones that are for China and linked to China. we buy other equipment for our cars that can be shut down by China. we need to make American products here with American know-how. people don't have good jobs in America anymore because we don't make it here. this is for international shipping. not for America. this is paid for by taxpayers to hang themselves. shut down this expansion and make our products here. this is a negative for America IMO. this comment is for the public record. please receipt.

btw you refer people to the regulatory website which doesn't know this proposal exists. I just went there and it does not allow public comment. is this agency careless or negligent or what.

[Federal Register Volume 88, Number 151 (Tuesday, August 8, 2023)]
[Notices]
[Pages 53486-53487]
From the Federal Register Online via the Government Publishing Office [www.gpo.gov]
[FR Doc No: 2023-16957]

GENERAL SERVICES ADMINISTRATION

[Notice-P-2023-02; Docket No. 2023-0002; Sequence No. 25]

Notice of Intent To Prepare an Environmental Impact Statement and Public Scoping Meeting for the Expansion and Modernization of the Kenneth G Ward Land Port of Entry in Lynden, Washington and the Sumas Land Port of Entry in Sumas, Washington

AGENCY: Office of Public Buildings Service (PBS); General Services Administration, (GSA).

ACTION: Notice.

SUMMARY: Pursuant to the requirements of the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality Regulations, and the GSA/PBS NEPA Desk Guide, GSA intends to prepare an Environmental Impact Statement (EIS) to analyze the potential

environmental impacts from the proposed expansion and modernization of the Kenneth G. Ward Land Port of Entry (LPOE) located in Lynden, Washington and the Sumas LPOE located in Sumas, Washington. GSA has initiated the required Section 106 consultation of the National Historic Preservation Act (NHPA) involving outreach efforts with the Washington State Historic Preservation Officer (SHPO) and Tribes.

DATES: A virtual public scoping meeting, in open house format, will be held on Wednesday, August 23, 2023, from 5:00 p.m. to 7:00 p.m. Pacific Daylight Time (PDT).

Interested parties should submit comments by Tuesday, September 12, 2023, to be considered in the formation of the Draft EIS. The views and comments of the public are necessary to help determine the scope and content of the environmental analysis. The meeting will be held on the Zoom platform where GSA will present and distribute project information and obtain input on the scope of the project. The link for the public scoping meeting can be found on the GSA project websites at: <https://www.gsa.gov/lynden> or <https://www.gsa.gov/sumas>.

All mail-in comments must be postmarked by September 12, 2023.

Deadlines for Requests of Special Accommodations: Persons needing special accommodations shall notify Emily Grimes at LyndenLPOE@gsa.gov or SumasLPOE@gsa.gov by 12:00 p.m. PDT, on August 16, 2023.

ADDRESSES: The public is encouraged to provide written comments regarding the scope of the EIS at the meeting and throughout the comment period. Submit comments identified by Notice-P-2023-02 by any of the following methods:

Email: LyndenLPOE@gsa.gov, or SumasLPOE@gsa.gov. Include Notice Identifier in the subject line of the message.

Virtual Meeting: Online comment forms will be available during the August 23rd open-house public meeting and at the GSA project websites listed below throughout the comment period: <https://www.gsa.gov/lynden> and <https://www.gsa.gov/sumas>.

Mail: U.S. General Services Administration, Attention: Emily Grimes, Environmental Program Manager, 1301 A Street, Suite 610, Tacoma, WA 98402. Written comments must be postmarked by September 12, 2023.

Federal Register: Submit comments in response to Notice-P-2023-02 via <http://www.regulations.gov>. Submit comments via the Federal eRulemaking portal by searching for "Notice-P-2023-02". Select the link "Comment" that corresponds with Notice-P-2023-02." Follow the instructions provided at the screen. Please include your name, company name (if any), and "Notice-P-2023-02" on your attached document.

Comments received generally will be posted without change to <http://www.regulations.gov>, including any personal and/or business

confidential information provided. To confirm receipt of your comment(s), please check <http://www.regulations.gov>, approximately two-to-three days after submission to verify posting.

FOR FURTHER INFORMATION CONTACT: Emily Grimes, Environmental Program Manager, Facilities Management Division, GSA. Phone: (253) 394-4026.

Email: LyndenLPOE@gsa.gov and SumasLPOE@gsa.gov.

For press inquiries only, please contact Christi Chidester Votisek, Public Affairs Officer, GSA. Phone: (253) 931-7127. Email: christina.chidester@gsa.gov.

SUPPLEMENTARY INFORMATION: The Kenneth G. Ward LPOE is located at 9949 WA-539, Lynden, WA 98264

[[Page 53487]]

(hereafter Lynden LPOE), approximately 10 miles west of the Sumas LPOE at the end of Route 539 at the U.S.-Canada border. The Lynden LPOE is an inspection facility where U.S. Customs and Border Protection (CBP) processes personal vehicles, buses, limited commercial vehicles (permit only), and pedestrian traffic. There are four primary non-commercial

lanes, one of which can also process limited commercial traffic. The port was constructed in 1988 and operates 16 hours a day, seven days a week.

The Sumas LPOE is an inspection facility where CBP processes commercial vehicles, personal vehicles, and pedestrian traffic at the U.S.-Canada border at 103 Cherry St, Sumas, WA 98295. There are currently four primary non-commercial lanes, with three lanes that process personal vehicles and one that accommodates buses and oversized vehicles; and two primary commercial lanes with booths. Pedestrian traffic transits through indoor processing queues and spaces. The port was constructed in 1988 and operates 24 hours a day, seven days a week.

The current Lynden and Sumas LPOEs no longer function adequately and cannot meet current operational needs. At the Lynden LPOE, space limitations cause frequent congestion in the commercial lane and commercial vehicles often travel farther distances to other ports that offer more efficient processing. The Sumas LPOE does not have enough space for efficient traffic flow or safe and secure inspection areas, which impede the port's operations and cause traffic and safety concerns in the surrounding urban area.

Alternatives Under Consideration

The EIS will evaluate a total of four alternatives at each location--one "no action" or "no build" alternative and three "action" or "build" alternatives. Alternative 1 is the No Action Alternative, which assumes that any demolition of existing facilities, construction of new facilities, and expansion of LPOE operations would not occur. Both LPOEs would continue to operate under current conditions. The three action alternatives would improve the efficiency and effectiveness of the Lynden and Sumas LPOEs and would all include acquiring land, demolishing existing facilities, and constructing new facilities.

At the Lynden LPOE, Alternative 2 would include an east-west facility layout for commercial inspections. Alternative 3 would be identical to Alternative 2 other than the rotation of commercial inspection to a north-south orientation. Land acquisition under Alternatives 2 and 3 at the Lynden LPOE would be similar in acreage but would differ in location or orientation. Alternative 4 would consist of the same facility layout as either Alternative 2 or 3, but would alter construction phasing such that construction activities at the LPOEs occur sequentially. Under Alternative 4, the Lynden LPOE would close and construction activities at the Lynden LPOE would occur first. Once the Lynden LPOE is reopened, the Sumas LPOE would close and construction activities at the Sumas LPOE would occur.

At the Sumas LPOE, the layout of Alternative 2 is designed to optimize operational flow--especially for outbound non-commercial vehicles. The facility layout of Alternative 3 maximizes the vehicle maneuvering area (especially for larger vehicles like trucks). Alternative 4 consists of a multiple story construction in order to provide greater vehicle maneuvering area for transiting vehicles. Compared to Alternatives 2 and 3, Alternative 4 would not have a different number of commercial, outbound, or personal vehicle lanes, but it may consolidate some of the administrative buildings and have a slightly smaller overall footprint. Land acquisition at the Sumas LPOE would be identical under each alternative.

Demolition, construction, and renovation activities would be phased to maintain LPOE operations at both ports for the entirety of the construction period under all action alternatives--except for Alternative 4 at the Lynden LPOE, which would require closing operations at both LPOEs during their respective construction activities. During this time, traffic at the LPOE under construction would be directed to the operational LPOE.

Potential impacts from these three action alternatives will be compared against a first "no action" alternative wherein the current LPOE facilities would continue to operate under existing conditions.

The EIS will address the potential environmental impacts of the proposed alternatives on resource areas including but not limited to land use, water resources (including floodplains), biological resources, geology and soils, transportation and traffic, noise, cultural and Tribal resources, socioeconomics, environmental justice and protection of children's health, hazardous waste and materials, air quality, climate change, and utilities.

Anamarie T. Crawley,
Director, GSA-PBS R10 Facilities Management Division.
[FR Doc. 2023-16957 Filed 8-7-23; 8:45 am]
BILLING CODE 6820-DL-P

Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Tue, Aug 22, 2023 at 2:36 PM

To: Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Cc: o <bk1492@aol.com>, "center@biologicaldiversity.org" <center@biologicaldiversity.org>, "LynderPOE@gsa.gov" <lynderpoe@gsa.gov>, "foe@foe.org" <foe@foe.org>, "info@earthshare.org" <info@earthshare.org>, "info@oceana.org" <info@oceana.org>, "info@defender.org" <info@defender.org>

Hello,

Thank you for providing comments and informing GSA about the comment option under the erulemaking website not being available. GSA has corrected this issue and the comment option is now available at [regulations.gov](https://www.regulations.gov). Please know you have multiple options to make comments using the following: sumaslpoe@gsa.gov email, lyndenlpoe@gsa.gov email, comment during the public scoping meeting, and mailing in your comment. All these options are within the Notice of Intent you are referring to. In addition, you do not need to submit the same comments to each one and can submit the comments using one option.

[Quoted text hidden]



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

FW: U.S. General Services Administration Lynden and Sumas Land Ports of Entry Environmental Impact Statement

kevin.ebert via Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Fri, Aug 11, 2023 at 10:09 AM

Reply-To: kevin.ebert@solvllc.com

To: SumasLPOE@gsa.gov

Hi Ana,

Thank you for your response. I have forwarded your question to GSA's project-specific email address for the Sumas LPOE project. GSA's project team will be able to provide further information regarding the Environmental Impact Statement and the upcoming public meeting.

Thanks,

Kevin Ebert

From: Ana Mendoza [REDACTED]**Sent:** Friday, August 11, 2023 12:43 PM**To:** kevin.ebert@solvllc.com**Subject:** Re: U.S. General Services Administration Lynden and Sumas Land Ports of Entry Environmental Impact Statement

Is this the only time and day for the meeting ?

If so for those who work until late like myself, how do get the information given to the one in that meeting?

On Fri, Aug 11, 2023, 8:41 AM <kevin.ebert@solvllc.com> wrote:

Dear Ana Mendoza-Torres,

I am a contracted environmental scientist assisting the General Services Administration (GSA) with the preparation of an Environmental Impact Statement (EIS) for the expansion and modernization of the Kenneth G. Ward Land Port of Entry (LPOE) in Lynden, WA and the Sumas LPOE in Sumas, WA. The attached letter describes details of the project, provides instructions for how to comment, and includes instructions on how to register for the upcoming virtual public meeting on Wednesday, August 23rd. Please direct all questions regarding the respective projects to LyndenLPOE@gsa.gov or SumasLPOE@gsa.gov.

Thank you,

Kevin Ebert



Kevin Ebert

703 760 4801 x188

kevin.ebert@solvllc.com

www.solvllc.com



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

FW: U.S. General Services Administration Lynden and Sumas Land Ports of Entry Environmental Impact Statement

Kevin Ebert via Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Fri, Aug 11, 2023 at 10:09 AM

Reply-To: kevin.ebert@solvllc.com

To: SumasLPOE@gsa.gov

Cc: bbosch@cityofsumas.com

Hi Bruce,

Thank you for your response. I have forwarded your question to GSA's project-specific email address for the Sumas LPOE project. GSA's project team will be able to provide further information regarding the Environmental Impact Statement and the upcoming public meeting.

Thanks,

Kevin Ebert

From: Bruce Bosch <BBosch@cityofsumas.com>**Sent:** Friday, August 11, 2023 11:50 AM**To:** kevin.ebert@solvllc.com**Subject:** Re: U.S. General Services Administration Lynden and Sumas Land Ports of Entry Environmental Impact Statement

Good morning Kevin,

Thank you for this update. I am curious if the various alternatives listed in your letter, maps, layouts etc. are available for review ?

Thank you

Bruce Bosch

Mayor Sumas,WA

From: kevin.ebert@solvllc.com <kevin.ebert@solvllc.com>**Sent:** Friday, August 11, 2023 8:25 AM**To:** Bruce Bosch <BBosch@cityofsumas.com>**Subject:** U.S. General Services Administration Lynden and Sumas Land Ports of Entry Environmental Impact Statement

Dear Mayor Bosch,

I am a contracted environmental scientist assisting the General Services Administration (GSA) with the preparation of an Environmental Impact Statement (EIS) for the expansion and modernization of the Kenneth G. Ward Land Port of Entry (LPOE) in Lynden, WA and the Sumas LPOE in Sumas, WA. The attached letter describes details of the project, provides instructions for how to comment, and includes instructions on how to register for the upcoming virtual public meeting on Wednesday, August 23rd. Please direct all questions regarding the respective projects to LyndenLPOE@gsa.gov or SumasLPOE@gsa.gov.

Thank you,

Kevin Ebert



Kevin Ebert 703 760 4801 x188
kevin.ebert@solvllc.com
www.solvllc.com



Kevin Ebert 703 760 4801 x188
kevin.ebert@solvllc.com
www.solvllc.com



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

FW: U.S. General Services Administration Lynden and Sumas Land Ports of Entry Environmental Impact Statement

Kevin Ebert via Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Fri, Aug 11, 2023 at 10:08 AM

Reply-To: kevin.ebert@solvllc.com

To: SumasLPOE@gsa.gov

Cc: CCortez@cityofsumas.com, bbosch@cityofsumas.com, MQuinn@cityofsumas.com

Hi Carson,

Thank you for your response. I have forwarded your question to GSA's project-specific email address for the Sumas LPOE project. GSA's project team will be able to provide further information regarding the Environmental Impact Statement and the upcoming public meeting.

Thanks,

Kevin Ebert

From: Carson Cortez <CCortez@cityofsumas.com>**Sent:** Friday, August 11, 2023 11:43 AM**To:** kevin.ebert@solvllc.com**Cc:** Bruce Bosch <BBosch@cityofsumas.com>; Michelle Quinn <MQuinn@cityofsumas.com>**Subject:** RE: U.S. General Services Administration Lynden and Sumas Land Ports of Entry Environmental Impact Statement

Hi Kevin,

The City of Sumas is very excited to attend this meeting. We also know that many residents here in Sumas are very interested to hear more about the project. Is it okay if we post this letter on our website and start to get the word out about the meeting time?

Thanks,

Carson Cortez**City Planner****City of Sumas**

P.O. Box 9

433 Cherry St.

Sumas, WA 98295

(360) 988 - 5711

From: kevin.ebert@solvllc.com <kevin.ebert@solvllc.com>

Sent: Friday, August 11, 2023 8:27 AM

To: Carson Cortez <CCortez@cityofsumas.com>

Subject: U.S. General Services Administration Lynden and Sumas Land Ports of Entry Environmental Impact Statement

Dear Carson Cortez,

I am a contracted environmental scientist assisting the General Services Administration (GSA) with the preparation of an Environmental Impact Statement (EIS) for the expansion and modernization of the Kenneth G. Ward Land Port of Entry (LPOE) in Lynden, WA and the Sumas LPOE in Sumas, WA. The attached letter describes details of the project, provides instructions for how to comment, and includes instructions on how to register for the upcoming virtual public meeting on Wednesday, August 23rd. Please direct all questions regarding the respective projects to LyndenLPOE@gsa.gov or SumasLPOE@gsa.gov.

Thank you,

Kevin Ebert



Kevin Ebert

703 760 4801 x188

kevin.ebert@solvllc.com

www.solvllc.com



Kevin Ebert

703 760 4801 x188

kevin.ebert@solvllc.com

www.solvllc.com



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

GSA Kenneth G. Ward (Lynden) and Sumas LPOEs EIS Public Scoping Meeting Posters and Online Comment Form

10 messages

Robbie Baldwin <Robbie.Baldwin@solvllc.com>
To: LyndonLPOE@gsa.gov, SumasLPOE@gsa.gov

Wed, Aug 23, 2023 at 7:31 PM

Good evening,

Thank you for your attendance at the GSA Kenneth G. Ward (Lynden) and Sumas Land Ports of Entry Environmental Impact Statement Public Scoping Meeting. Please see the attached posters detailing the material covered in tonight's meeting. Any remaining questions regarding these projects should be directed to the respective LyndenLPOE@gsa.gov and SumasLPOE@gsa.gov inbox and will be answered by the GSA project team. Written comments can also be submitted before September 12, 2023 to these inboxes, the virtual comment form located at **MailPlus Server has detected a possible fraud attempt from "forms.gle" claiming to be** <https://forms.gle/7aBoszyoPgPXTLun8> or via mail to:

Attention: Emily Grimes, NEPA Project Manager

U.S. General Services Administration

[1301 A Street, Suite 610](#)

[Tacoma, WA 98402](#)

Thank you for your time.



Robbie Baldwin 703 760 4801 x124

Robbie.Baldwin@solvllc.com

www.solvllc.com

GSA Lynden and Sumas LPOEs EIS - Scoping Meeting Posters.pdf
906K

Mark Conway [REDACTED]

Thu, Aug 24, 2023 at 7:08 AM

To: Robbie Baldwin <Robbie.Baldwin@solvllc.com>, "LyndonLPOE@gsa.gov" <LyndonLPOE@gsa.gov>, "SumasLPOE@gsa.gov" <SumasLPOE@gsa.gov>

Cc: Justin Stranzl [REDACTED]

Thanks Robbie!

Good meeting last night!

Mark

Mark Conway

Director of Business Development

PCL Construction Services, Inc.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

www.pcl.com

TOGETHER WE BUILD SUCCESS

We're celebrating 31 years in Seattle, see what we've built [here](#)

From: Robbie Baldwin <Robbie.Baldwin@solvllc.com>

Sent: Wednesday, August 23, 2023 7:31 PM

To: LyndonLPOE@gsa.gov; SumasLPOE@gsa.gov

Subject: GSA Kenneth G. Ward (Lynden) and Sumas LPOEs EIS Public Scoping Meeting Posters and Online Comment Form

[External Email]

Good evening,

Thank you for your attendance at the GSA Kenneth G. Ward (Lynden) and Sumas Land Ports of Entry Environmental Impact Statement Public Scoping Meeting. Please see the attached posters detailing the material covered in tonight's meeting. Any remaining questions regarding these projects should be directed to the respective LyndonLPOE@gsa.gov

and SumasLPOE@gsa.gov inbox and will be answered by the GSA project team. Written comments can also be submitted before September 12, 2023 to these inboxes, the virtual comment form located at **MailPlus Server has detected a possible fraud attempt from "forms.gle" claiming to be** <https://forms.gle/7aBoszyoPgPXTLun8> [forms.gle] or via mail to:

Attention: Emily Grimes, NEPA Project Manager

U.S. General Services Administration

1301 A Street, Suite 610

Tacoma, WA 98402

Thank you for your time.



Robbie Baldwin 703 760 4801 x124

Robbie.Baldwin@solvllc.com

www.solvllc.com [solvllc.com]

'Robbie Baldwin' via Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Thu, Aug 24, 2023 at 8:24 AM

Reply-To: Robbie Baldwin <Robbie.Baldwin@solvllc.com>

To: SumasLPOE@gsa.gov

Cc: [REDACTED]

Hi Fred,

I've directed your request to the SumasLPOE@gsa.gov inbox and a member of the project team will respond to your request.

Best,



Robbie Baldwin 703 760 4801 x124

Robbie.Baldwin@solvllc.com

www.solvllc.com

From: fred pakzad [REDACTED]
Sent: Wednesday, August 23, 2023 11:53 PM
To: Robbie Baldwin <Robbie.Baldwin@solvllc.com>
Subject: Re: GSA Kenneth G. Ward (Lynden) and Sumas LPOEs EIS Public Scoping Meeting Posters and Online Comment Form

Good evening Robbie, I thank you for the email, but I received this after the virtual meeting.

would it be possible to send me the map of the red and blue territory they were talking about?

Kindly,

Fred Pakzad

[Quoted text hidden]

--

Fred Pakzad

[REDACTED]

[REDACTED]

Emily Grimes - 10PMEA <emily.grimes@gsa.gov>
To: Robbie Baldwin <Robbie.Baldwin@solvllc.com>

Thu, Aug 24, 2023 at 8:59 AM

Hi Robbie,

It looks like you sent this to "LyndonLPOE@gsa.gov", which is the wrong email address for Lynden. The body of the message received has mention of a fraud attempt in red. Do you see this?

"Good evening,

Thank you for your attendance at the GSA Kenneth G. Ward (Lynden) and Sumas Land Ports of Entry Environmental Impact Statement Public Scoping Meeting. Please see the attached posters detailing the material covered in tonight's meeting. Any remaining questions regarding these projects should be directed to the respective LyndonLPOE@gsa.gov and SumasLPOE@gsa.gov inbox and will be answered by the GSA project team. Written comments can also be submitted before September 12, 2023 to these inboxes, the virtual comment form located at **MailPlus Server has detected a possible fraud attempt from "forms.gle" claiming to be** <https://forms.gle/7aBoszyoPgPXTLun8> or via mail to:

Attention: Emily Grimes, NEPA Project Manager

U.S. General Services Administration

1301 A Street, Suite 610

Tacoma, WA 98402

Thank you for your time."

Emily Grimes
Environmental Program Manager
GSA, PBS, Northwest/Arctic Region
1301 A Street, Suite 610
Tacoma, WA 98402
Email: emily.grimes@gsa.gov
Cell: 253-394-4026

[Quoted text hidden]

Robbie Baldwin <Robbie.Baldwin@solvllc.com>
To: Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

Thu, Aug 24, 2023 at 9:33 AM

Hi Emily,

That is incredibly frustrating and I apologize for the error in the address. Our email server flags online incoming links somewhat randomly, but I have never had it flag an outgoing message for other parties in the past. Please see below test message that will be sent to the distribution list as clarification:

Good morning,

It has come to my attention that my outgoing email server flagged a shortened URL as a potential fraud attempt. This link is assuredly not a fraud attempt and directs to the google comment form. Alternatively, the following link: https://docs.google.com/forms/d/e/1FAIpQLSfpGw9Zy-mIgaBJzyr0NKIT9X7uewFg6WHAMnKEquXs3Ygow/viewform?usp=sf_link will also direct you to online comment form. I am sorry for any confusion or concern.

Any remaining questions regarding these projects should be directed to the respective LyndenLPOE@gsa.gov and SumasLPOE@gsa.gov inbox and will be answered by the GSA project team.

Thanks,



Robbie Baldwin 703 760 4801 x124

Robbie.Baldwin@solvllc.com

www.solvllc.com

From: Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

Sent: Thursday, August 24, 2023 11:59 AM

To: Robbie Baldwin <Robbie.Baldwin@solvllc.com>

Subject: Re: GSA Kenneth G. Ward (Lynden) and Sumas LPOEs EIS Public Scoping Meeting Posters and Online Comment Form

Hi Robbie,

[Quoted text hidden]

[Quoted text hidden]

Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

Thu, Aug 24, 2023 at 9:43 AM

To: Robbie Baldwin <Robbie.Baldwin@solvllc.com>

Cool, thank you for explaining and planning to send a clarification email to the participants.

Emily Grimes
Environmental Program Manager
GSA, PBS, Northwest/Arctic Region
1301 A Street, Suite 610
Tacoma, WA 98402
Email: emily.grimes@gsa.gov
Cell: 253-394-4026

[Quoted text hidden]

Justin Stranzl [REDACTED]

Thu, Aug 24, 2023 at 9:48 AM

To: [REDACTED] Robbie Baldwin <Robbie.Baldwin@solvllc.com>, "LyndonLPOE@gsa.gov" <LyndonLPOE@gsa.gov>, "SumasLPOE@gsa.gov" <SumasLPOE@gsa.gov>

Yes! I appreciate you sharing with all of us who called in.

Justin Stranzl, LEED AP, Assoc. DBIA

(he/him/his)

Business Development Leader | Principal

[REDACTED]

DLR Group

[REDACTED]

[Quoted text hidden]

Emily Grimes - 10PMEA <emily.grimes@gsa.gov>
To: Robbie Baldwin <Robbie.Baldwin@solvllc.com>

Thu, Aug 24, 2023 at 3:18 PM

Hi - Is there any way to update the form so participants can select which LPOE they are commenting on? It would be helpful to have that option, so we know just in case someone doesn't include it in their comments.

Emily Grimes
Environmental Program Manager
GSA, PBS, Northwest/Arctic Region
1301 A Street, Suite 610
Tacoma, WA 98402
Email: emily.grimes@gsa.gov
Cell: 253-394-4026

[Quoted text hidden]

Robbie Baldwin <Robbie.Baldwin@solvllc.com>
To: Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

Fri, Aug 25, 2023 at 10:47 AM

Hi Emily,

I updated the form accordingly.

[Quoted text hidden]

Emily Grimes - 10PMEA <emily.grimes@gsa.gov>
To: Robbie Baldwin <Robbie.Baldwin@solvllc.com>

Fri, Aug 25, 2023 at 12:26 PM

Thanks

Emily Grimes
Environmental Program Manager
GSA, PBS, Northwest/Arctic Region
1301 A Street, Suite 610
Tacoma, WA 98402
Email: emily.grimes@gsa.gov
Cell: 253-394-4026

[Quoted text hidden]



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

Lynden and Sumas Land Ports of Entry - Comments

1 message

ECY RE NW SEPA (NWRO) <nwsepa@ecy.wa.gov>

Tue, Sep 12, 2023 at 8:32 AM

To: "LyndenLPOE@gsa.gov" <LyndenLPOE@gsa.gov>

Cc: "Bommarito, Meg (ECY)" <mbom461@ecy.wa.gov>, "Akeroro, Olu (ECY)" <OAKE461@ecy.wa.gov>

Good morning,

Thank you for the opportunity to comment on the Lynden and Sumas Land Ports of Entry NEPA scoping notice. The Department of Ecology's comments are attached.

Kelli Price (she/her)

ERTS & SEPA Coordinator

15700 Dayton Ave N | Shoreline, WA 98133

Department of Ecology | Northwest Region

Desk: (206) 594-0014



NOTICE: This communication is a public record and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56).

LyndenSumasLPOE_ECYCommentLetter.pdf
185K



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

Lynden and Sumas LPOE Public Scoping Meeting

4 messages

Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>
To: Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>
Cc: [REDACTED]

Mon, Aug 21, 2023 at 12:17 PM

Hello Ana,

This is the only planned public scoping meeting to introduce the projects to the public, but there will be another meeting next year, when the Draft Environmental Impact Statement is ready for review by the public. The August 23rd meeting will be recorded and posted on each project webpage the following week. Please let us know if you want to be notified as soon as the presentation and recording is posted.

The meeting doesn't end until 7:00 p.m., so if you are able to make it before then, please don't hesitate to sign on. GSA will stay on the call until the meeting time ends.

The first comment period for this project ends September 12th, so please submit any comments you have, even if you are not able to make the live meeting. You can always ask questions before then too. Comments are encouraged and will be reviewed by the project team.

Thank you

Ana Mendoza [REDACTED]
To: Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Mon, Aug 21, 2023 at 12:45 PM

I would love the recording of the meeting and will be getting back to you with questions after recording it. Thank you.

[Quoted text hidden]

Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>
To: Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>
Cc: [REDACTED]

Tue, Aug 22, 2023 at 2:37 PM

Understood. GSA will notify you once the recording and presentation is available on the project website. The comment period ends on September 12th, so you will have plenty of time to submit your comments.

Thank you

[Quoted text hidden]

Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>
To: Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>
Cc: [REDACTED]

Mon, Sep 11, 2023 at 10:41 AM

Hello Ana,

GSA is following up with you regarding the recorded public scoping meeting. The [meeting link](#) can be found on the [Sumas Land Port of Entry Project Website](#), under the Environmental Review Section.

Please know that comments will be accepted until 11:59 p.m. Pacific Daylight Time on September 12.

Thank you

[Quoted text hidden]



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

May we please see a drawing/plans/artists conception

1 message

John and Meg Krieg [REDACTED]
To: "SumasLPOE@gsa.gov" <SumasLPOE@gsa.gov>

Fri, Sep 1, 2023 at 11:32 AM

Hello GSA:

It is difficult to comment on a plan that has no visual concept. The written concept is fairly straightforward, but I am interested in what the border expansion actually looks like. I'm especially interested in the integration of landscaping, lighting, and other details as this expansion proposes to take out much of our downtown corridor and also interfaces for several blocks with residential areas. Will this be an active area or a large parking lot? Will pedestrians in the downtown area feel welcomed to this part of town or will it have a sense of being off-limits?

You may know that Garfield Street after it crosses Cherry Street and heads west out of town is one of our main corridors to enjoying Kneuman Road and Moe's Hill. Many residents use this area for exercise.

Residents are wondering what the intersections of Garfield/Cherry Street and 1st Street/Cherry Street look like specifically.

This is the second time I have written regarding this request and I would appreciate any inception plans you can send my way. I fully understand that these plans are not set in stone.

Thank you for your help.

Meg Krieg

Sumas



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

Public comment

3 messages

Lisa Marx [redacted]
To: "SumasLPOE@gsa.gov" <SumasLPOE@gsa.gov>

Wed, Aug 23, 2023 at 3:28 PM

Hello Everyone,

My name is Lisa Marx, I am an educator and Special Representative for the Southwest Mountain States Carpenters Union. I have been a resident of Whatcom County for over 35 years. I have raised my family here and they are raising their families here. I am incredibly excited to learn about these projects and the benefits they will bring to our communities. These benefits not only include long needed updated infrastructure and technologies, but also include good living wage career opportunities for underrepresented and undeserved families within our communities. Being a single mother, it was not easy raising my children with low wages and a high cost of living. However, my life was changed when I found the opportunity to earn a living wage through a Carpenters apprenticeship program. It had such a profound effect on my life that now I am passionate about volunteering and working to help other underrepresented populations find opportunity and hope through construction apprenticeship and pre apprenticeship programs.

I have worked with many schools and community partners to help build CTE (career and technical education) or pre apprenticeship programs across the state. I still currently sit on many advisory boards and most currently helped assist Lummi Nation to start the process in building a pre apprenticeship program. I have also worked with partners in Bellingham that wanted to create a pre apprenticeship program for homeless youth. This program would give these kids opportunity for a whole new life with a great new career. They would learn on the job while earning a living wage and acquiring college credits. However, these opportunities are only possible if there are jobs available with training agents (Union Contractors) that utilize apprenticeship and can continue their education and training. We have so much opportunity here in Whatcom County with all this growth to provide these opportunities to our youth, women, BIPOC and other underrepresented communities. We could

be expanding their education opportunities by choosing responsible bidders for these projects. Offering these communities good living wage careers so they too can raise their families here, flourish here, become educated here, support businesses here, become taxpayers, voters, and volunteers here.

I would like to urge you to consider choosing responsible bidding training agents (Union Contractor) that utilize State registered apprenticeship and pre apprenticeship programs for your upcoming mega projects.

Thank you for your time and consideration while reading this public comment.

With gratitude,

Lisa Marx
Southwest Mountain States Council of Carpenters
Special Representative
[redacted]

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Lisa Marx
Special Representative
Southwest Mountain States Regional Council of Carpenters
[redacted]

Download our app:

[Google Play](#)

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Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>
To: Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>
Cc: [REDACTED]

Wed, Aug 23, 2023 at 4:04 PM

Hello Lisa,

Thank you for showing interest in this project by taking the time to provide your comment and information regarding apprenticeships.

Regards
[Quoted text hidden]

Lisa Marx [REDACTED]
To: Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Wed, Aug 23, 2023 at 4:05 PM

Thank you 😊

Get [Outlook for iOS](#)

Lisa Marx
Special Representative
Southwest Mountain States Regional Council of
Carpenters
[REDACTED]

Download our app:
[Google Play](#) | [iTunes App Store](#)

From: Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>
Sent: Wednesday, August 23, 2023 4:04:09 PM
To: Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>
Cc: [REDACTED]
Subject: Re: Public comment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[Quoted text hidden]
[Quoted text hidden]



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

Sumas LPOE EIS

4 messages

'Carson Cortez' via Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Fri, Aug 11, 2023 at 12:03 PM

Reply-To: Carson Cortez <CCortez@cityofsumas.com>

To: "SumasLPOE@gsa.gov" <SumasLPOE@gsa.gov>

Cc: Bruce Bosch <BBosch@cityofsumas.com>, Michelle Quinn <MQuinn@cityofsumas.com>

Hello,

I know that this new email address was copied on my previous question, but I thought it best to send it with the correct subject line to make sure it was seen. The City of Sumas is very excited for this August 23rd meeting, but we would like to know if we have the GSA's permission to begin letting the people in our community know. New developments on the topic have started to spur new rumors and the City hasn't been able to tell anybody anything specific. If we could give them a firm date on the meeting, that would be of great help to the City.

Thanks,

Carson Cortez

City Planner

City of Sumas

P.O. Box 9

[433 Cherry St.](#)

[Sumas, WA 98295](#)

(360) 988 - 5711

Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Fri, Aug 11, 2023 at 3:48 PM

To: Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Cc: Carson Cortez <ccortez@cityofsumas.com>, Bruce Bosch <bbosch@cityofsumas.com>, Michelle Quinn <mquinn@cityofsumas.com>

Hello Carson,

GSA is glad to hear about City's excitement for this project. Please do share the Press Release for the upcoming August 23rd meeting with the community. The project websites for both Lynden and Sumas have the Press Release uploaded. Within that document, they will find the meeting details and the registration link.

It was brought to our attention that the registration link has not been uploaded separately for easier access, which GSA will work to get this corrected.

Thank you

[Quoted text hidden]

Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Fri, Aug 11, 2023 at 3:54 PM

To: Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Cc: Carson Cortez <ccortez@cityofsumas.com>, Bruce Bosch <bbosch@cityofsumas.com>, Michelle Quinn <mquinn@cityofsumas.com>

Hello,

To hopefully eliminate further confusion, once you get to the [project website](#), the [press release](#) is the first document under the "Project News" section.

Thank you

[Quoted text hidden]

Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Mon, Aug 14, 2023 at 8:29 AM

To: Sumas LPOE Project Inbox <SumasLPOE@gsa.gov>

Cc: Carson Cortez <ccortez@cityofsumas.com>, Bruce Bosch <bbosch@cityofsumas.com>, Michelle Quinn <mquinn@cityofsumas.com>

Good Morning,

The registration link for the joint Lynden and Sumas meeting are now available on each project webpage.

Ward Public Link:

<https://www.gsa.gov/about-us/regions/region-10-northwest-arctic/buildings-and-facilities/washington/kenneth-g-ward-land-port-of-entry>

Sumas Public Link:

<https://www.gsa.gov/about-us/regions/region-10-northwest-arctic/buildings-and-facilities/washington/sumas-land-port-of-entry>

On Friday, August 11, 2023 at 12:03:49 PM UTC-7 Carson Cortez wrote:

[Quoted text hidden]



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

Sumas LPOEs EIS

Katie Montague [REDACTED]
To: SumasLPOE@gsa.gov

Tue, Aug 15, 2023 at 11:12 PM

To whom it may concern:

I would like to contribute my opinion on the proposed port expansion. I strongly feel that this will negatively affect this small town. If this does proceed it could bring many other plans in the near future that will forever change this town and drive out businesses/residents. In my humble opinion, it does not make sense to expand here. Regarding the Lynden border there is more room available and it's a straight shot from the Guide Meridian. There are very few houses and almost no businesses in that general area. I feel that is the better one of the two to expand IF absolutely necessary. But I am sure the residents who live near by, feel the same as I do. I can confidently say that the people who live in Sumas live here because they want to be away from the city and busy traffic. If there should be any changes made in Sumas, it should be any improvements that can help with future flooding. How are we supposed to even support more traffic through the town & border with the unpredictable conditions of the river that can shut down the whole town for a week or more.

Katie Montague
[REDACTED]

Sent from my iPhone



Emily Grimes - 10PMEA <emily.grimes@gsa.gov>

Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER23/0331 - NOI to Prepare an EIS for the Expansion and Modernization of the Kenneth G Ward Land Port of Entry in Lynden, Washington and the Sumas Land Port of Entry in Sumas, Washington

2 messages

'Kopec, Brett A' via Kenneth Ward LPOE Lynden Project Inbox <LyndenLPOE@gsa.gov>

Sat, Aug 12, 2023 at 5:32 PM

Reply-To: "Kopec, Brett A" <bkopec@usgs.gov>
To: "LyndenLPOE@gsa.gov" <LyndenLPOE@gsa.gov>
Cc: "Janowicz, Jon A" <jjanowicz@usgs.gov>Brett Kopec
USGS
Budget Analyst

From: Gordon, Alison D <agordon@usgs.gov>
Sent: Friday, August 11, 2023 5:31 PM
To: Kopec, Brett A <bkopec@usgs.gov>
Cc: Janowicz, Jon A <jjanowicz@usgs.gov>
Subject: Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER23/0331 - NOI to Prepare an EIS for the Expansion and Modernization of the Kenneth G Ward Land Port of Entry in Lynden, Washington and the Sumas Land Port of Entry in Sumas, Washington

The USGS has no comment at this time. Thank you.

From: oepchq@ios.doi.gov <oepchq@ios.doi.gov>
Sent: Tuesday, August 8, 2023 7:24 AM
To: Brueggeman, Louis C <louis_brueggeman@ios.doi.gov>; Alam, Shawn K <Shawn_Alam@ios.doi.gov>; Braegelmann, Carol <carol_braegelmann@ios.doi.gov>; Kelly, Cheryl L <cheryl_kelly@ios.doi.gov>; Yazzie, Harrilene J <Harrilene.Yazzie@bia.gov>; Wilson, Wenona B <wenona.wilson@bia.gov>; Gilbert, Megan A <magilbert@blm.gov>; Montoya, Jennifer A <jamontoy@blm.gov>; Paulete, Francisca (Panchita) <fpaulete@blm.gov>; Cunningham, Catherine (Cathy) <ccunningham@usbr.gov>; Klinkenberg, Abigail L <aklinkenberg@usbr.gov>; Bravo, Jade G <jbravo@usbr.gov>; ERs, FWS HQ <FWS_HQ_ERs@fws.gov>; Runkel, Roxanne <Roxanne_Runkel@nps.gov>; Stedeford, Melissa <Melissa_Stedeford@nps.gov>; Rideout, Sterling J <srideout@osmre.gov>; Allen, Christine E <ceallen@osmre.gov>; Janowicz, Jon A <jjanowicz@usgs.gov>; Gordon, Alison D <agordon@usgs.gov>; Haug, Brian J <Brian.Haug@bia.gov>; Mogavero, Tobiah C <tobiah.mogavero@bia.gov>; oepchq@ios.doi.gov <oepchq@ios.doi.gov>; O'Brien, Allison <Allison_O'Brien@ios.doi.gov>
Subject: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER23/0331 - NOI to Prepare an EIS for the Expansion and Modernization of the Kenneth G Ward Land Port of Entry in Lynden, Washington and the Sumas Land Port of Entry in Sumas, WashingtonThis e-mail alerts you to a Environmental Review (ER) request from the Office of Environmental Policy and Compliance (OEPC). This ER can be accessed [here](#).To access electronic ERs visit the Environmental Assignments website: <https://ecl.doi.gov/ERs.cfm>. For assistance, please contact the Environmental Review Team at 202-208-5464.

Comments due to Agency by: 09/12/23

Kenneth Ward LPOE Lynden Project Inbox <LyndenLPOE@gsa.gov>
To: Kenneth Ward LPOE Lynden Project Inbox <LyndenLPOE@gsa.gov>
Cc: "Kopec, Brett A" <bkopec@usgs.gov>, "Janowicz, Jon A" <jjanowicz@usgs.gov>

Tue, Aug 22, 2023 at 2:51 PM

Hello Brett,

Thank you for providing the USGS response of "no comment" for both Lynden and Sumas LPOE projects.

[Quoted text hidden]

Is there a visual concept of the border expansion 2 views



John and Meg Krieg [REDACTED]
to SumasLPOE@gsa.gov

Aug 24, 2023, 5:03:21 PM

Dear GSA:

It is difficult for me to visualize the plan for the border expansion in Sumas. Is there a design for the expansion that GSA is working on? I know the plans are not finalized, but surely there must be a drawing somewhere of how this is going to look. I'm interested in getting a feel for how the border expansion will interface with the residential areas. Thank you for sending me information on this. I'd love to see a visual concept of what this will look like.

Sincerely,
Meg Krieg
Sumas



Sumas LPOE Project Inbox <SumasLPOE@g...> Sep 11, 2023, 10:48:49 AM (2 days ago)
to Sumas LPOE Project Inbox, John and Meg Krieg

Hello John and Meg,

At this time GSA does not have a visual concept of the proposed LPOE designs to share. GSA is still working on deciding the possible actions that can occur at the LPOE. Once this has been determined, GSA can start working on potential designs.

Thank you

Melissa Fanucci <Melissa@wcog.org>
to LyndenLPOE@gsa.gov, SumasLPOE@gsa.gov

Aug 11, 2023, 2:28:48 PM

Hi,

In your letter sent today to interested parties you say, "The public is encouraged to attend the Lynden and Sumas LPOEs EIS virtual public scoping meeting on Wednesday, August 23, 2023, from 5:00 to 7:00 p.m. Pacific Daylight Time (PDT). The registration link for meeting attendance is available on the GSA project websites at <https://www.gsa.gov/lynden> or <https://www.gsa.gov/sumas>."

However I cannot find any link on either page to register. Please advise.

Thanks,

Melissa Fanucci, AICP (she/her)

Principal Planner
Whatcom Council of Governments
314 E. Champion Street, Bellingham, WA 98225
(360) 685-8385

Please Note: My incoming/outgoing email is subject to public disclosure requirements per RCW 42.56



Sumas LPOE Project Inbox <SumasLPOE@gsa.gov> Aug 11, 2023, 3:44:14 PM
to Sumas LPOE Project Inbox, Melissa Fanucci, LyndenLPOE@gsa.gov

Hello Melissa,

We do apologize for that inconvenience. A notification has been sent to the the team managing the project websites. In the meantime, the registration link can be found within the Press Release, which is available on both the Lynden and Sumas websites. Please click on the Press Release and the active link to register is within the document.

Please let us know if you have any trouble with registration.

Thank you



Sumas LPOE Project Inbox <SumasLPOE@gsa.gov> Aug 11, 2023, 3:52:29 PM
to Sumas LPOE Project Inbox, Melissa Fanucci, LyndenLPOE@gsa.gov

Hi Melissa,

To hopefully eliminate further confusion, once you get to the [project website](#), the [press release](#) is the first document under the "Project News" section. This also applies for Lynden.

Thank you



Melissa Fanucci <Melissa@wcog.org>
to Sumas LPOE Project Inbox

Aug 11, 2023, 4:08:38 PM

Thank you!

Melissa Fanucci, AICP (she/her)
Principal Planner
Whatcom Council of Governments
314 E. Champion Street, Bellingham, WA 98225
(360) 685-8385

Please Note: My incoming/outgoing email is subject to public disclosure requirements per RCW 42.56



Sumas LPOE Project Inbox <SumasLPOE@gsa.gov> Aug 14, 2023, 8:28:16 AM

to Sumas LPOE Project Inbox, Melissa Fanucci

Good Morning Melissa,

The registration link for the joint Lynden and Sumas meeting are now available on each project webpage.

Ward Public Link:

<https://www.gsa.gov/about-us/regions/region-10-northwest-arctic/buildings-and-facilities/washington/kenneth-g-ward-land-port-of-entry>

Sumas Public Link:

<https://www.gsa.gov/about-us/regions/region-10-northwest-arctic/buildings-and-facilities/washington/sumas-land-port-of-entry>



Melissa Fanucci <Melissa@wcog.org>

Aug 14, 2023, 8:59:31 AM

to Sumas LPOE Project Inbox

Thank you

Melissa Fanucci, AICP (she/her)
Principal Planner
Whatcom Council of Governments
314 E. Champion Street, Bellingham, WA 98225
(360) 685-8385

Please Note: My incoming/outgoing email is subject to public disclosure requirements per RCW 42.56

Lynden/Sumas LPOEsEIS 0 views



Lizette Custer [redacted] Sep 12, 2023, 9:06:05 PM (19 hours ago)

to SumasLPOE@gsa.gov

I would like to comment on the border expansion in Sumas!
As a resident of Sumas I feel that grouping Sumas and Lynden together is a mistake because they are very different crossing locations—Sumas is in a town! This expansion will cause light and noise pollution in a residential neighborhood and the loss of business buildings will have a huge impact to the community.

I would like to have an on-site meeting with local residents at a time they can attend instead of a virtual meeting during their commute time!

I would like to see an actual plan to better understand the layout of the new building and the pedestrian area.

Thank you,
Lizette Custer



Sent from my iPhone



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Northwest Region Office
PO Box 330316, Shoreline, WA 98133-9716 • 206-594-0000

September 12, 2023

Emily Grimes, Environmental Program Manager
US General Services Administration
1301 A St, Suite 610
Tacoma, WA 98402

Re: Comments on the Lynden and Sumas Land Ports of Entry Project Scoping Notice

Dear Emily Grimes:

Thank you for the opportunity to provide comments on the National Environmental Policy Act (NEPA) scoping notice for the Lynden and Sumas Land Ports of Entry (LPOE) project. Based on review of the documents associated with this project, the Department of Ecology (Ecology) has the following comments:

Lynden LPOE (Proposed Expansion and Modernization Project Location) is located within 750 feet of two Model Toxics Control Act (MTCA) contaminated Sites:

1. **US Border Station Lynden** – 9949 Guide Meridian Rd, Lynden. **CSID:** 11013, **FSID:** 91234127. This Site has *confirmed concentration of non-halogenated solvents, Benzene and Gasoline compounds in soil and groundwater above MTCA cleanup level*. This Site is currently awaiting cleanup.
2. **Ammex Tax & Duty Free Shop** – 9948 Guide Meridian Rd, Lynden. **CSID:** 11279, **FSID:** 97455125, This Site has *confirmed concentration of non-halogenated solvents, Benzene and Gasoline compounds in soil and groundwater above MTCA cleanup level*. Cleanup activities are ongoing but not completed.

Depth to groundwater around these two locations according to *EMS Consultants Environmental Investigation Report dated March 30, 2005, and received by the Department of Ecology on April 1, 2005*, ranges between 8.29 to 10.04 feet.

Runoff due to construction activities may act as a transport mechanism for the petroleum contaminated soil (PCS). Also, migration of the contaminated Site plumes may occur due to the anticipated construction activities.

Emily Grimes
September 12, 2023
Page 2

If contamination were to be discovered during construction activities, please report it via Ecology's web form: <https://ecology.wa.gov/footer-pages/report-an-environmental-issue/statewide-reporting-form-erts>.

Information regarding environmental conditions at the above-listed Sites can be found at <https://apps.ecology.wa.gov/cleanupsearch/reports/cleanup/contaminated>.

If contaminated soil and/or groundwater from any of the contaminated Sites has reached this project location, this parcel will be considered part of the MTCA Site. In this case, contamination at the project location should be characterized to ensure protection of workers and future residents and mitigation of MTCA liability. Any contaminated soil and/or groundwater from this project location should be removed and properly disposed of.

Thank you for considering these comments from Ecology. If you have any questions or would like to respond to these comments, please contact me at meg.bommarito@ecy.wa.gov.

Sincerely,



Meg Bommarito
Regional Planner
Northwest Region

Sent by email: Emily Grimes, LyndenLPOE@gsa.gov

ecc: Meg Bommarito, Ecology
Olu Akeroro, Ecology

Response to request for Sumas LPOE 1 view

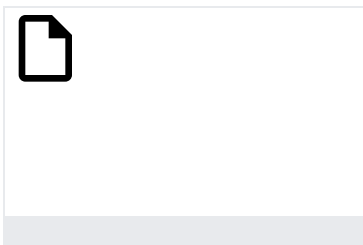


Sumas LPOE Project Inbox <SumasLPOE@g...> Sep 11, 2023, 11:00:50 AM (2 days ago)
to Sumas LPOE Project Inbox [REDACTED]

Hello Fred,

The requested proposed project outline has been attached for you to review. The blue drawing was made during the actual meeting, so is not shown on this image or in the presentation slides. Please refer back to the [meeting presentation](#) to review that section.

Thank you



Sumas border 2 views



Brandi Lorenz

Aug 23, 2023, 7:56:27 PM

to SumasLPOE@gsa.gov

Hello,

I spoke during the Zoom presentation and expressed my concerns over closing the Sumas border for any length of time. We own Ship Happens, a package receiving company, in Sumas on the corner of Cherry and First street. While we completely support the border expansion, our concern is our business and the other businesses that are supported by Canadian dollars. As I mentioned, closing the border for expansion work at night would be a very workable option for the businesses of Sumas and the livelihood of our families. While we understand this option may cost more in labor, it would save a whole town from devastating economic losses. In the past 3 years, our border has been closed due to Covid and a natural disaster, resulting in many permanent closures and lost businesses. We are just now beginning to recover. We used our entire life savings to stay open and keep our employees employed during Covid. What was left, we used for clean up and replacement of computers/forklift etc after the floods. To be impacted by another closure and resulting loss of business will kill us. Please consider some other way to do this expansion without closing the Sumas border.

The City of Lynden does not depend solely on Canadians to support its economy. It has a much larger citizen base and is located over 2 miles away from the border. There is no foot traffic. I do not see a significant impact to the economy by closing the Lynden port while work is being conducted.

Thank you for considering our concerns.

Gary and Brandi Zeilstra
Ship Happens, Sumas



Sumas LPOE Project Inbox <SumasLPOE@g...>

Sep 11, 2023, 10:45:39 AM (2 days

ago)

to Sumas LPOE Project Inbox, Brandi Lorenz

Hello,

GSA thanks both of you for sharing this important feedback on the proposed Sumas LPOE project. The information shared will be further reviewed and addressed in the potential impacts this project could have on the environment.

Thank you

Transcript of Spoken Comments Received at the Lynden-Sumas Public Scoping Meeting on 8/23/2023

Table 1: List of Speakers and Affiliations

Name of Speaker	Affiliation	Comment Code (If Applicable)
Emily Grimes	GSA	N/A
Patrick Manning	GSA	N/A
Brandi Zeilstra	Public	P5
Lisa Marx	Public	P6
Paul Galovin	Public	P7
Megan Jones	Public	P8
Melissa Fanucci	Public	P2
Meg Krieg	Public	P10
Sigfried Toews	Public	P11
Helen Solem	Public	P12
Stephen Jordan	Public	P13
Jason Postma	Public	P14
Robert Baldwin	Solv	N/A
Nathalie Jacque	Solv	N/A

Brandi Zeilstra, P5

271-279

00:46:58,000 --> 00:48:15,000

Okay, can you hear me? I can hear you. Okay, so are we allowed to ask questions for this or is it simply comments? You are allowed to ask questions. Emily, correct? Okay, so we live and own a business in Sumas. In the last 3 years, we've gone through COVID, we had a natural disaster. And we've just gotten back to even partially getting the traffic back in Sumas that. We rely on from the Canadian people. So for you or not you, but for the border to close completely. That will completely crush many of businesses here in Sumas. Is there any consideration in possibly closing it at night? To allow for people to come down during the day to still use our grocery store, our mailing services, our gas stations. Because if not and you just simply close it down for a year or 2. Sumas will die. Did I lose you?

Emily Grimes, GSA

280-285

00:48:15,000 --> 00:48:55,000

But definitely that is an important. You know, for you to bring that up. When it comes to closing, I know it was mentioned that that Lynden would close at 1 point and then Sumas once Lynden's finished, then Sumas would close at another point. The length of the closure, I would have to check with Pat on that, but we can definitely, that's something that would be addressed. In the impact statement, the Environmental Impact Statement, because that can obviously be an impact to local businesses as well. So that could be a follow up. If you're okay with that.

Brandi Zeilstra, P5

286-294

00:48:55,000 --> 00:50:15,000

Sure. I want to clarify, the towns are about 10 miles as the crow flies, the 2 borders in between. But the business from Abbotsford will not go through Lynden to come back to Sumas to utilize our businesses. We just this year got a grocery store that is mainly supported by Canadian tourists going through town. We have recently got a new gas station that's opening. So many businesses will die if the border is closed during the day. It just will happen unfortunately. And that means for the people that live in Sumas, we lose those resources as well. We now have to go another 20 miles to a grocery store or 20 miles to a gas station. And Sumas has been through so much, like I said, with COVID and then our natural disaster, we're, 75% of our town lost their homes. And they're just starting to rebuild. It's just really going to be devastating if that border closes. For any amount of time.

Emily Grimes, GSA

295

00:50:15,000 --> 00:50:20,000

No, understood and thank you for bringing that to our attention. That is important to factor in.

Brandi Zeilstra, P5

296

00:50:20,000 --> 00:50:23,000

Thank you.

Emily Grimes, GSA

297

00:50:22,000 --> 00:50:23,000

Thank you.

Robert Baldwin, Solv

298

00:50:23,000 --> 00:50:34,000

Lisa, you are up next.

Lisa Marx, P6

299-309

00:50:34,000 --> 00:52:41,000

Can you hear me? Hello? I can hear you. Okay, you can hear me. Hi, my name is Lisa Marx and I am an educator and I also am a special representative for the Carpenters Union. And I just wanted to mention and listening to the concerns of having the city of Sumas close down all the environmental impacts, and everything that's of a concern, you know, with building a project of this magnitude. Having a skilled, trained, knowledgeable workforce, especially from the community that's in that area, I think would be very important. And with apprenticeship and pre-apprenticeship programs, it would be a very good resource and way that. Folks in that own community could be able to obtain some good living wage careers in the construction industry while this project is going on. Schools in the area, if it was started ahead of time because it sounds like it's gonna be about 2 years before it's in the making, that would give students who are getting ready to come out of high schools time to get this training in their in their schools before they graduate and then they could graduate and literally go into a good living wage career in the construction industry. There's also tribal programs. I know pre-apprenticeship programs in the area that would be helpful if apprenticeship utilization is considered and used during the building of. These, you know, projects. So this is just a point I wanted to put out there and I'm happy to be a resource and available if anybody had any questions on that and wanted to reach out. You know, I've helped many programs across the state within the correctional facilities schools. All over to help. Grow and build these pre-apprenticeship and apprenticeship programs. Thank you for your time.

Patrick Manning, GSA

310-313

00:52:41,000 --> 00:53:25,000

So, Emily, I'll address that really quick. So for Sumas specifically, the Sumas Land Port of Entry project has been designated by the administration to participate in what the department of labor calls a mega project. So that is essentially an outreach program that the Department of Labor will run. In coordination with GSA for the general contractor community to tie into local resources for trades and essentially, it's mimicking what you just described. So that's actually, something that's being, incorporated into the larger Sumas project.

Emily Grimes, GSA

314-315

00:53:25,000 --> 00:53:32,000
So. Thank you, Pat.

Robert Baldwin, Solv
316-317

00:53:32,000 --> 00:53:40,000

Paul, you are up next and Megan we will address your questions after Paul is finished speaking. Go ahead.

Paul Galovin, P7
318-327

00:53:40,000 --> 00:55:41,000

Hello, good evening. Paul Galovin. My family is native Alaskan and a lot of them are rooted in Lynden. I'm also a carpenter and I'm a 20-year veteran with the Army. So when it comes to the project is coming up in Sumas, the things that would be most important as far as economy in my mind. So one business owner already spoke to the idea of how Sumas is going to be affected by a possible closure. Some of the mitigating efforts could be a local hire, preferred entry process. I realize that you're working with L and I. But to expand the, L and I is not necessarily going to reflect the local hire process. And that is something that could come out of this process as a priority. Also, creating an environment where minorities or underprivileged could find resources to be working on this project that would come in the source of transportation. From a designated areas to increase their ability to work on this project. These types of efforts are gonna go a long way to, speaking loudly. On this panel's effort to seeing Sumas a partner in the construction of this project.

Emily Grimes, GSA
328

00:55:41,000 --> 00:55:44,000

I don't know if you're trying to speak, Pat, but I did wanna thank you, Paul, for your comments, but.

Patrick Manning, GSA
329

00:55:44,000 --> 00:55:48,000

Yeah. Go ahead, Emily.

Emily Grimes, GSA
330-331

00:55:48,000 --> 00:55:54,000

No, that's, I didn't want to interrupt. I can't see if your mouth is moving or not. Sorry about it.

Patrick Manning, GSA
332-37-

00:55:54,000 --> 01:01:33,000

Yeah, sorry about that. So just like I spoke to the previous question, I think from Lisa. So, part of the Bipartisan Infrastructure Law, there are 5, I wanna say, projects that the administration designated to receive the Department of Labor. So this is US Department of Labor. It's not Washington L and I, right? It's the United States Department of Labor

Mega Project designation. I recommend everybody just go to the Department of Labor website and look up Mega Project or just Google Mega Project. It explains exactly what it is. But it's an intensive outreach for the Department of Labor during the solicitation phase when we go into the design build acquisition. So this would be the actual general contractor who's going to go out and hire all the sub trades, right? It's an outreach program for them so that they can go out and hire small disadvantaged businesses, minority businesses, underserved utilization HUD zones, right? So it's an outreach program to help the general contractors make it easier for them to loop in all the pools of tradespeople that you and Lisa both spoke about. So this project specifically, Sumas, not Lynden. But Sumas has that special emphasis that the administration is focusing on. So it's getting a lot of attention from the Department of Labor. That's a good thing. But it's like I said, an outreach program. The other thing is we are looking at this point for well, let me start this one. So we're looking first to hire one general contractor. To do both projects to, to expand both ports. And for GSA, me selfishly, it just makes my job easier. Okay, but we're not set in it yet. We're still evaluating our acquisition strategy. That's one of the things that will actually flesh out during the project development study. But if everything goes as its plan now, and it's still to be determined, it's not set in stone. We would hire one general contractor. So the thinking would be if that general contractor is going out and using all these trades for Sumas because that's what Department of Labor is trying to market to them and they're trying to reach out to the community and support all that. That same pool of contractors or subcontractors would be working on Lynden. So Lynden would technically get the benefit. Of the mega project status that's being applied to Sumas. And if we kept them together, you would presume if it's one contractor. And they're plugged into the Mega Project program that the Department of Labor is running, that it would be beneficial to both Sumas and Lynden. I also wanna just briefly touch on closing Sumas. By no means is closing Sumas and/or Lynden a done deal. We're open to all your comments and the comments about the closing at night maybe is a possibility. That's actually something we could look at and we will look at. Things like the impact to the grocery store, something we're gonna take into consideration, and I appreciate the comment. These are the comments that we want to hear because the people that live on the ground know that town better than we do. And that's why we're asking you for those comments, right? In no way shape or form is closing Sumas a done deal. I just wanna put that out there. Second, even if we were to close it. And I'm not saying we are, we don't know right now how long the closure would actually be. Right, so that's part of the NEPA process and it's part of the project development study process. Where we dial into. One, we have a fixed amount of money that we've been given. So. Everybody goes out and buys things on the local economy. Inflation has been going crazy, right? Everything costs more. Well, our money was provided 2 years ago. And we're gonna spend it starting in 26. That's 5 years from the time we received the money. Think about how much money that's actually going to be worth and how much that dollar is going to buy. 5 years from when we originally got it. We're fixed with the amount of money. We're not going to get any more money. So we have to figure out how to solve this problem for CBP with our available budget. We're open to all different ideas. At this point, right? So not saying the port's gonna close, not saying it's not gonna

close, it may close for a month, it may close for 2 weeks. It may close for the duration, it may never close, right? We are trying to figure out what is the best way to make this happen, to minimize the impact. The alternative is crossing the border, if we keep it open, is going to be a nightmare for 2 years. That's the alternative, right? Because we will be closing lanes. We'll be moving traffic from one place to another. We may be closing personal vehicle lanes for a period of time and then reopening them. Shifting traffic from one port to the other. So these are all things that we have to evaluate, taking into account your great comments when we go through the project development study and this NEPA process. So. I'm done. Thank you.

Robert Baldwin, Solv

371-372

01:01:33,000 --> 01:02:00,000

Thanks, Pat. So the next question is from Megan and her first question is are there plans for the Sumas crossing to include a walking slash biking plan that goes directly into Canada for pedestrians. Her second question is during which phase will buildings in Sumas actually be acquired? I'm asking as someone who works and lives in the areas that are marked for expansion.

Patrick Manning, GSA

373-386

01:02:00,000 --> 01:04:27,000

Okay, Robbie, I don't know if it would make sense just to go back to that one slide that showed the area around Sumas. So I can kind of speak to it a little bit, but, so the first question about the walking and biking. That is one of the things we're considering. What we can't do, unfortunately, because people have to get processed by both CBP on the American side and if you're going to Canada their analogous agency is CBSA, Canadian border security agency. So pedestrians and bikers have to go through a vetting process just like people coming across in a car, right? So they have to go through a main inspection just like they do now, they walk down from Canada, they go into the primary building, you go through a little inspection process, you get your paperwork cleared, you continue on through Sumas and you go presumably to the downtown area, right? Go back and reverse, you're going to go through that same thing when you go up into Canada. Through the CBSA port on the other side of the border. What we're looking to do with this project is, given the amount of pedestrian bike traffic that comes across, we're looking to create. Essentially 2 sterile corridors. One, as the public transits north and south across the border. Outside of that building, at least on the American side, we can't really touch the Canadian side, right? But on the American side, how the people come across the border, cross the traffic, go into the building, then come out of our building and then go back into the City of Sumas, right. So that exterior part we're looking to build a sterile corridor. We're also looking to build somewhat of a sterile corridor inside the building. To keep different groups of people. Separate, right? So it's, Yes, we're gonna address the bike and pedestrians, but how we do that one is still up in the air. But it's not as simple as, you know, let's just build a bridge over the border, have the bus people or the bike people and the pedestrian just walk across kind of thing. They still have to go in and out of the building. Both on

the American side and then heading back into Canada on the CBSA side.
What was the second question, Robbie? Sorry.

Robert Baldwin, Solv
387

01:04:27,000 --> 01:04:35,000

No problem. The second question is during which phase will buildings in Sumas be acquired.

Patrick Manning, GSA
388-407

01:04:35,000 --> 01:07:26,000

Okay. I don't know if you want to show that one slide with the area or not, but. Right now, we're in the NEPA process, right? So thanks. So, everybody hopefully can see the little red outline on the map. Small note at the bottom of the slide says it's a draft pre-decisional, a potential area of impact and I want to repeat that. It's draft and it's pre-decisional. We have not made up our mind exactly what the ports gonna look like. As I spoke to before, we have a limited amount of money. And we are not going to get more and we need to figure out how best to utilize that money. To satisfy CBP's and all the other government agencies who operate at Sumas or Lynden. Right now we're looking at Sumas because that was the question. So the red area. What I can say is the absolute maximum area that we might impact. I don't even think, well, it will not get any larger than that. Because we just don't have the funding for it. I can't say if you own a business or your residence inside that area, whether or not we're actually going to acquire your property. Cool. That's what's being determined as part of both the NEPA process and our project development study. Where we weigh that how much money we have against how we're going to solve CBP's problems and make the traffic flow across both sides of the border more efficient and safe. And how we're going to minimize the impact to the local community, right? That all goes into the sausage making of this whole project. So those areas would be further delineated as part of both the NEPA process that we're going through now. As well as the project development study. At the end of that, we'll have a better idea of which properties we may need to require. And then that starts a whole separate process for GSA where a separate group that works with us, our real estate group, has to follow what's called the uniform act. So the Uniform Act is a federal government law that basically dictates how the federal government purchases property from private citizens or private parties. It could be a business, it could be a private citizen as a residence. They'll follow that entire process through. That probably won't happen. We won't be ready to even start that process for probably a better part of a year.

Robert Baldwin, Solv
408

01:07:26,000 --> 01:07:41,000

Alrighty, thanks, Pat. Next question is for Melissa. Is the option of keeping the ports partially open during construction being considered.

Patrick Manning, GSA
409

01:07:41,000 --> 01:07:45,000

Yes.

Robert Baldwin, Solv

410-412

01:07:45,000 --> 01:08:15,000

Alright, next question is from Meg. Inbound commercial vehicles waiting for clearance to cross currently need to park along railroad avenue causing traffic and security concerns. Is this railroad avenue on the Canadian side? As a resident of Sumas I can emphatically say I have never seen commercial vehicles waiting on this avenue. Indeed, in my 14 years here, I've rarely seen trucks waiting to go north across the border.

Patrick Manning, GSA

413-443

01:08:15,000 --> 01:12:44,

So the trucks going, well, 2 questions, right? So unfortunately, you probably can't zoom in, but Railroad Avenue is the road that goes, if I'm not mistaken, right along the railroad north to south as it comes out of the port. So vehicles that are parked southbound that have come through our port are actually parked along Railroad Avenue. And that's one of the problems that CBP has that they need to solve. It creates a safety issue. Right? They're vehicles that have been semi-inspected that need to be cleared before they're allowed to depart the port. Even though technically I believe they've actually left the port property. So you'll see a CBP officer, out there while that vehicle is parked outside the "port property". On Railroad Avenue and they're making sure that that commercial traffic doesn't leave without being fully clear. Part of the reason we're expanding to the south, at least looking to expand to the south. Specifically directly below the port. Is to prevent or eliminate that possibility. So that queuing traffic before it left the port, would remain on port property fully under control of the port. Because once they go through that existing fence that's there now, it, I believe it's Harrison Avenue. Once they go through that fence, they technically left the port while they're still under control of the CBP officers. So it creates a little bit of a control safety issue and that's one of the reasons why CBP is actually looking to expand southward. Specifically to address that issue. And there is no place on the port, unfortunately to queue that traffic up. And still maintain full operational control on federal property without completely backing up the traffic southbound into the country from the Canadian side. And if we were to do that, then it becomes an international thing where CBSA and the Canadian foreign secretary, whatever they call it, that's really the GB. But the foreign government relation would come to the United States and ask us to speed up our processing because we're essentially blocking their roads.

Alright, with respect to the outbound traffic. So the outbound traffic going into Canada actually goes across Sumas Avenue. So that's the far, if you're looking at the picture, that's the red line that's going north to south up and down vertically on the page at the far right hand side. That's Sumas Avenue. That's the outbound area right where Robbie just circled. That's the outbound path of travel for commercial traffic. One of CBP's requirements is to not only inspect the traffic that comes into the United States and goods and people. But they're also responsible for inspecting both goods and personnel and vehicles that are leaving the country to make sure that if somebody is not supposed to be leaving the

country. Like they're wanted for a crime or they're taking contraband to Canada and it shouldn't be leaving the country. CBP has a mission to also inspect those vehicles northbound before they get into Canada. So where Robbie circled. The plan for CBP in that area is to actually construct an outbound inspection area. Where they would pull across commercial vehicles, inspect them before they leave the United States and go into Canada. And if they have a need to further inspect the vehicle, they would be a loading dock and warehouse-type area building. In that general area where they can offload material from say a tractor trailer and do a more in-depth investigation or inspection before that truck and the goods were cleared to go into Canada. So that's actually what's planned over in the area where Robbie circled and below. It's not really to queue up the traffic before it goes into Canada. It's actually for CBP to fully satisfy one of their mission requirements that they have now. Hopefully that answered the question.

Robert Baldwin, Solv

444

01:12:44,000 --> 01:12:56,000

All right, next question is from Melissa. Are the summer 2026 FIFA games schedule being considered in determining the construction start dates?

Patrick Manning, GSA

445-453

01:12:56,000 --> 01:14:09,000

Yes, so if you remember and I'll know for Robbie can go, I think it might be the next slide after this. The milestone, so FIFA, both Vancouver and great thanks. So both Vancouver and Seattle are group stage hosts. I don't think they're hosting any of the knock-out round stages, but they are group stages. That's where 4 countries play in one location. Round robin the 2 top teams go on. Right. So the World Cup is gonna run from June to mid-July. If you look at our schedule, it just so happens that it lines up like that. It was totally a fluke, but it works. We're not going to award the construction contract until September of 2025 so 2 years from now and they will be going through design through February and March and the construction periods for both Lynden and Sumas while we show July and August would take into account that World Cup will be done before impacting either one of those ports. So yes, it is on our radar. Thank you for the question.

Robert Baldwin, Solv

454

01:14:09,000 --> 01:14:16,000

And then Brandi, you've been waiting patiently with your hand up. You are on the clock when you begin speaking.

Brandi Zeilstra, P5

455-459

01:14:16,000 --> 01:14:59,000

Thank you. So if we could go back to the slide that Robbie had up with the circle on it. Our house lands within that circle. We are actually the closest house to the red line. My question is what type of safeguards are they going to be putting on our yard or just outside of our yard to protect us from the fumes from the big trucks. Potential

safety hazards, the sound if that's gonna be an inspection area, is there gonna be any kind of safeguards put in place for us?

Patrick Manning, GSA
460-461

01:14:59,000 --> 01:15:17,000

Good question. We haven't fully worked through that yet and we will look into it. CBP, for full disclosure, they already do inspections in that area now. So you're talking about one of the residences to the immediate east of Sumas Avenue, right, in that general area.

Brandi Zeilstra, P5
462

01:15:17,000 --> 01:15:18,000

That's correct.

Patrick Manning, GSA
463-467

01:15:18,000 --> 01:16:14,000

Okay, so you aren't actually in our area of impact if you will, we wouldn't be acquiring your property but your point about you know traffic coming along whether that's construction traffic during the modernization or once the port is operational, the construction traffic that's still going through that area. How would that impact you, right? So great question. We'll look into it. As far as the construction, I can tell you for sure they'll be putting up different things to minimize the sound. They won't be going onto your property. I don't believe to do any work. All the work would be done on Sumas Avenue into the West, right? So we would be cognizant of all the properties outside that area. But that's also something that NEPA and our project development study would further flush out.

Brandi Zeilstra, P5
468-470

01:16:14,000 --> 01:16:44,000

Because right now we do have a bit of truck traffic. It's nothing that we can't handle, but enlarging the truck border going north, I have heard that they're going to be routing a majority of the trucks going east within BC through the Sumas border once it has been constructed to hold more traffic. Is that something you can confirm?

Patrick Manning, GSA
471-474

01:16:44,000 --> 01:17:02,000

No. So. They're been other comments that have been issued, were sent in through our public websites asking about kind of the same question. So, I can't say for sure exactly how the traffic is gonna shake out between Pacific highway, which is 10 miles to the West of Lynden, right?

Brandi Zeilstra, P5
475

01:17:02,000 --> 01:17:13,000

Correct.

Patrick Manning, GSA
476-496

01:17:13,000 --> 01:20:35,000

That port's being expanded. At the same time that Lynden is being expanded. As the same time as Sumas is being expanded. So, if CBP and GSA were only looking to expand Sumas, I would be concerned, just as a person, that traffic's gonna come through my port. Right? Because it's the newest, brightest, shiniest thing and it's got the biggest. You know, ability to absorb, you know, new traffic, if you will, right? We're actually expanding all 3 ports together. And one of the thinking, at least from the American side coming into the United States, is a lot of the commercial traffic that's queued up now at Pac Highway and at Sumas. If Lynden goes the way CBP wants and it becomes a 24/7, fully commercial port. A lot of the traffic's going to go from Sumas and Pac Highway and start going through Lynden. So I would expect actually less traffic at least inbound into the United States. Outbound into Canada, we have less control. And I know that's maybe not the best answer. But, we can't control how traffic leaves our country and gets into Canada. That's really for the Canadians. And I'm not really trying to punt, but that's, you know. That's the best I can say. I can say coming into the country, I would expect commercial traffic, just me just looking kind of at these projects together. I would expect some of the commercial traffic and some of the POV traffic, the personal vehicle traffic, to go away from Sumas and over time they would even out. But I would expect a net negative slightly from Sumas at best and really what we're talking about is more efficient processing of the vehicles coming into the country and then performing these additional inspections of vehicles leaving the country. Right, so the other way I look at this is this isn't like a field of dreams situation where if you build it, they will come. Right, if we expand Sumas they will come. Or if we only expand Lynden, they'll all go to Lynden and not come through Sumas or PAC Highway. The problem for all 3 of these ports is they're already here. The ports are already past their capacity to safely handle the traffic. That's why you see cars queuing up on Sumas or Cherry Street. And why you see cars queuing up on the Canadian side waiting to come into the United States. Neither port has the ability at this point to process the traffic. So adding the lanes and the processing capabilities and the additional officers that CBP would look to hire to staff these lanes. Would simply allow the traffic that's already there and is forecast for the next 20 to 50 years. To process through more quickly. So that it doesn't back up on Cherry Street and clog the downtown business area, right? So that it doesn't queue up right in your backyard for you specifically along Sumas Avenue, right?

Brandi Zeilstra, P5
497

01:20:35,000 --> 01:20:37,000

Thank you.

Patrick Manning, GSA
498

01:20:37,000 --> 01:20:40,000

Does that answer your question? At least a little.

Brandi Zeilstra, P5

499-500

01:20:40,000 --> 01:21:01,000

Pretty much. You know, I'm just right now we don't even have signs out there that say no idling. So we have trucks that sit outside of our yard and just idle for hours while they have a nap waiting to get their paperwork through the Canadian and they're on the immigration side.

Patrick Manning, GSA

501

01:21:01,000 --> 01:21:02,000

Right.

Brandi Zeilstra, P5

502-503

01:21:02,000 --> 01:21:17,000

And my concern is 1 or 2 trucks. You know, it sucks, but if we have 12 trucks out there doing the same thing, what does that do for our health?

Patrick Manning, GSA

504-506

01:21:17,000 --> 01:21:42,000

Totally valid point, but to me, that traffic's already here, right? And it's already coming. The outbound inspections that CBP is looking to do, the vehicles would be stopped at that point. So they would bring the vehicle into a sterile area. They would offload or inspect the truck in a more detailed fashion.

Brandi Zeilstra, P5

507

01:21:42,000 --> 01:21:43,000

Sure.

Patrick Manning, GSA

508-512

01:21:43,000 --> 01:22:06,000

While that's happening, the operators out of the vehicle standing away in a secured little area. And just the CBP officers going through the vehicle at that point. So those vehicles would be shut off. Yeah. So. The other traffic that's still going northbound. That's gonna stay the way it is until Canada expands their port. And again, unfortunately, we don't have control over that.

Brandi Zeilstra, P5

513

01:22:06,000 --> 01:22:20,000

Sure. Thank you.

Robert Baldwin, Solv

514

01:22:20,000 --> 01:22:23,000

So I have not seen any other questions in the chat and I don't see anyone else's hand raised.

Emily Grimes, GSA

515

01:22:23,000 --> 01:22:30,000

Robbie, we do have one other question I see from Sig. He's the owner of Package Express.

Robert Baldwin, Solv

516

01:22:30,000 --> 01:22:34,000

Is it in the chat? I might not. I don't know if I've seen that.

Emily Grimes, GSA

517

01:22:34,000 --> 01:23:01,000

Okay. Oh, let's see, he direct messaged me. Sig if you don't mind, if you're on here, do you mind raising your hand and speaking out? If not. Just chat me and I can read your comment off. If you're still on. Okay, there he is. Thank you.

Sigfried Toews, P11

521-525

01:23:01,000 --> 01:23:32,000

Okay. Yeah, my question is, well, I'm the owner of Package Express. I've been notified that the building might be needed but I see on the area of impact that it's just outside. It's on Garfield Street on the south side, on south east side. And am I correct? To assume that I can breathe easy and not worry about the building being taken away. That's my question.

Patrick Manning, GSA

526-543

01:23:32,000 --> 01:25:54,000

Fully aware of who you are, right? You're famous. You're honestly one of the reasons why there's such a big pedestrian crossing. I'm thinking at Sumas is your business. So again, if you're in that red box. Don't get too upset. Still not a done deal. If you're outside the red box, I'd breathe a little bit easier, but. So specifically with your property. So yes, you are outside the property. Anything south of, well anything north of Garfield is potentially where we're looking to modernize the port. The area that's shown south of Garfield, which is just to the west of your property, the next door and the parking lot next to that and Cherry Street. Would be essentially where we would have to reconnect Cherry Street coming out of the port. It's gonna be shifted to the east a little bit. So we would have to bring Cherry Street back in at some point and marry up with Cherry Street as it continues south through the downtown area. So the area that we're showing right now, just to the west of you, South of Garfield and that little kinda leg that's sticking down there. That's essentially a potential area if the port went all the way down as far south as we think it might, worst case, it might. That would be where we would somehow realign Cherry Street coming through the port with the existing Cherry Street as it mates up with the downtown area continuing south. Okay. So I do not believe your building is going to be impacted and I believe, don't quote me to this. We're still working through it. I believe we could probably make that transition to Cherry Street existing. Ahead of or just north of the Garfield intersection. But that's also something we have to work through with. Both the state because it's a

state highway, Whatcom County and the City of Sumas, right? But that's what's planned for that little area just to the south of Garfield. The only is just how do we reconnect. The shifted over to the East Cherry Street to the existing Cherry Street as a continues south. Does that make sense?

Sigfried Toews, P11
544

01:25:54,000 --> 01:26:03,000

Yeah, so reasonably sure that you won't, I can stay there. We can stay there, but, but no guarantees, I guess.

Patrick Manning, GSA
545-547

01:26:03,000 --> 01:26:21,000

I don't wanna say yes or no, but if you were just asking me off the record, I would probably say, yes, you could stay. But don't hold me to that because we're still working through all this, right? I really am trying to be as honest as I can. We do not know exactly what this is going to look like.

Sigfried Toews, P11
548-550

01:26:21,000 --> 01:26:31,000

Okay, well I appreciate that. We need to plan for the future and know what's going on. So the best idea as possible so yes thank you. Yeah.

Patrick Manning, GSA
551-554

01:26:31,000 --> 01:27:00,000

But as of now, like I said, your area is not being impacted. It's just the very southern part of how we realign Cherry Street. And it may just be we skirt around the corner. Somehow, but that's also part of the city of Sumas's call. Right, where would they. Like to see that intersection occur. Yeah.

Sigfried Toews, P11
555-557

01:27:00,000 --> 01:27:17,000

Yeah, but we actually do have a bathroom on the inside of that red line, but, we can discuss that another day. Okay, thank you. Know what you're talking about. Okay, thank you.

Robert Baldwin, Solv
558

01:27:17,000 --> 01:27:27,000

Again, I'm not seeing any other questions in the chat or any other hands raised.

Emily Grimes, GSA
559-568

01:27:27,000 --> 01:28:38,000

Thank you, Robbie. I don't have any direct messages from me either. That's what kind of threw me off. Hopefully no one else sent a direct

message, but if he did, GSA, we have this meeting. We're holding it until 7 PM. So we will, all the presenters, GSA and Solv, we'll stay on. Just in case if anyone has any additional questions or if you, you know, come up with something before 7 PM. Please do ask that. But we just wanna make sure that we're available up until the time. And just again, thank you, for everybody for staying on, taking the time and all the comments. It just helps, you know, helps us during this environmental process and obviously, during paths process as well with design and construction and planning. And again, how much we stress that everything right now is just in the preliminary stages. Nothing has been set in stone. We're still planning, but having these greatly helps us and even maybe to consider things we didn't fully think of. And which will also be shared with CBP for any possible future operations that may impact Sumas and its residents.

Robert Baldwin, Solv
569-571

01:28:38,000 --> 01:28:57,000

Emily, one more question just came in. Oh, okay. Helen asked how much say so do you have over the rest of Cherry Street in town? As a live on the ground resident there's already not enough crosswalks over Cherry Street. It's dangerous now because many people jay walk from one side of the street to the other. Can you authorize crosswalks?

Patrick Manning, GSA
572-588

01:28:57,000 --> 01:31:24,000

So, from a federal government perspective we are only allowed to touch property that we're actually going to touch if that makes sense, right? So we can't work on Cherry Street south of however far south that we're actually going to work. So if you're talking say 2 blocks south of Garfield where package express is, 2 blocks out of that where we're not going to be doing work. We can't direct anybody. The City of Sumas anybody else. We can't direct our contractors to do the crosswalks. Within our boundary where we're actually working on the port expansion itself, yes, we can take care of crosswalks. That's one of the reasons why we're trying to solve the pedestrian corridor. One of the questions about the bike and pedestrian as they traverse through the port. So. On the port itself we can fix those crosswalks, but in the city outside of that area no we can't. With that said, part of the bipartisan infrastructure law that was passed, there's also a program called Thriving Community. So that's a separate pot of money that the federal government has. That is available to local communities that are impacted by this project and other projects. It also provides funding for high speed internet to low served areas, right? So thriving communities is essentially a federal grant program. Where local communities that are impacted by this project or other BIL projects can apply for that funding so that they can upgrade. Their infrastructure outside of our, you know, particular project footprint. So we've already discussed that with both the city of Sumas and Lynden. They're fully aware. I know the City of Sumas there was a question about flooding and natural disasters. The City of Sumas is also working with FEMA and the Army Corps of Engineers to address the flooding in the local immediate area. I don't know if they'll be able to get thriving community funding to address whatever may come

out of that initiative. But that's also another avenue that the city of Sumas might have somewhere down the road. Hopefully that answer to the question.

Robert Baldwin, Solv

589

01:31:24,000 --> 01:31:33,000

All right, Stephen Jordan, you have the floor. Apologies for the delay.

Stephen Jordan, P13

590-628

01:31:33,000 --> 01:38:20,000

Good evening. Thank you. I'm the adjutant for the Sumas American legion, which is that area. It's a very northeast corner. That red area. Takes up that whole area there. There's 3 areas I'd like to address. First off, the major differences between Lynden crossing and Sumas crossing. If you look at the anatomy of the area, that Lynden crossing (Guide Meridian) is all out by itself has nothing else around it. It doesn't support any other businesses but itself. Closing it means nothing to anybody. This crossing is directly going through residential business area. There are only 3 ways to get through town. You can have what was supposed to be the truck route that goes through the industrial area, the industrial side of town, Main Street, and Sumas Avenue. I used to live on the south end of town and people would call me all the time. Can you tell me if the border is backed up? I'd walk out my front door and look down the street and go, yeah, there's cars down there, they're not moving. And or it's clear. So somebody would say, okay, well, I'm gonna go to town. You go to town and it's backed up like that you can't move, you can't go to post office, you can't go nowhere. It's all they can do to keep Canadian cars off of Sumas Avenue just so residents of town can travel north and south. We, at the American Legion, we border Sumas Avenue where the trucks go into Canada and they stage for Canada. Our parking lot enters behind our building. Well, that's also where CBP does their inspections of trucks. And that is 2 lanes north, 1 lane south. That 1 lane south comes out of our parking lot. And nobody's moving anywhere when they have all 3 lanes with trucks going north. You know, stand still. When the trucks are also supposed to come into town through the truck route which turns off of front street, leaving Cherry Street just for POVs, privately-owned vehicles. And then the southbound is supposed to turn west and go over the railroad tracks coming southbound out of the port where they turn and they turn down Cherry Street. So you have all this truck traffic going both directions. And it just, and it clogs up everything even that much more. This intersection right here is a 4 way stop. We have no stop lights in town. We don't need any stop lights in town, but what we do need is direction of traffic rather than a free for all. Which is basically what it is now. When you say truck traffic is not going to be impacted. We are the gateway to the Alcan Highway. Trucks choose to go through our port rather than going through the Guide Meridian port or Blaine. I've been in trucking industry for 23 years. I'm now retired. During that time, I've been through the ports many times, majority of the time you go through Blaine because you're going into the metropolitan area. Of Vancouver, Richmond, Surrey. Trucks don't go through, the guy going north, unless they're empty. Primarily because they don't have bonding there. They choose to go through and they're told to go through where they have.

Their customs paperwork going through, which is Sumas. Because they're trying to skirt around the traffic, I don't know if you've ever been on the other side of the border there, but it's like dropping into downtown LA within a mile. Trucks are a mile away from Highway One going east where they could skirt around all that if they go through Sumas. If they go through the other 2 ports they drop right into that miserable amount of traffic. If there are closures here, it impacts. Everybody that lives here. If you close the Guide, it only impacts the people that work at the port. There really should be a great deal of thought about, especially North and southbound. Traffic, to where it lessens the impact upon the residents. That live all up and down here. I don't know if I'm controlling the cursor or not, but this area here. On the east side of Sumas is. Almost impossible to get to if the traffic is backed up. In every month there is a holiday in Canada. And that whole weekend, you can't get from the south end of town to the north end or to Garfield.

Robert Baldwin, Solv

629

01:38:20,000 --> 01:38:24,000

Stephen. I'm sorry, it's been over 2 min. So.

Stephen Jordan, P13

630

01:38:24,000 --> 01:38:29,000

That's fine. I was just trying to give as much information as I could be short amount of time.

Robert Baldwin, Solv

631

01:38:29,000 --> 01:38:30,000

Thank you.

Stephen Jordan, 13

632

01:38:30,000 --> 01:38:40,000

Thank you for your time.

Emily Grimes, GSA

633-635

01:38:40,000 --> 01:39:18,000

And then so I see we did have Jason. I hope I didn't miss over anyone but Stephen, just so you know, I know we have short amount of time, but please do put your comments in. You know we shared all the options that you have but then also you have multiple ways to share those comments and I do highly encourage you to write those down and email us or mail them or fill out that comment form. Then I see we have, oh, sorry, go ahead, Robbie. If you can read Jason's, I tried responding, but we can go over it.

Robert Baldwin, Solv

636-639

01:39:18,000 --> 01:40:03,000

Actually Meg's is the next comment. No problem. Meg says it seems that a factor in idling cars on Cherry Street is due to the fact that the CBP is

not staffing every POV lane of entry. I've waited at the border many times because the majority of the lanes are closed even though the cars were backed up a few blocks. If we expand the port, how can we be sure the CBP will open up all the new lanes. It seems the idling issue for POV traffic is a staffing issue. It could be solved by putting more agents on the border and using the lanes that we have now.

Patrick Manning, GSA
640-645

01:40:03,000 --> 01:41:00,000

So Meg, are you asking about the southbound traffic coming from Canada into the United States on Sumas way? That's the Canadian equivalent. It's Canada 11 coming southbound or are you talking about vehicles in like downtown Sumas proper who are sitting on Cherry Street waiting to go northbound into Canada. Because if it's the second one, that's actually a CBSA, Canadian Border Service Agency issue. Kind of dovetailing into a lot of what Steve was saying vehicles going out of the country into Canada are clogging up the streets in Sumas. Vehicles coming southbound into the country are clogging up the streets on the Abbotsford side, at least for Sumas, or the Abbotsford side in Canada, right? So.

Robert Baldwin, Solv
646

01:41:00,000 --> 01:41:11,000

Alright, Jason asks. Will the Environmental Impact statement include impacts to the floodplain and displacement of floodwater.

Patrick Manning, GSA
647-667

01:41:11,000 --> 01:44:04,000

Yes and no. So, GSA has what is called the public building service. That's where all of the GSA people who are on this call work for. So the public building service is the arm of GSA that owns and operates all the real property for the federal government. That's the easiest way to think of this, right? We're the landlord for most of the federal government agencies. So PBS has a standard called the P100. PAPA 100. And that's essentially our Bible for everything that we do for facilities, how we build them, what they look like, how they're sustained, how they operate. So all of those things get taken into account. So, the PBS P100 has a requirement that we don't build within a floodplain. So obviously we're not going to build within a floodplain. Technically speaking, this may sound crazy to some of the people live in Sumas. So the area that we're actually looking at in that red box is not part of a floodplain. It's not one of the 100-year floodplains. With that said, we know that the area floods. Right? That's not really from the port. That's from other issues that have happened. And the last one in November was like a perfect. Storm with 3 or 4 things happening and make it so bad. So long story short for the flooding. Yes, we do take it into account. Our mantra, if you will, is do no harm. So we coordinate with both the city. And now they're coordinating with FEMA and the corps of engineers to look at a bigger, broader, Sumas-wide issue of flooding and how they can address it. Whatever they do and whatever comes out of that initiative in partnership with those other federal agencies we'll take into account. And obviously work with them so that whatever we do on the port isn't

basically you know, kicking them in the foot when they're trying to solve a problem. We don't wanna make their problem worse. And whatever they're incorporating on the outside of the fence line of the port. We want to make sure we take into account so that that doesn't impact the port. So, long story short, yes, we're taking into account the floodplain. We're responsible to make sure that the floodwaters, if they came from the port, don't go outside the port. But outside of the federal boundary, we're actually not permitted. We don't have the funding. Or authorization. But obviously we're gonna take into account what the city is doing and we don't want to do anything to hurt what the city is doing. So. Hopefully that answers your question.

Emily Grimes, GSA

668-674

01:44:04,000 --> 01:45:14,000

Yeah, and I just wanted to add to that for Jason's question. Pretty much what Pat said, but we do have to be careful and we will consider, we can't negatively impact the floodplains. That's one of the things and that's going to be worked out through design, you know, how when it comes to elevation, all of that takes into account there's no flood ways in that area, but there are floodplains. We understand we have a 500-year floodplain and then we have the actual 100-year floodplain which greatly impacts that area. We consider all routes of egress and ingress as well. So that's all being considered when looking at this area. The port itself, no, how it's situated, it isn't within the LPOE, but we understand we do have other areas and other properties and areas that are impacted by those, whether it be 500- or 100-year floodplains. But again, what Pat said. We don't want to negatively impact that or add to it. It's, you know, whenever when they design it or how they construct it, it's to help alleviate and not add to it.

Patrick Manning, GSA

675

01:45:14,000 --> 01:45:23,000

What Emily said, yes.

Robert Baldwin, GSA

676-678

01:45:23,000 --> 01:45:48,000

And then the last remaining point in the chat is, he's correct, I believe this is referring to, Stephen's comments from before. "He's correct, trucks will not opt to use the Lynden port. The distance is longer. And have you seen Meridian Street going south? It's very narrow, ditches and trees on either side, dangerous for large trucks."

Patrick Manning, GSA

679-686

01:45:48,000 --> 01:47:06,000

So. Wash DOT, who also controls Guide Meridian going up to the port in Lynden, They have a project separate from the port expansion to actually expand Guide Meridian from the port all the way down to, what's the crossroad? It's Highway 9. I don't know what you really call it. Badger Road. So Wash DOT already has a project. I don't know if it's funded yet, but their project is, as far as I know, it's been designed. They're

waiting for funding. So they already have a plan outside of the expansion, whether or not the port expands or not, to actually widen Guide Meridian road. At least that was my understanding. But she is absolutely true. It's a kind of narrow route.

Emily Grimes, GSA
687-688

01:47:06,000 --> 01:47:24,000

Thank you. Pat. And then Robbie, I don't have any other comments, at least showing for me. Or any more direct messages, but I know we have about 12 more minutes. So I don't know if we if anybody else has any questions we'll be on here until 7.

Robert Baldwin, Solv
689-692

01:47:24,000 --> 01:48:07,000

If anybody wanted to elaborate further on their comments, they can do so. And again, one more reminder, I will be sending out the informational handouts to the distribution list after this email. I have all of your emails from your registration emails. Thank you for providing those and you will receive those handout information. Thank you, Elaine.

Robert Baldwin, Solv
693

01:48:07,000 --> 01:48:18,000

Meg has one more question. I see that. Go ahead. She says will there be an in-person meeting, which may prove to be more accessible to residents of Sumas?

Emily Grimes, GSA
694-698

01:48:18,000 --> 01:49:32,000

So at the time, what for NEPA, that's what we're doing right now. We do not have any plans to have an in-person meeting. Like this one, in the next one, we're planning for the draft EIS when that's ready, that would be virtual as well. Now unless, you know, GSA determines that an in-person meeting is needed based off of comments and feedback, then that may change but at the moment we're only planning for virtual. I don't know if Robbie you have any or you see any other comments come through. That looks like no.

Robert Baldwin, Solv
699-702

01:49:32,000 --> 01:49:54,000

I have not seen any other comments come through. Got it. And again, folks, I dropped the link that's been put in the chat several times, but there is an online comment form for you to submit written comments. In addition to the other mechanisms that I will put up again on the screen.

Emily Grimes, GSA
703-706

01:49:54,000 --> 01:50:45,000

Okay, and I do see one comment from Helen regarding the virtual meeting and inaccessibility. So that's something if, again, if you- since it

sounds like maybe there are some folks that might have been interested and didn't have the opportunity to attend today. If you can share this information with them, especially when it comes to comments because if there is like a great need for an in-person meeting based off the comments, you know, we go off of those as well, then that's kind of where GSA may consider. Having an actual in-person meeting, but your comments are needed. So please do share with your friends, especially if you know that they don't have whether it be access to internet or time or anything like that, please share and encourage them to make those comments.

Emily Grimes, GSA

707-710

01:50:45,000 --> 01:51:16,000

And then Brandi, I see yours. Her question is, is there a link to rewatch this meeting? There will be. That's one of the biggest things why this was recorded. All the chat box will also be available. And the presentation will be uploaded to both the Lynden and Sumas webpages that were mentioned earlier. So it will be available, not the link per se, but the actual meeting and recording itself and the presentation.

Nathalie Jacque, Solv

711-714

01:51:16,000 --> 01:52:03,000

And just to add to what Robbie was saying about the posters, sounds like, you know, the emailing them, but those will also be available on the website. Those will be posted. Yes. And the posters include a lot of the same information that were, that was included in this PowerPoint presentation that could sort of consolidates it. It's a shorter version of it. Just so. You know what's coming.

Emily Grimes, GSA

715-721

01:52:03,000 --> 01:52:57,000

And for those, you know, someone may be thinking about additional comments to ask or questions, I consider those comments as well. GSA will be on here until 7 PM, but in the meantime, I do just wanna extend a very, really appreciative and thank you for everyone that attended and just taking interest in this project, it means a lot. And just to have that feedback is very helpful and it's crucial when working on any type of environmental review and even obviously for Pat when it comes down to his design. And I want to thank Pat and Kim as well for all the hard work that you guys have been doing. And on these projects, I know you'd have your own as well for DNC and for historic as well. And then another huge thank you to Solv, our environmental consultant, for helping us put this together and hosting it virtually today. So again, another huge thank you and taking the time.

Robert Baldwin, Solv

722-723

01:52:57,000 --> 01:53:11,000

Before we conclude, Helen has one more question, or I shouldn't say one more, but she has another question. As long as you're buying property, why not buy property outside of the business or residential area?

Patrick Manning, GSA
724-735

01:53:11,000 --> 01:55:01,000

One because we're not allowed. Right. We're only allowed under the uniform act to. Purchase property where we're actually gonna impact them. So we can't buy a property outside that red line just because. Somebody wants to sell or it would be a good idea. If the question was getting more towards, hey, do we want to move the port so that we don't impact this? That would essentially take like an act of God. It would it would take an act of Congress, literally, an act of Congress that all 50 states would have to approve and on the Canadian side it would take an act of parliament for them to do it. It is a nightmare to move a port. And that was one of the questions we actually thought about too. Why don't we combine Lynden and Sumas, pick a place somewhere in the middle that's farmland and just buy the farmland and make a giant port that serves. Both volumes of traffic, but that would take forever to get done. I mean, there are projects on the southern border. That are essentially doing something like that where they're looking to expand to a new location. And that's like a 20-year process. So if you think the traffic at Sumas and Lynden, not so much Lynden, but Sumas is bad now and PAC Highway. It'll be another 20 years before any relief is given. Right. So that's why we're essentially looking to do it at the existing locations because it's just too involved. There are too many people in the government would have their hand in a kitty on that one. And I work for the government. So.

Robert Baldwin, Solv
736

01:55:01,000 --> 01:55:07,000

Brandi also adds moving the Sumas port would kill our town.

Patrick Manning, GSA
737-743

01:55:07,000 --> 01:57:04,000

That's the other reason too, right? We don't want to, we understand that these border towns are extremely important, right? And for a large part, they survive off the port traffic on both sides of the port, right? So that's something we don't want to do. And just going to Brandi's question or comment, I wasn't suggesting we move the port, right? So, that was never on the drawing board. One because it's absolutely impossible. It would take too long. And the other point being what we just spoke about where it's too important to these local communities, right? So.

Emily Grimes, GSA
744-747

01:57:04,000 --> 01:58:22,000

Oh, and I see Bruce, from the city of Sumas. Thank you, Bruce, for that. And same, Brandi. Thank you. We appreciate your time. Well again, we'll be wrapping up at 6:59. Maybe we have a minute or a little less than a minute and another huge thank you. You will be, proceeding like Robbie said, you'll be receiving those posters and please keep a lookout on each project web page for all the uploads, the posters, the comment form, the presentation, and the actual draft, the downloadable presentation for you to look at the slides as well.

Robert Baldwin, Solv

748

01:58:44,000 --> 01:58:52,000

Stephen Jordan has this hand up. Is that a new question?

Emily Grimes, GSA

749

01:58:52,000 --> 01:58:57,000

I believe it is a new question.

Stephen Jordan, P13

750-751

01:58:57,000 --> 01:59:22,000

I just had a comment about if we did have a live, like, town conference, that the American Legion would be available venue for that. For the community. That's all I had.

Emily Grimes, GSA

752

01:59:22,000 --> 01:59:35,000

Thank you, Stephen.

Robert Baldwin, Solv

753

01:59:35,000 --> 01:59:41,000

Alrighty folks, that concludes our meeting for tonight. Thank you so much for your time.