PORTHILL LAND PORT OF ENTRY
EXPANSION AND MODERNIZATION PROJECT
DRAFT ENVIRONMENTAL ASSESSMENT
PORTHILL, IDAHO

U.S. General Services Administration

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Acronyms and Abbreviations

ACM	Asbestos Containing Materials
APE	Area of Potential Effect
BCC	Birds of Conservation Concern
BG	Block Group
BMP	Best Management Practice
CBP	U.S. Customs and Border Protection
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CR-46	County Road 46
CT	Census Tract
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
ESA	Endangered Species Act
FPPA	Farmland Protection Policy Act
GHG	Greenhouse Gas
GSA	U.S. General Services Administration
HVAC	Heating, Ventilation, and Air Conditioning
ID	Idaho
ID DEQ	Idaho Department of Environmental Quality
IDWR	Idaho Department of Water Resources
IIJA	Infrastructure Investment and Jobs Act
IPaC	Information for Planning and Consultation
ITD	Idaho Transportation Department
LAN	Local Area Network
LEED®	Leadership in Energy and Environmental Design

LPOE	Land Port of Entry
MBTA	Migratory Bird Treaty Act
mmbtu	Million British thermal units
$MMTCO_2e$	Million Metric Tons of Carbon Dioxide Equivalent
MOA	Memorandum of Agreement
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act of 1966
NPDES	National Pollutant Discharge Elimination
NRCS	System Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSF	Net Square Feet
NWI	National Wetlands Inventory
OSHA	Occupational Safety and Health Administration
PBS	Public Buildings Service
POV	Privately-Owned Vehicle
ppm	parts per million
ROC	Region of Comparison
ROI	Region of Influence
SH-1	Idaho State Highway 1
SHPO	State Historic Preservation Office
SWPPP	Stormwater Pollution Prevention Plan
T&E	Threatened and Endangered
U.S.	United States
US-95	United States Route 95
USC	United States Code
USCB	United States Census Bureau
USFWS	United States Fish and Wildlife Service
WMA	Wildlife Management Area
WQS	Water Quality Standards

EXECUTIVE SUMMARY

INTRODUCTION

The United States (U.S.) General Services Administration (GSA) Northwest/Arctic Region (Region 10) prepared this Draft Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts resulting from the expansion and modernization of the Porthill Land Port of Entry (LPOE). The Porthill LPOE is at 12222 Idaho State Highway 1 (SH-1) in the town of Porthill, Idaho (ID) and facilitates customs inspections for non-commercial vehicles, buses, pedestrians (mostly hikers), and a limited number of permitted commercial vehicles entering the U.S. from Canada. GSA proposes to modernize and expand a new LPOE to replace the existing LPOE facility at Porthill, ID.

As part of a nationwide effort, U.S. Customs and Border Protection (CBP) conducted programmatic feasibility studies for LPOEs and their operational deficiencies based on the most recent LPOE Design Standards. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, allocated $3.4 billion for GSA to undertake 26 major construction and modernization projects at LPOEs along the southern and northern borders. Many of the country's LPOEs are outdated, long overdue for modernization, operate at full capacity, and have surpassed the needs for which they were originally designed, including Porthill.

This Draft EA analyzes three alternatives to the project: Alternative 1 – the No Action Alternative, which assumes that land acquisition and the subsequent construction of a new LPOE would not occur, and the two "action" alternatives, Alternatives 2 and 3, which involve the acquisition of additional land for the construction of a new, expanded replacement LPOE at Porthill.

GSA has prepared this Draft EA in compliance with the National Environmental Policy Act (NEPA) of 1969 (42 United States Code {USC} 4321 *et seq*.), NEPA regulations at 40 Code of Federal Regulations (CFR) 1500-1508, the GSA Public Buildings Service NEPA Desk Guide, and other relevant federal and state laws and regulations.

PURPOSE AND NEED

The purpose of the project is to modernize and expand the Porthill LPOE in order to improve the LPOE's functionality, capacity, and sustainability.

The project's need is twofold: (1) to increase the available area at the LPOE because the existing facilities are too small to accommodate the current staff, and (2) to increase the Porthill LPOE's capacity because current traffic flow through the LPOE is inefficient, which causes congestion and delays in processing times.

PROJECT ALTERNATIVES

GSA is considering three alternatives for the project, as described below. Alternative 3 includes two options for facility construction.

Alternative 1 – No Action Alternative

The No Action Alternative assumes that no demolition of existing facilities, construction of newer and larger facilities, or expansion of LPOE operations would occur at the Porthill LPOE. GSA would not acquire additional land under the No Action Alternative. Minor repairs would occur as needed, and the Porthill LPOE would continue to operate under current conditions.

Alternative 2 – Small Port Prototype with Partial Demolition

Alternative 2 would expand the facility to a capacity that would allow the port to meet its current operational needs. Facility expansion and modernization would include land acquisition, site preparation (partial demolition, grading and filling, rock excavation), and construction. GSA would acquire 1.158 acres of private property and 0.04 acres of land owned by Boundary County, and would either acquire or secure easements from the State of Idaho for approximately 1.2 additional acres. All properties being considered for acquisition or easement are located west of the existing port. Under Alternative 2, partial demolition would allow the port to reuse its existing foundations and utilities. The new port building, based on a small port prototype design, would include one story, a basement (for heating, ventilation, and air conditioning (HVAC) and storage), and would have an established clear line of sight to the north and south. There would also be more interior building space for port employees, in addition to extended visitor, employee, and truck parking space. Inspection lanes and facilities would be expanded and upgraded to handle traffic flows. High-low inspection booths would eliminate the need for dedicated commercial inspection areas and would improve operational efficiency. The revised lane formation would provide a more direct approach to the primary inspection booths compared to the current lane configuration. Site preparation and construction would be phased to avoid disruption of LPOE operations during development of new facilities through the installation of temporary facilities on a portion of land west of the existing facility or the use of current LPOE facilities until operational switchover.

Alternative 3/Options A and B – Small Port Prototype with Full Demolition

Alternative 3 would include two potential options for facility construction: Option A, a one-story small port prototype, and Option B, a two-story small port prototype. Both options would acquire 1.158 acres of private property and 0.04 acres of land owned by Boundary County, and would either acquire or secure easements from the State of Idaho for approximately 1.2 additional acres located west of the existing port. Additionally, both options would include the full demolition of the existing LPOE (including foundation and utilities), which would remain operational throughout construction. Additionally, the one-story and the two-story port prototypes contain similar or identical interior square footages, capacity and type of utilities, and number of personnel. Option A would have a larger building footprint and all operational spaces would be on one story. In contrast, Option B would have a smaller building footprint and thus require less grading and filling. For Option B, operational spaces would be split between the first and second stories.

PUBLIC INVOLVEMENT

GSA conducted internal scoping and external public scoping. Internal scoping consisted of the preparation of the feasibility study and initial development of action alternatives in collaboration with CBP. For external scoping, GSA notified the public of the scoping meeting using multiple channels of communication, including advertisements in the *Bonners Ferry Herald* and in the *Bonner County Daily Bee*, letters to interested parties, and social media posts. GSA held a virtual public meeting on Wednesday, May 17, 2023 from 5:00 to 7:00 PM Pacific Daylight Time on Zoom.

GSA invited scoping comments on the Porthill LPOE expansion and modernization to obtain input from the public, agencies, and other interested parties on the proposed project. GSA offered multiple ways to submit comments, including comment forms, letters, emails, and spoken comments at the public scoping meeting. A total of nine commenters submitted 15 different comments (a few commenters submitted more than one comment). Public scoping meeting materials and the Final Scoping Report are available on the project website at: https://www.gsa.gov/about-us/regions/region-10-northwest-arctic/buildings-and-facilities/idaho/porthill-land-port-of-entry.

ENVIRONMENTAL CONSEQUENCES

Table ES-1 presents a summary and comparison of the assessed environmental impacts associated with Alternative 1 (No Action Alternative), Alternative 2, Alternative 3/Option A, and Alternative 3/Option B for the resources analyzed in the Draft EA.

Table ES-1. Impact Comparison, Mitigation Measures and Best Management Practices (BMPs) Matrix

Resource Area	Alternative 1 – No Action Alternative	Alternative 2 – Small Port Prototype with Partial Demolition	Alternative 3, Option A – One-Story, Small Port Prototype with Full Demolition	Alternative 3, Option B – Two-Story, Small Port Prototype with Full Demolition	Mitigation Measures and BMPs
Cultural and Tribal Resources	No impacts.	**Indirect, adverse**, **minor, short-term, local** impacts on the setting of the adjacent 1938 historic LPOE building due to noise and visual disturbance from construction activities. **Indirect, adverse, minor, short-term, local** impacts on subsistence activities or tribal resources could occur due to increased noise and air emissions during demolition and construction activities. **Adverse, major, long-term, site-specific** impacts if a cultural resource is damaged or destroyed during ground disturbing activities. **Beneficial, major, long-term, site-specific** effects if a cultural resource is discovered, not damaged, and leads to the identification of a culturally significant resource.	Impacts would be the same as those under Alternative 2.	Impacts would be the same as those under Alternative 2.	If cultural resources are discovered during site work and adverse effects could occur, a Memorandum of Agreement (MOA) would be developed by the GSA in collaboration with the State Historic Preservation Office (SHPO) and the Kootenai Tribe. The MOA would include mitigation measures to avoid or minimize impacts to archaeological resources. Additional mitigation measures or BMPs may be identified through on-going consultation with the Kootenai Tribe and the ID SHPO.

Resource Area	Alternative 1 – No Action Alternative	Alternative 2 – Small Port Prototype with Partial Demolition	Alternative 3, Option A – One-Story, Small Port Prototype with Full Demolition	Alternative 3, Option B – Two-Story, Small Port Prototype with Full Demolition	Mitigation Measures and BMPs
Geology, Topography, and Soils	No impacts to geology and topography. **Adverse, negligible, long term, site-specific** disturbance to soils would continue to occur from maintenance activities (e.g., facility repairs, septic system monitoring, landscaping).	**Adverse, minor, long-term, site-specific** impacts to geologic features due to rock excavation. **Adverse**, **moderate, long-term**, **site-specific** impacts to topography due to grading and filling activities. **Adverse**, **minor**, **short- and long-term, site-specific** impacts to soils due to construction activities. These would result in soil erosion, soil compaction, and the covering of soils with buildings, roads, or other impermeable surfaces. **Adverse, minor, short-** and **long-term, site-specific** effects to soil resources from sedimentation and soil erosion. **Adverse, minor, long-term, site-specific** impacts from the loss of soil structure, function, and drainage due to compaction and covering of soils with concrete, asphalt, and other impermeable surfaces and from use of heavy equipment and vehicle and foot traffic.	Impacts to geology and topography would be the same as those under Alternative 2. **Adverse**, **moderate**, **short-term, site-specific** impacts to soils due to construction activities. Full demolition of the existing foundations would further destroy existing soil horizons, and the structure and function of soils. **Long-term** impacts to soils would be the same as those under Alternative 2.	Impacts to topography would be the same as those under Alternative 2. Impacts to soils would be the same as those under Alternative 3/Option A. **Adverse, moderate, short-term, site-specific** impacts to geology due to the excavation for the deeper foundation.	BMPs to minimize erosion and sedimentation include installing silt fencing and sediment traps; placing of gravel or rip-rap for heavy vehicle transit; and reestablishing vegetation. Stormwater BMPs for the area of analysis would include a National Pollutant Discharge Elimination System (NPDES) stormwater pollution prevention plan (SWPPP).
Biological Resources	**Adverse**, **negligible, long-term, local** impacts to	**Direct, adverse** and **beneficial, minor, short- to long-term, local** impacts on vegetation due to the destruction and removal of any	Impacts would be the same as those under Alternative 2.	Impacts would be the same as those under Alternative 2.	An NPDES permit would be needed for the site and the standard BMP recommendations as

Resource Area	Alternative 1 – No Action Alternative	Alternative 2 – Small Port Prototype with Partial Demolition	Alternative 3, Option A – One-Story, Small Port Prototype with Full Demolition	Alternative 3, Option B – Two-Story, Small Port Prototype with Full Demolition	Mitigation Measures and BMPs
	biological resources due to noise and other disturbances to wildlife from routine maintenance activities occurring at the existing LPOE.	native or invasive plant species occurring in the area of analysis during construction of the new LPOE. **Direct, adverse, minor, short-** and **long-term, local** impacts on wildlife due to the removal of minimal available habitat and from disturbance due to noise and activity during construction and operation of the expanded Porthill LPOE. No impacts on terrestrial or aquatic threatened and endangered (T&E) species or their critical habitat because no listed species are expected to occur in the area of analysis. **Adverse, minor, short-** and **long-term, local** impacts to biological resources due to construction activities.			prescribed by that permit would be followed. Construction vehicles would observe maximum speed limits to minimize the possibility for any wildlife-vehicle collisions; staging and stockpile areas would be located within or immediately adjacent to the construction footprint to reduce the area of habitat disturbance; and implementation of an SWPPP would minimize erosion. If any terrestrial federal- or state-listed species are detected during construction, work would stop and consultation would be initiated with the relevant federal and state agencies. GSA would adhere to all applicable federal laws regulating the protection of special status species.

Resource Area	Alternative 1 – No Action Alternative	Alternative 2 – Small Port Prototype with Partial Demolition	Alternative 3, Option A – One-Story, Small Port Prototype with Full Demolition	Alternative 3, Option B – Two-Story, Small Port Prototype with Full Demolition	Mitigation Measures and BMPs
Utilities	No impacts.	No short- or long-term impacts on public electrical service. Potential **short-** and **long-term impacts** on the local community well and water supply from the construction and operation of the LPOE are unknown at this time. GSA would evaluate whether increased demand would impact the community well capacity during the design phase.	Impacts would be the similar but less than those described under Alternative 2 in the long term because new utility systems at the site would be expected to be more efficient than the reuse of existing systems.	Impacts would be the same as those described under Alternative 3/Option A.	None.
Noise	**Adverse**, **negligible, short-** and **long-term, local** impacts due to noise sources from the continued operations of the existing LPOE.	**Adverse**, **minor**, **short-term, local** impacts due to noise generated from demolition and construction activities. **Adverse**, **negligible**, **long-term, local** impacts from noise during operations of the new LPOE.	Overall impacts would be the same as those under Alternative 2.	Overall impacts would be the same as those under Alternative 2.	None.
Water Resources	**Adverse**, **negligible**, **short-** and **long-term, local** impacts to water resources from the continued current levels of stormwater runoff.	**Adverse**, **minor**, **short-term, local** impacts to stormwater during construction-related activities and **adverse**, **negligible**, **long-term, local** impacts to stormwater during LPOE operations. **Adverse**, **minor**, **short-term, local** impacts to surface waters during construction-related activities and **adverse**, **negligible**, **long-term,**	Overall impacts would be the same as those under Alternative 2.	Overall impacts would be the same as those under Alternative 2.	An NPDES permit would be needed for the site and the standard BMP recommendations as prescribed by that permit would be followed. Development of a SWPPP during the detailed design phase would involve the installation of properly sized

Resource Area	Alternative 1 – No Action Alternative	Alternative 2 – Small Port Prototype with Partial Demolition	Alternative 3, Option A – One-Story, Small Port Prototype with Full Demolition	Alternative 3, Option B – Two-Story, Small Port Prototype with Full Demolition	Mitigation Measures and BMPs
		local impacts to surface waters during LPOE operations. **Adverse**, **negligible**, **short-term, local** impacts to groundwater during construction-related activities and **adverse**, **negligible**, **long-term, local** impacts to groundwater during LPOE operations.			culverts, curbs and gutters, as applicable, to allow for adequate collection and discharge of runoff. Permanent stormwater BMPs would be installed in compliance with local, state, and federal law, e.g., stormwater detention or retention ponds with outlet control structures, underground stormwater systems, infiltration trenches, porous pavements, or swales.
Air Quality	**Adverse**, **negligible, short-** and **long-term, local** impacts to air quality due to emissions from vehicles passing through the existing LPOE.	**Adverse**, **negligible**, **short-term, local** impacts to air quality during construction-related activities. **Adverse**, **negligible, long-term, local** impacts to air quality due to emissions from vehicles passing through the new LPOE. **Beneficial**, **minor, long-term, local** impacts to air quality due to energy and environmental improvements that would earn Leadership in Energy and Environmental Design (LEED®) certification for the expanded port.	Overall impacts would be the same as those under Alternative 2.	Overall impacts would be the same as those under Alternative 2.	None.

Resource Area	Alternative 1 – No Action Alternative	Alternative 2 – Small Port Prototype with Partial Demolition	Alternative 3, Option A – One-Story, Small Port Prototype with Full Demolition	Alternative 3, Option B – Two-Story, Small Port Prototype with Full Demolition	Mitigation Measures and BMPs
Climate Change	**Adverse, negligible, long-term, regional** impacts to climate change due to greenhouse gas (GHG) emissions from vehicles passing through the port along with HVAC and emergency generator emissions. Climate change would likely have **adverse, moderate, long-term, regional** impacts on the LPOE due to a higher risk of wildfires, flooding, and more extreme weather events.	**Adverse**, **negligible**, **short-term, regional** impacts on climate change due to GHG emissions from the operation of construction equipment. **Adverse**, **negligible**, **long-term, regional** impacts on climate change due to GHG emissions from vehicles passing through the expanded LPOE. **Beneficial**, **minor**, **long-term, regional** impacts to climate change due to energy and environmental improvements that would earn LEED® certification for the expanded LPOE. The impacts of climate change on the LPOE would be the same as those described under the No Action Alternative.	Impacts would be the same as those under Alternative 2.	Impacts would be the same as those under Alternative 2.	None.

Resource Area	Alternative 1 – No Action Alternative	Alternative 2 – Small Port Prototype with Partial Demolition	Alternative 3, Option A – One-Story, Small Port Prototype with Full Demolition	Alternative 3, Option B – Two-Story, Small Port Prototype with Full Demolition	Mitigation Measures and BMPs
Environmental Justice	No impacts.	**Adverse, minor, short-term, local** impacts to nearby resident communities with environmental justice (EJ) concerns due to construction-related noise. **Adverse**, **minor**, **short-term, local** impacts to environmental justice during construction-related activities due to potential impacts to tribal cultural and recreational activities along the Kootenai River from construction noise and emissions.	Impacts would be the same as those under Alternative 2.	Impacts would be similar to those under Alternative 2.	None.

1.0 INTRODUCTION

The United States (U.S.) General Services Administration (GSA) proposes to modernize and expand a new Land Port of Entry (LPOE) to replace the existing LPOE facility at Porthill, Idaho (ID). The Porthill LPOE is located on State Highway 1 (SH-1) in the town of Porthill, ID, adjacent to the international border and the Canadian port of entry at Rykerts, British Columbia. U.S. Customs and Border Protection (CBP) currently processes non-commercial vehicles, buses, pedestrians (mostly hikers), and a limited number of permitted commercial vehicles at the Porthill LPOE. Modernization and expansion of the Porthill LPOE is needed to provide optimal operational flow and improve customer service to travelers. This Draft Environmental Assessment (EA) examines the impacts from potential improvements at the Porthill LPOE, including site expansion (approximately 2.4 additional acres), demolition and disposal, and new construction.

GSA and their environmental services contractor, Solv, LLC (hereafter Solv) have prepared this EA in compliance with the National Environmental Policy Act (NEPA), as amended (42 United States Code [USC] et seq.), which requires federal agencies to examine the impacts of their proposed projects or actions on the human and natural environment and consider alternatives to the proposal before deciding on taking an action. This EA is also in compliance with the 2020 Council on Environmental Quality (CEQ) NEPA regulations (40 CFR § 1500-1508), as modified by the Phase I 2022 revisions. The effective date of the 2022 revisions was May 20, 2022, and reviews begun after this date are required to apply the 2020 regulations as modified by the Phase I revisions unless there is a clear and fundamental conflict with an applicable statute. This EA effort began on January 10, 2023 and accordingly proceeds under the 2020 regulations as modified by the Phase I revisions. In addition, this EA also complies with the GSA Public Buildings Service (PBS) NEPA Desk Guide, other relevant federal and state laws and regulations and Executive Orders (EOs), and integrates the consultation processes required under Section 106 of the National Historic Preservation Act (NHPA) and Section 7 of the Endangered Species Act (ESA) with the NEPA process. This EA discloses the direct, indirect, and cumulative environmental impacts that would result from all actions contributing to the development of a modernized Porthill LPOE, including site acquisition, demolition, disposal, renovation, and construction.

1.1 PURPOSE OF AND NEED FOR THE PROPOSED ACTION

President Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, on November 15, 2021. The IIJA includes $3.4 billion for GSA to undertake 26 construction and modernization projects at LPOEs nationwide (GSA, 2023a). Many of the country's LPOEs are outdated, long overdue for modernization, operate at full capacity, and have surpassed the needs for which they were originally designed, including Porthill.

The purpose of the project is to modernize and expand the Porthill LPOE to improve the LPOE's functionality, capacity, and sustainability. The existing facilities at the LPOE are too small to accommodate the current staff and operations. The current traffic flow through the LPOE is inefficient, which causes congestion and delays in processing times, especially for commercial vehicles. The project is needed to accommodate the appropriate traffic routing and position of the inspection facilities, expand the square footage of the buildings to support the port's staff and other personnel, and improve customer service to travelers. As part of the modernization and expansion of the Porthill LPOE, GSA intends to achieve certification under the Leadership in Energy and Environmental Design (LEED®) green building rating system, which aligns with CEQ's Guiding Principles of Sustainable Federal Buildings.

1.2 PROJECT AREA AND EXISTING FACILITIES

As shown in **Figure 1.2-1**, the Porthill LPOE is about 8 miles south of Creston, British Columbia, and about 27 miles northwest of Bonners Ferry, ID.

As shown in **Figure 1.2-2**, adjacent land uses include the international border and Canadian inspection station (Rykerts LPOE) to the north, Eckhart Airport Landing Strip and the Kootenai River to the west, two officer residences and an old port building to the east, undeveloped land to the south, and residences, merchant shops, and refueling stations to the southwest and across from SH-1.

1.2.1 Main Building and Other Structures

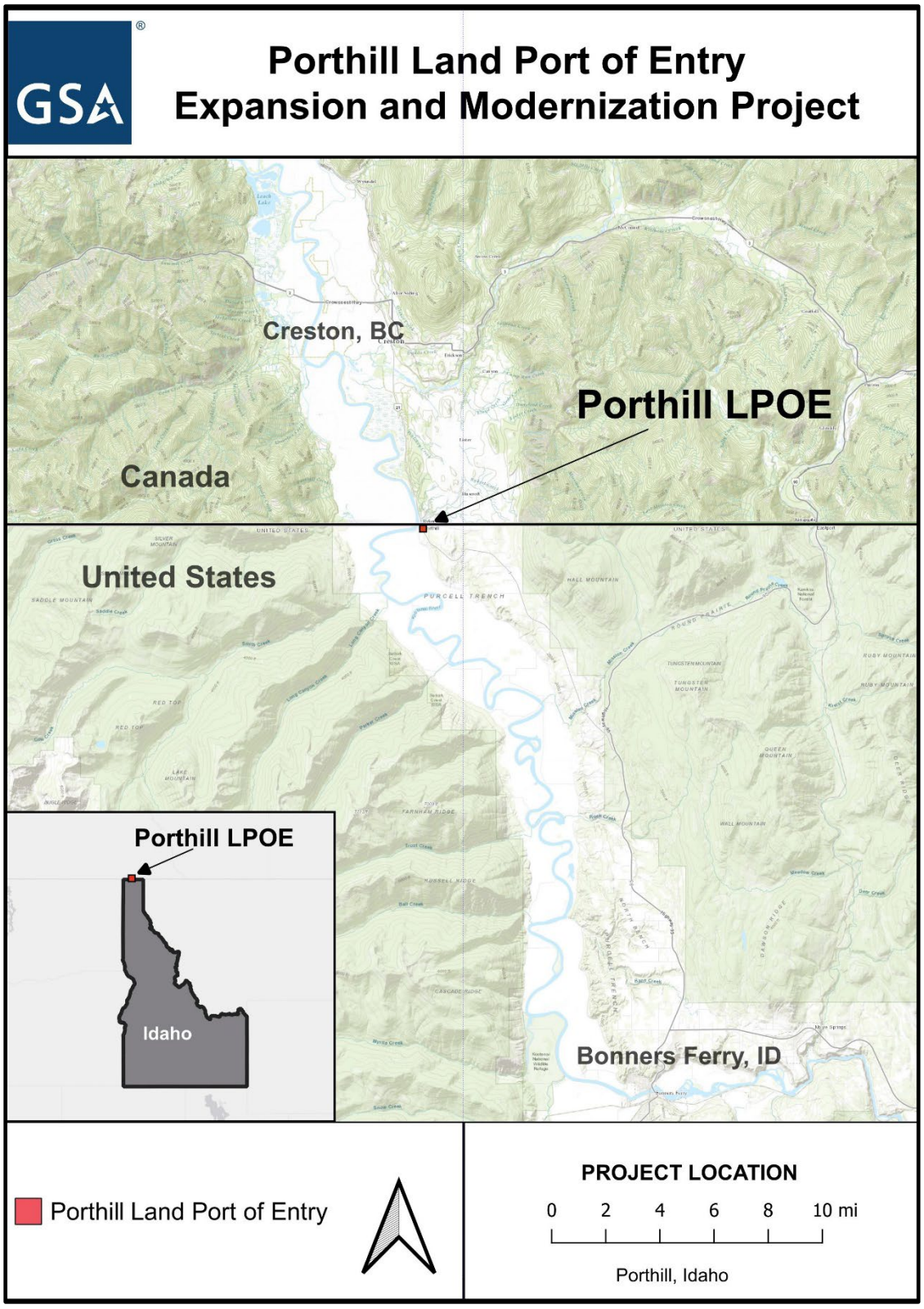
The main Porthill LPOE building is sited on the median of SH-1 at the intersection of SH-1 and the Canadian border. Incoming traffic passes on the west side of the building and outbound traffic passes on the east side. The facility is open from 7:00 AM to 7:00 PM, seven days a week, and processes non-commercial vehicles, buses, pedestrians (mostly hikers), and a limited amount of permitted commercial traffic.

CBP is the only tenant of the Porthill LPOE. While personnel from the Animal and Plant Health Inspection Service, U.S. Fish and Wildlife Service (USFWS), and the U.S. Food and Drug Administration come onsite periodically (as needed), these agencies are not tenants of the facility and do not perform routine vehicle inspections.

Built in 1967, the main building is a one-story, wood-frame structure over a full basement encompassing 3,565 gross square feet[1] on an approximately 0.58-acre GSA-owned site. The main level of the building includes an attached non-commercial primary inspection booth and an attached canopy, an open office work area, staff lockers, Local Area Network (LAN) and Centralized Area Surveillance Center servers, a public waiting area with service counter, a holding cell, a port director's office, and a storage room. The basement level houses storage and a furnace unit. All interior spaces are fully utilized with no current room for expansion. A minor renovation was completed during 2006 to add two metal sheds on the site: one for long-term storage and the other to house a new emergency generator (Parsons, 2019).

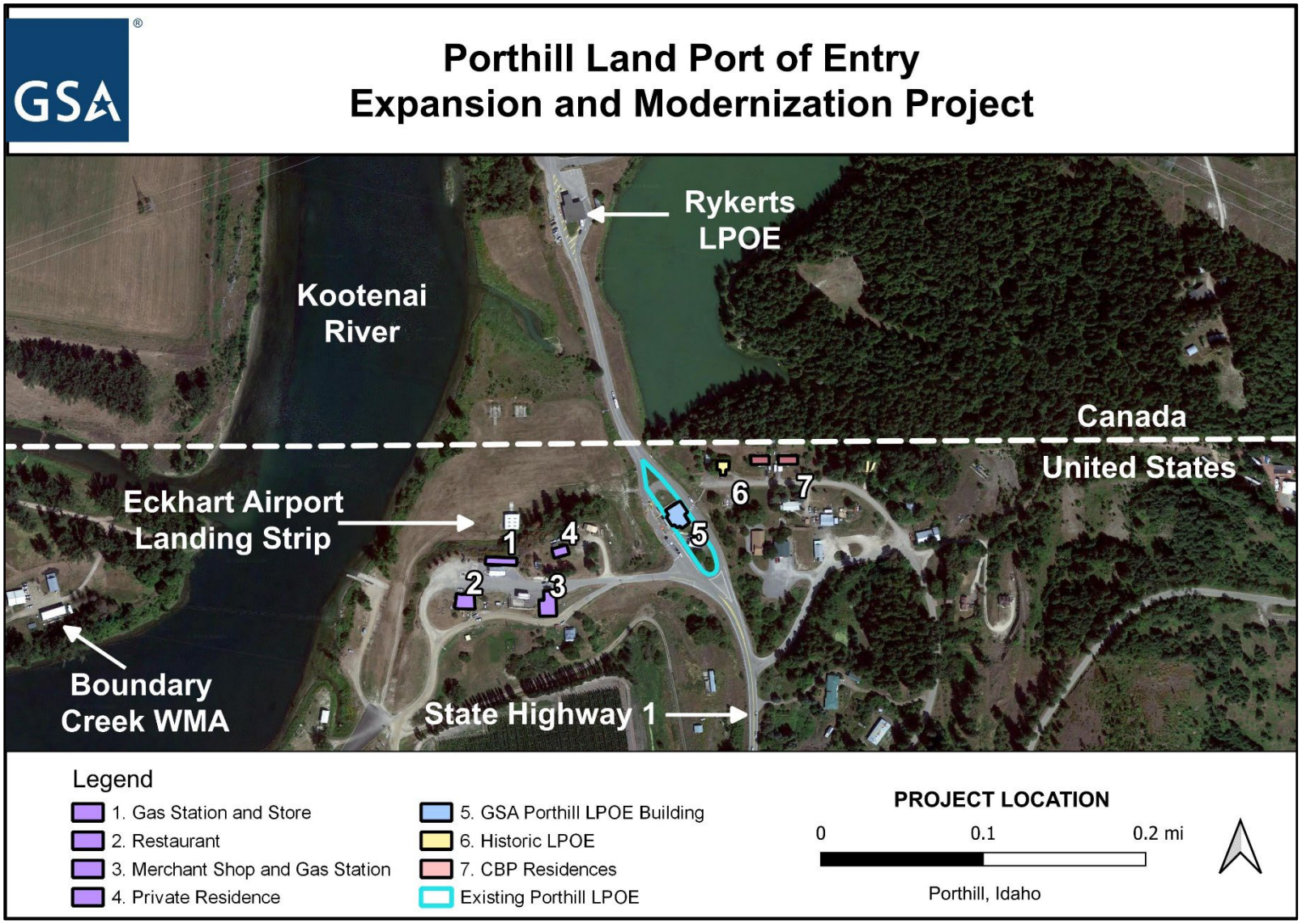
The LPOE property also includes a decommissioned 1938 historic port building and two adjacent residences. The residences are owned by CBP and are currently occupied. These three structures are on a bluff to the east of the LPOE, across the northbound road from the main building (Parsons, 2019). These buildings are not included in this LPOE Expansion and Modernization project.

[1] Gross square feet is defined as the floor area of the entire building or project, which includes floor area occupied by rooms/spaces, walls (interior and exterior), corridors, conveyances, mechanical/utility rooms, and shafts (DVA, 2018).



Source: Solv, LLC; ESRI, 2023

Figure 1.2-1. Porthill LPOE Project Location



Source: Google Earth, 2023

Figure 1.2-2. Aerial View of the Porthill LPOE and Surrounding Areas

1.2.2 Non-Commercial and Commercial Inspection

There are three primary inspection lanes at the facility: two privately-owned vehicle (POV) lanes and one commercial lane. The two POV lanes are directly adjacent to the facility. The primary POV lane is serviced by an inspection booth housed within the main port building and is covered by the primary inspection canopy. The auxiliary POV lane is only operated during peak traffic and is directly adjacent to the primary POV lane. The auxiliary POV lane is not covered by the inspection canopy, does not have an associated inspection booth, and is only operated on an as-needed basis. The commercial vehicle lane is separated from the POV lanes by a raised concrete island. Commercial vehicles must park in the lane and the drivers must proceed inside the main port building for permit processing.

There are two covered, secondary inspection bays accessible via the POV primary inspection lanes. The bays consist of two covered parking spaces separated by a concrete island. Currently, a picnic table waiting area is located between the two inspection bays and two portable toilets are located directly behind the inspection canopy. These bays are only operated when the primary inspection lanes are occupied. Most secondary vehicle inspections take place in the primary inspection lane. There is not a designated area for commercial secondary inspections, which occur in the commercial primary lane (Parsons, 2019).

Figure 1.2-3 illustrates the two POV primary inspection lanes, concrete separation island, inspection canopy, and covered secondary inspection area of the facility.

Source: Solv LLC, 2023

Figure 1.2-3. East-facing View of Inspection Lanes with Inspection Booth and Canopy Accessible Only to Inner Lane

1.3 PROJECT BACKGROUND

GSA's PBS assists federal agency customers housed in GSA facilities with their current and future workplace needs based on their specific mission requirements. As part of a nationwide effort, CBP conducted programmatic feasibility studies for LPOEs to identify operational deficiencies based on the most recent LPOE Design Standards and develop options for improvements. These programmatic feasibility studies provide preliminary alternatives to modernize each port, correct deficiencies, and bring the facilities up to current standards. The feasibility study for the Porthill LPOE (feasibility study) was completed in 2019 (Parsons, 2019).

1.3.1 Existing Facility Deficiencies

The Porthill LPOE has not undergone major improvements since its initial construction, and the facility is unable to meet current operational needs. Inspection lanes and processing infrastructure are not optimized to handle traffic flows adequately and efficiently. The Porthill LPOE does not have a clear line of sight because there are two residences that are higher in elevation than the LPOE – one to the west and one to the east. **Figure 1.2-4** shows the corner of the residence west of the LPOE that is higher in elevation than the LPOE. This photo is taken from the residence looking east towards the Porthill LPOE.

Source: Solv LLC, 2023

Figure 1.2-4. View of the Porthill LPOE, looking east from a privately-owned residence

The LPOE also does not have a clear line of sight of the airfield and therefore the flights landing and taking off. The planes taxi down to the airfield west of the LPOE and the passenger(s) come up the steps to the LPOE. **Figure 1.2-5** shows the Porthill LPOE to the east from Eckhart International Airport. The staircase provides access to the Porthill LPOE for customs notification. This area is owned by the State of ID Transportation Department (ITD) as part of the highway right-of-way.

Source: Solv LLC, 2023

Figure 1.2-5. View of the Porthill LPOE and the Access Staircase looking east from Eckhart International Airport.

Only one primary inspection lane has an inspection booth; the other two lanes lack this feature, and the commercial inspection lane requires the operator to park the vehicle and enter the facility. These inefficiencies in port infrastructure can slow vehicle processing times. In addition, the port's building is undersized, does not meet the needs of staff and other personnel, and power service experiences occasional outages due to heavy winds. Work areas lack adequate storage, resulting in cluttered countertops; old equipment and files are stored in the basement maintenance room because storage space is lacking; public restrooms were converted into staff locker rooms; and portable toilets for public use were placed in the secondary inspection area. The location of the portable restrooms creates security concerns when CBP uses the secondary inspection canopy. CBP mitigates the risk by not allowing access during inspections (Parsons, 2019).

The feasibility study for the Porthill LPOE presented three preliminary alternatives to address the identified deficiencies; however, GSA and CBP in subsequent analyses determined that a small port prototype would be better suited for this location based on the needs and demands of the facility. GSA used the alternatives described in the feasibility study to inform the development of two action alternatives for analysis in this Draft EA. See Chapter 2 of the Draft EA for a description of the action alternatives.

1.4 PUBLIC INVOLVEMENT

1.4.1 Scoping

GSA conducted internal scoping and external public scoping. Internal scoping consisted of the preparation of the feasibility study and initial development of action alternatives. GSA held a public scoping meeting as part of the external scoping conducted during the development of this Draft EA. The Scoping Report describes the project (e.g., background information, project location and facilities, and alternatives), scoping meeting, and scoping materials, and summarizes the public comments received during the public scoping period held from May 4 to June 5, 2023. Sections 1.4.2 and 1.4.3 summarize the scoping process and comments that are described in the Final Scoping Report, which is also included as Appendix A to this Draft EA and on the project website at https://www.gsa.gov/about-us/regions/region-10-northwest-arctic/buildings-and-facilities/idaho/porthill-land-port-of-entry .

1.4.2 Public Scoping Meeting

The purpose of a 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 implementation of the proposed project, and gather information to determine the scope of issues to be addressed in the Draft EA.

GSA notified the public of the scoping meeting using multiple channels of communication, including advertisements in the *Bonners Ferry Herald* and in the *Bonner County Daily Bee*, letters to interested parties, and social media posts. GSA held a virtual public meeting on Wednesday, May 17, 2023, from 5:00 to 7:00 PM Pacific Daylight Time on Zoom. A total of nine people attended the public meeting, in addition to GSA personnel and personnel from GSA's NEPA contractor.

Throughout the public scoping meeting, the GSA presentation team worked to encourage discussion and information sharing and to ensure that the public had opportunities to speak with representatives of GSA. The format consisted of an approximately 30-minute presentation and an 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 the presentation and posted it to the GSA YouTube channel and the project website. After the presentation, GSA provided the attendees with 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 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.

1.4.3 Summary of Public Scoping Comments

GSA invited scoping comments on the Porthill LPOE expansion and modernization to obtain input from the public, agencies, and other interested parties on the proposed project. More specifically, GSA invited

comments on the key topics that should be covered in the Draft EA; examples of potential adverse and beneficial impacts from the proposed project; and other relevant information.

GSA offered multiple ways to submit comments, including comment forms, letters, emails, and spoken comments at the public scoping meeting. Consequently, comments were submitted to GSA verbally at the public scoping meeting and through email.

A total of nine commenters submitted 15 different comments (a few commenters submitted more than one comment). **Table 1.4-1** shows the number of comments received by subject and commenter type.

Table 1.4-1. Commenters and Comments by Subject

Subject	Number of Agency Commenters [a]	Number of Public Commenters [b]	Total Number of Comments
Air Quality	1	0	1
Environmental Justice	1	0	1
Historic Resources	1	0	1
Purpose and Need	0	1	1
Public Outreach	1	0	1
Public Scoping Meeting	1	1	2
Requests for Information	2	2	5
Traffic and Transportation	1	0	1
Tribal Consultation	1	0	1
Water Quality	1	0	1

[a]Agency commenters include those from federal, state, and local agencies.

[b]Public commenters include individual members of the public.

1.5 Relevant Environmental Laws and Regulations

1.5.1 National Environmental Policy Act and NEPA Process

NEPA was signed into law on January 1, 1970. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions (42 USC § 4332). The primary purpose of an EA is to ensure federal agencies consider environmental impacts in their planning and decision-making. Federal agencies must prepare an EA if the action is not likely to have significant effects or when the significance of the effects is unknown. Agencies must provide sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement (EIS) or a finding of no significant impact (40 CFR 1501.5). GSA's EAs and other NEPA documents are prepared in accordance with the CEQ regulations for implementing NEPA (40 CFR 1500-1508), GSA Order ADM 1095.1F – Environmental Considerations in Decision Making, and the GSA PBS NEPA Desk Guide (GSA, 1999).

1.5.2 Section 106 of the National Historic Preservation Act

The NHPA (54 USC 300101 et seq.) directs each federal agency, and those tribal, state, and local governments that assume federal agency responsibilities, to protect historic properties and to avoid, minimize, or mitigate possible harm that may result from agency actions. The process for identifying and assessing the effects a federal agency's actions may have on historic properties is known as the Section 106 process and is detailed in 36 CFR 800. Early consideration of historic or cultural resources in project planning and full consultation with interested parties are key to effective compliance with Section 106.

The ID State Historic Preservation Office (SHPO) and the Kootenai Tribe are the primary consulting parties in the process for the GSA action analyzed in this Draft EA.

Historic properties are those that are listed in or eligible for listing in the National Register of Historic Places (NRHP). The NRHP is a list of districts, sites, buildings, structures, and objects that have been determined by the National Park Service to be significant in American history, architecture, archaeology, engineering, or culture at the local, state, or national level. Generally, a property must be at least 50 years old to qualify for listing in the NRHP (36 CFR 60.4), but there are exceptions.

The Section 106 process includes four steps:

1. Initiate consultation with the primary consulting parties;
2. Identify and evaluate historic properties;
3. Assess effects of the project on sites listed in or eligible for listing in the NRHP; and
4. Resolve any adverse effects via design changes or mitigation.

GSA is conducting Section 106 consultation with the ID SHPO and the Kootenai concurrently with this Draft EA. Section 106 consultation activities for this Draft EA are described in more detail in Section 3.2.2.2 and Section 106 consultation correspondence as of October 2023 is included in Appendix B.

1.5.3 Section 7 of the Endangered Species Act

The ESA provides a means for conserving the ecosystems upon which threatened and endangered species depend and a program for the conservation of such species. The ESA directs all federal agencies to participate in conserving these species and to use their authorities to further the purposes of the ESA. Specifically, Section 7(a)(1) of the ESA charges federal agencies to aid in the conservation of threatened and endangered species, and Section 7(a)(2) requires the agencies to ensure that their activities are not likely to jeopardize the continued existence of listed species or adversely modify designated critical habitats. Section 7 of the ESA (16 USC 1531 et seq.) outlines the procedures for federal interagency cooperation to conserve federally listed species and designated critical habitats.

GSA's Section 7 consultation activities for this Draft EA are described in more detail in Section 3.4.2.2.3 and Informal Section 7 consultation correspondence is included in Appendix C.

1.5.4 Relevant Laws and Regulations

Other potentially relevant laws and regulations that GSA must comply with as part of the project planning and NEPA process include:

Statutes

- Archaeological Resources Protection Act of 1979 (16 USC § 470aa-mm);
- Native American Graves Protection and Repatriation Act (25 USC § 3001 et seq.);
- Clean Air Act of 1970 as amended (42 USC § 7401, et seq.);
- Clean Water Act of 1977 as amended (33 USC § 1251, et seq.);
- Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 USC § 9601, et seq.);
- Energy Independence and Security Act (42 USC § 17001, et seq.);
- National Energy Conservation Policy Act (42 USC § 8231, et seq.);
- Resource Conservation and Recovery Act of 1976 (42 USC § 6901, et seq.); and
- Energy Policy Act of 2005.

Regulations

- 32 CFR 229 – Protection of Archaeological Resources: Uniform Regulations;
- 40 CFR 300-399 – Hazardous Substance Regulations;
- 40 CFR 6, 51, and 93 – Conformity of General Federal Actions to State or Federal Implementation Plans;
- CEQ Regulations (40 CFR 1500-1508); and
- Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 Federal Register 44716, Thursday, September 29, 1983).

Executive Orders EO 11593 – Protection and Enhancement of the Cultural Environment;

- EO 11988 – Floodplain Management;
- EO 11990 – Protection of Wetlands;
- EO 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations;
- EO 13007 – Indian Sacred Sites;
- EO 13175 – Consultation and Coordination with Indian Tribal Governments;
- EO 13287 – Preserve America;
- EO 13327 – Federal Real Property Asset Management;
- EO 13589 – Promoting Efficient Spending;
- EO 14008 – Tackling the Climate Crisis at Home and Abroad;
- EO 14030 – Climate Related Financial Risks; and
- EO 14057 – Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability.

ID Administrative Code

- Air Pollution Control Rules (58.01.01);
- Public Drinking Water Systems Rules (58.01.08);
- ID Pollutant Discharge Elimination System Program (58.01.25);
- Hazardous Waste Rules and Standards (58.01.05);
- Solid Waste Management Rules (58.01.06);
- Individual/Subsurface Sewage Disposal Rules and Cleaning of Septic Tank Rules (58.01.03);
- Rules for Regulating Underground Storage Tank Systems (58.01.07); and
- Easements on State-Owned Lands (20.03.08).

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

GSA identified two action alternatives that meet the stated purpose and need of the proposed federal action and thus have been analyzed in detail in this Draft EA. These action alternatives are presented in Sections 2.2 and 2.3. Both action alternatives would be based on the small port prototype design with modifications to accommodate the Porthill LPOE site and operations, and would include full or partial demolition (and related disposal of materials) of existing LPOE structures; the construction and operation of a new main building for the LPOE; and the addition of inspection lanes and associated canopy and booth spaces for commercial and personal vehicles.

All facility and infrastructure improvements proposed under the action alternatives would incorporate sustainable, climate-resilient, cyber-secure, and operationally efficient design. GSA would seek to meet or exceed energy and sustainability goals established by federal guidelines and policies, along with industry standard building codes and best practices. GSA plans to pursue certification through the LEED® green building rating system for the Porthill LPOE.

GSA also analyzed a "No Action" alternative, which allows GSA leadership, its tenants, and the public to compare the potential impacts of the action alternatives with the effects that would occur if GSA continued to operate the LPOE under current conditions (i.e., the status quo). The No Action Alternative is presented in Section 2.1.

2.1 ALTERNATIVE 1 – NO ACTION ALTERNATIVE

The No Action Alternative assumes that no demolition of existing facilities, construction of newer and larger facilities, or expansion of LPOE operations would occur at the Porthill LPOE. This alternative would not meet the purpose and need of the project because the existing facility does not have the space or functionality to meet the current operational demands. The Porthill LPOE would continue to operate as described in Chapter 1, with limited inspection areas, inefficient vehicle processing infrastructure, and with undersized and outdated workspace for staff and other personnel. Minor repairs would occur as needed; however, this alternative would not enable the facility to meet its current operational needs, which require upgraded and expanded inspection areas and port infrastructure, revised lane formation for more efficient traffic flow, and increased and modernized building space for port staff and other personnel.

Although the No Action Alternative does not meet the purpose and need of the project, this alternative is carried forward to provide a baseline for comparison of impacts from the project.

2.2 ALTERNATIVE 2 – SMALL PORT PROTOTYPE WITH PARTIAL DEMOLITION

Alternative 2 would expand the facility to a capacity that would allow the port to meet its current operational needs. Inspection lanes and facilities would be expanded and upgraded to handle traffic flows. High-low inspection booths[2] would eliminate the need for dedicated commercial inspection areas and would improve operational efficiency. The revised lane formation would provide a more direct approach to the primary inspection booths compared to the current lane configuration, and the LPOE would have an established clear line of sight. There would also be more interior building space for port employees, in addition to extended visitor, employee, and truck parking space. The 4-acre project area is defined as the

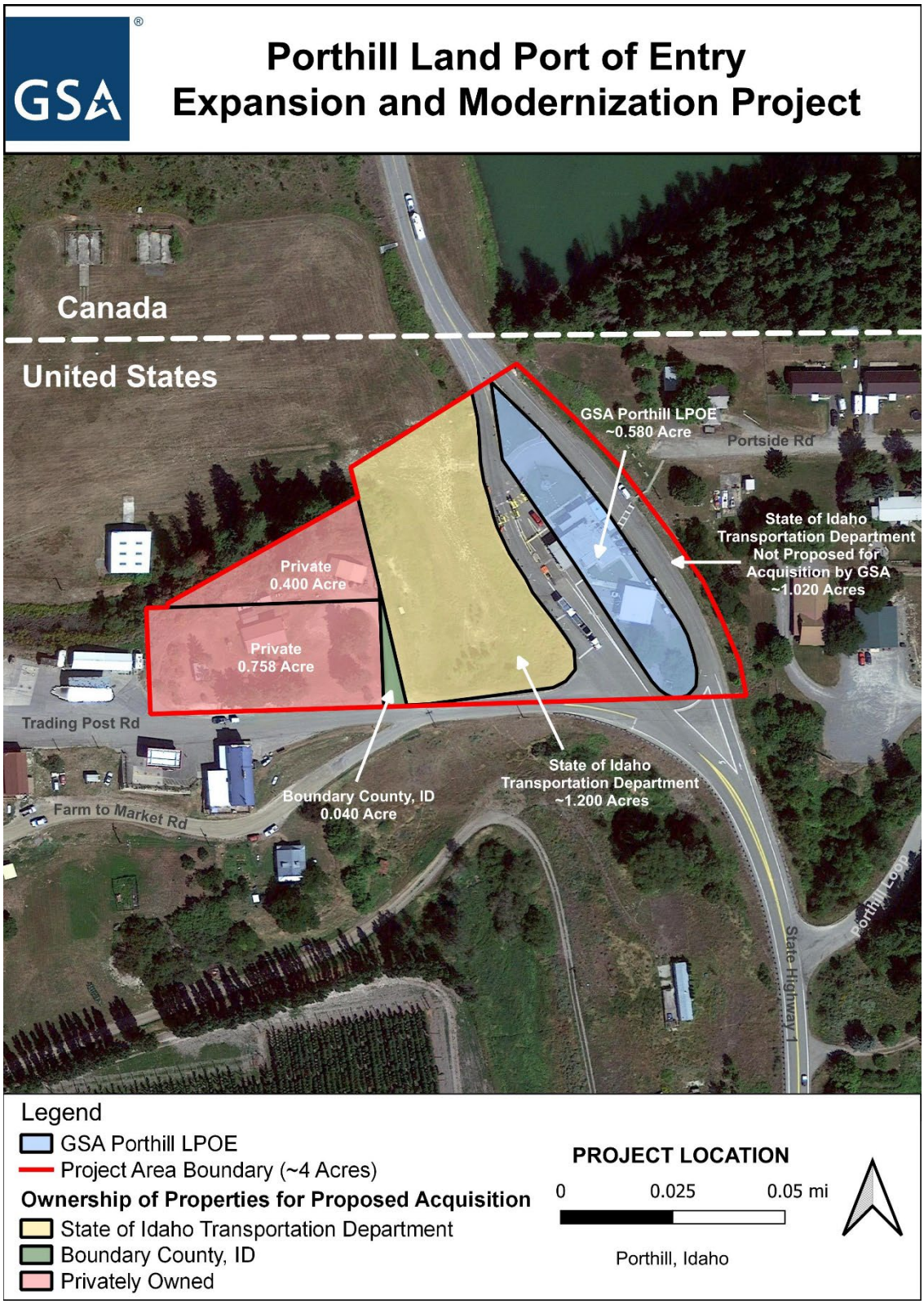
[2] High/low booths are inspection booths with a high window for truck inspections and a low window for POV inspections. They allow for more flexibility in operations since any lane would be able to accommodate both types of traffic.

Porthill LPOE property, an ITD proposed easement to the west of SH-1 currently used for snow storage; two privately-owned properties proposed for acquisition; and a portion of the ITD property. **Figure 2.2-1** shows the project boundary; GSA would acquire 1.158 acres of private property and 0.04 acres of land owned by Boundary County, and would either acquire or secure easements from the State of Idaho for approximately 1.2 additional acres west of the existing port.

The prototype for the initial small port is based on the U.S. LPOE Design Guide Supplement developed by GSA Public Buildings Service Design Programs Center and Border Station Center in 2006. CBP and GSA revised the small port prototype after a series of design process meetings in early 2009. The small port prototype includes the following basic components:

- Inspection booths for primary screening of travelers and vehicles;
- Lane systems to protect officers and booths and to allow officers to scan incoming traffic with modern inspection technologies;
- Canopy systems to provide shelter and protect electrical wiring;
- Interior processing centers for screening individuals;
- Secure holding areas for detainees;
- Improved lighting, which would be designed to minimize light pollution in accordance with CBP's Design Guidelines (CBP, 2018);
- Buildings for detailed vehicle inspections; and
- Buildings that provide weather protection and security for nonintrusive inspections (DHS, 2014).

Alternative 2 would be based on this small port prototype design and would include one story, including a basement (for mechanical systems; Heating, Ventilation, and Air Conditioning [HVAC]; and storage). Facility expansion and modernization would include site preparation (demolition, grading and filling, rock excavation) and construction. Site preparation and construction would be phased so that the LPOE would continue to be operational. To maintain port operations until the small port prototype is completed, either temporary facilities would be installed on land west of the existing facility; or the port would remain open until the final phase of construction, when operations are switched over from the existing main building to the newly constructed main building.



Source: ISTC, 2021

Figure 2.2-1. Proposed Project Area for Alternatives 2 and 3

2.2.1 Site Preparation – Demolition, Disposal, Grading and Filling, and Rock Excavation

Alternative 2 would include the partial demolition of the existing facility. Partial demolition would allow the port to reuse its existing foundations and utilities, reducing construction time and cost. Site preparation would include the following measures:

- Demolition: Demolish all aboveground structures, including the main LPOE building, temporary buildings, the primary inspection booth and canopy, and the secondary inspection bay and canopy. Retain and re-use the existing foundations and utilities to the extent possible for the new facility. Increase the capacity for the water and septic systems; no increase in capacity would be needed for the electrical system.
- Disposal: Disposal of all demolished aboveground structures, including the main LPOE building, temporary buildings, the primary inspection booth and canopy, and the secondary inspection bay and canopy. Dedicated disposal contractors would haul demolished materials offsite for disposal of standard materials. Because the main building was built in 1967 it may contain hazardous construction materials such as asbestos containing materials (ACM) and lead-based paint. Material testing to determine the presence of ACM and lead-based paint in areas affected by proposed renovations and/or demolition would be conducted. All ACM or lead-based paint would be properly disposed of in accordance with federal, state, and local regulatory requirements prior to LPOE building renovations and/or demolition (Parsons, 2019). Any hazardous materials would be transported and disposed of offsite by licensed disposal contractors.
- Grading and Filling: Grade and fill the gully due west of the existing LPOE to accommodate new construction.
- Rock Excavation: Excavate area adjacent to the outbound inspection lane to create an adequate passing lane.

2.2.2 Construction

- Main Building (9,404 Net Square Feet [NSF][3]): Construct a new main LPOE building that would include a public waiting area, two public restrooms, office/working spaces, enforcement areas, commercial inspection support spaces, staff support spaces and building support spaces.
- Canopy and Booth Spaces for Commercial and POV Inspections (520 NSF): Construct one POV/commercial lane with a high/low booth connected to the interior of the main building, and three additional POV/commercial lanes each with a high/low booth.
- Primary Inspection Canopy (1,000 NSF): Construct a canopy above the primary inspection lanes.
- Non-Commercial Inspection Facilities (1,113 NSF): Construct a new enclosed POV secondary inspection facility with two inspection bays and a public waiting area.
- Primary Outbound Inspection (130 NSF): Construct one lane with a high-low booth connected to the interior of the main port building.

[3] Net square feet is defined as the floor area between the walls of a room or defined space (DVA, 2018).

- Exterior Parking (8,050 NSF): Construct six visitor parking spaces (350 NSF per space), 16 employee parking spaces (350 NSF per space), and one exterior government operated vehicle (GOV) parking space (350 NSF per space).
- Enclosed parking (450 NSF): Add one enclosed GOV parking space.
- Commercial Vehicle Staging (1,000 NSF): Construct one staging space.

2.2.3 Construction Phasing

Construction phasing would occur such that the LPOE would continue to be operational throughout construction. Construction phasing would be determined during the design phase.

2.3 ALTERNATIVE 3 – SMALL PORT PROTOTYPE WITH FULL DEMOLITION

Under Alternative 3, a small port prototype would be built and full demolition of the existing facility would occur, including full demolition of building foundations and utility connections. The 4-acre project area would be defined the same as under Alternative 2. Facility expansion and renovation would consist of the same measures described under Alternative 2, and are described below in Sections 2.3.1 and 2.3.2. The duration of the demolition phase under this alternative would presumably be longer compared to Alternative 2 (due to the removal of the building foundations and utilities), but the duration of the construction phase would likely be the same as under Alternative 2. Alternative 3 would be phased so that the LPOE would continue to be operational throughout construction. Also as under Alternative 2, 1.158 acres of private property and 0.04 acres of land owned by Boundary County would be acquired and GSA would either acquire or obtain easements from the State of Idaho for approximately 1.2 additional acres west of the existing port.

2.3.1 Site Preparation – Demolition, Disposal, Grading and Filling, and Rock Excavation

Site preparation would include the same measures (demolition, disposal, grading and filling, and rock excavation) described under Alternative 2 in Section 2.2.1, along with the following additions/changes:

- Full demolition of the existing facility would occur, including demolition of building foundations and utility connections and likely resulting in extended demolition timelines compared to Alternative 2; and
- Disposal of building foundations and utility connections would occur in addition to the disposal of existing facility.

2.3.2 Construction

Construction of a small port prototype would include the same components described under Alternative 2 in Section 2.2.2, along with construction of new building foundations and utility connections site-wide.

Alternative 3 would include two options for facility construction: Option A, a one-story small port prototype, and Option B, a two-story small port prototype. Differences between Alternative 3 – Option A, and Alternative 3 – Option B are presented in **Table 2.3-1**.

Table 2.3-1. Differences between Alternative 3 – Option A and Option B

Option A	Option B
One story	Two stories
Larger building footprint	Smaller building footprint (less grading and filling) and deeper footings and foundations
First floor: Public waiting area, enforcement areas, commercial inspection support spaces, offices, break room, fitness room, mechanical space, LAN room, and two restrooms	First floor: See footnote[4]
Second floor: Not Applicable	Second floor: See footnote 4

The following would be the same under Alternative 2, Alternative 3 – Option A, and Alternative 3 – Option B.

- Acquisition of 1.158 acres of private property, acquisition of 0.04 acres of land owned by Boundary County, and either the acquisition or easement of approximately 1.2 acres of State of Idaho land;
- Demolition of all aboveground structures;
- Construction phasing such that the LPOE would continue to be operational throughout construction with more detail provided under Alternative 2 in Section 2.3.3;
- Facility expansion and renovation measures described under Alternative 2 in Sections 2.2.1 and 2.2.2;
- Overall interior square footage of small port prototype;
- Type and amount of equipment;
- Capacity and type of utilities; and
- Number of CBP officers staffed at the LPOE.

2.3.3 Construction Phasing

Construction phasing would occur such that the LPOE would continue to be operational throughout construction. Construction phasing would be determined during the design phase.

2.4 Alternatives Considered and Dismissed from Detailed Analysis

GSA considered, but dismissed, the Expanded Build and Eastern Expansion Alternatives during the alternative development process. These alternatives and the reasons for their dismissal from further analysis are discussed below.

[4] All rooms under Alternative 3, Option B, would be identical to those included in Alternative 3, Option A, except that they would be spread across two floors instead of one. The specific placement of rooms would be determined during the design phase.

2.4.1 Expanded Build Alternative

GSA initially considered an alternative that would expand the footprint of the LPOE from 3,565 gross square feet to 26,647 NSF. This alternative would include a main port building of up to 13,227 NSF, a standalone commercial inspection building, increased inspection lanes and secondary inspection areas, and increased turnaround, staging, and parking areas. This alternative would require additional land acquisition compared to Alternatives 2 and 3 (Parsons, 2019). Traffic has decreased slightly since the preparation of the feasibility study and is not projected to increase into the future (ITD, 2023a; Parsons, 2019). As such, GSA determined that a reduced facility footprint, or a small port prototype, could meet operational efficiency, security, and staff/public comfort needs while requiring less site preparation and less land acquisition. Therefore, this alternative was dismissed from detailed analysis in this EA.

2.4.2 Eastern Expansion Alternatives

GSA also considered an eastern expansion onto private land. However, eastward expansion would include considerably more grading to match the elevation of the current LPOE compared to the western expansion alternatives (i.e., Alternatives 2 and 3). More land would need to be acquired to expand eastward, and GSA would prefer to acquire land from the State of ID to the west as opposed to acquiring personal property to the east to minimize impacts to the county tax roll. Lastly, the historic port and CBP houses would block the line of sight and would hinder CBP's ability to see vehicles approaching the LPOE. Based on the operational concerns and additional cost associated with land acquisition and grading, this alternative was dismissed from further analysis.

2.5 COMPARISON OF ALTERNATIVES

Table 2.5-1 compares Alternative 1 (No Action Alternative), Alternative 2 (Small Port Prototype with Partial Demolition), Alternative 3, Option A (One-Story, Small Port Prototype with Full Demolition), and Alternative 3, Option B (Two-Story, Small Port Prototype with Full Demolition) by project component. Proposed activities at each of the project components are described for each alternative. Project components include land acquisition; demolition; site preparation; construction and expansion of the LPOE; and operation of the LPOE.

Table 2.5-1. Comparison of Alternatives by Project Components

Project Components	Alternative 1 – No Action Alternative	Alternative 2 – Small Port Prototype with Partial Demolition	Alternative 3, Option A – One-Story, Small Port Prototype with Full Demolition	Alternative 3, Option B – Two-Story, Small Port Prototype with Full Demolition
Land Acquisition	No land acquisition would occur.	1.158 acres of private property and 0.04 acres of land owned by Boundary County would be acquired, and approximately 1.2 additional acres of State of Idaho land would be either acquired or secured under easement.	Same as Alternative 2.	Same as Alternative 2.
Site Preparation (Demolition and Disposal)	No demolition would occur.	Partial demolition and disposal of all aboveground structures would occur, including: • Main Building; • Primary Inspection Booth and Canopy; and • Secondary Inspection Bay and Canopy.	Full demolition (likely resulting in extended demolition timelines) and disposal of the existing facility would occur, including the structures described in Alternative 2, along with the following additions: • Building Foundations; and • Utility Connections.	• Same as Alternative 3 - Option A
Site Preparation (Grading and Filling and Rock Excavation)	No site preparation would occur.	Site preparation would include: • The filling and grading of the gully due west of the existing LPOE to accommodate new construction; and • Rock excavation to create a passing lane next to the outbound inspection lane.	• Same as Alternative 2.	• Rock excavation would be the same as Alternative 2. • Less grading and filling compared to Alternative 2 and Alternative 3 - Option A due to the smaller building footprint.

Project Components	Alternative 1 – No Action Alternative	Alternative 2 – Small Port Prototype with Partial Demolition	Alternative 3, Option A – One-Story, Small Port Prototype with Full Demolition	Alternative 3, Option B – Two-Story, Small Port Prototype with Full Demolition
Construction and Expansion of the LPOE	No construction or expansion of the LPOE would occur. Minor repairs would likely occur as needed.	A one-story small port prototype would be built to replace the existing LPOE, including: • New Main Building with a public waiting area; two public restrooms; office/working spaces; enforcement areas; and commercial inspection, staff, and building support spaces; • Four Primary Inspection Lanes with high-low booths for processing commercial and non-commercial vehicles. Includes a canopy to cover the primary inspection lanes and improved lane configuration; • New Secondary Inspection Facility with two inspection bays and a public waiting area; • New Primary Outbound Inspection Lane with high-low booth; and • Extended visitor, employee, and truck parking space.	A one-story small port prototype would include the same components described in Alternative 2, along with the following additions: • New building foundations and utility connections site-wide.	A two-story small port prototype would include the same components described in Alternative 2, along with the following additions/ differences: • New building foundations and utility connections site-wide. • All rooms under Alternative 3, Option B, would be identical to those included in Alternative 2 and Alternative 3, Option A, except that they would be spread across two floors instead of one. The specific placement of rooms would be determined during the design phase

Project Components	Alternative 1 – No Action Alternative	Alternative 2 – Small Port Prototype with Partial Demolition	Alternative 3, Option A – One-Story, Small Port Prototype with Full Demolition	Alternative 3, Option B – Two-Story, Small Port Prototype with Full Demolition
Operation of the LPOE	Operation of the LPOE would continue with: • Three primary inspection lanes at the facility – only one of which has an inspection booth; • An undersized port building (with frequent power outages) that does not meet the needs of staff and other personnel; • Lacking work areas; • Security concerns due to the location of the portable restrooms when CBP uses the secondary inspection canopy; • An unclear line of sight.	The small port prototype would: • Expand and upgrade inspection lanes and facilities to handle traffic flows; • Improve operational efficiency with high-low inspection booths; • Establish a clear line of sight and a more direct approach with revised lane formations; • Provide more interior building space for port employees. • Have increased energy and water efficiency due to LEED® certification of new structures.	The small port prototype would include the same operational capacity described in Alternative 2, along with the following additions: • Increase operational capacity and efficiency from upgraded utility connections (e.g., water, septic, and electrical capacities).	The small port prototype would include the same operational capacity described in Alternative 2, along with the following additions: • Increase operational capacity and efficiency from upgraded utility connections (e.g., water, septic, and electrical capacities.

3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

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

- Cultural and Tribal Resources;
- Geology, Topography, and Soils;
- Biological Resources (Vegetation, Wildlife, Threatened and Endangered Species, and Migratory Birds)
- Utilities (Water and Power);
- Noise;
- Water Resources (Stormwater, Surface Water, Groundwater, Wetlands, and Floodplains);
- Air Quality;
- Climate Change; and
- Environmental Justice.

GSA considered but dismissed from detailed analysis the following resource areas: transportation and traffic; socioeconomics; solid and hazardous waste and materials; recreation; land use; and visual resources. The reasons for dismissing these resource areas from detailed analysis are provided in Section 3.13.

3.1 METHODOLOGY

The affected environment summarizes the current physical, biological, social, and economic environments of the area within and surrounding the 4-acre project area (defined as the Porthill LPOE property, an ITD proposed easement to the west of SH-1 currently used for snow storage; two privately-owned properties proposed for acquisition; and a portion of the ITD property). For each resource area, the area of analysis or the bounds of the area that could be impacted by the alternatives are defined, and the elements or components of the resource that may be potentially affected are described. For some resource areas, the area of analysis of the affected environment extends beyond the boundaries of the project area. For other resource areas, the area of analysis is the same as the project area.

The analysis of environmental consequences for each resource begins by explaining the methodology used to characterize potential impacts, including any assumptions made. This analysis considers how the condition of a resource would change as a result of implementing each alternative, and describes the types of impacts that would occur (e.g., direct, indirect, beneficial, or adverse). The significance of impacts is assessed using three parameters: magnitude, duration, and extent. The impact types and significance criteria are described below. The terms “impacts” and “effects” are used interchangeably in this chapter.

3.1.1 Types of Impacts

According to CEQ’S NEPA Regulations at 40 CFR 1500-1508 (1978), direct and indirect effects are defined as:

Direct effects: Effects that are caused by the action and occur at the same time and place (1508.8[a]). Examples include filling a wetland or digging up an archaeological site.

Indirect effects: Effects that are caused by the action and occur later in time or are farther removed in distance but are still reasonably foreseeable. Indirect effects also include "induced changes" in the human and natural environments (1508.8[b]).

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

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

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

Adverse and beneficial impacts from the alternatives are not combined into a single, net impact; they are noted and assessed separately because an action may result in a significant adverse impact to a resource area even though there may be an overall beneficial effect.

3.1.2 Evaluation Criteria

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

Context and Intensity
As defined in 40 CFR 1508.27, determination of the significance of effects requires a consideration of both context and intensity. Context means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Both short- and long-term effects are relevant. Intensity refers to the severity or magnitude of the effect.

The significance of impacts was determined systematically by assessing three parameters of environmental impact: magnitude (how much), duration (how long), and extent (how big or how far). Each parameter was divided into the following levels:

Magnitude:

- Major – Substantial impact or change in a resource area that is easily defined, noticeable and measurable, or exceeds a regulatory standard.
- Moderate – Noticeable change in a resource area occurs, but the integrity of the resource area remains intact.
- Minor – Change in a resource area occurs, but no substantial resource area impact results.
- Negligible – The impact is at the lowest levels of detection – barely measurable but with perceptible consequences.
- None – The impact is below the threshold of detection with no perceptible consequences.

Duration:

- Long-term – Effects would persist beyond the period of construction.
- Short-term – Effects would occur only during construction (temporary).

Extent:

- Regional – Impacts affect a larger area, such as Boundary County.

- Local – Effects extend beyond the Porthill LPOE and affect the area in the general vicinity of the site.
- Site-specific – Effects are limited to the Porthill LPOE.

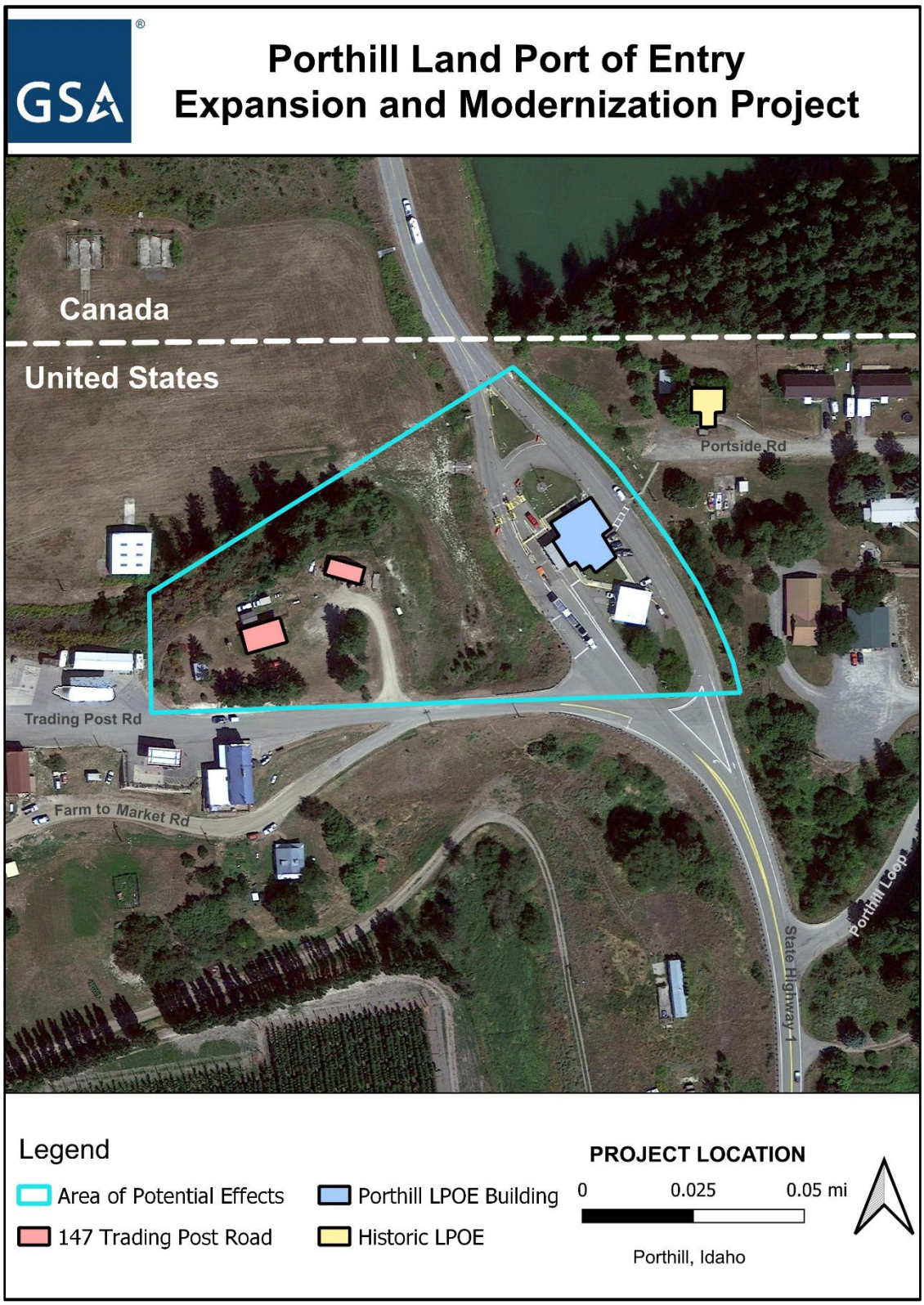
3.2 CULTURAL AND TRIBAL RESOURCES

Cultural resources are associated with the human use of an area and may include archaeological sites, locations of ethnographic interest, or historic properties associated with the past and present use of an area. A cultural resource can represent past cultures or modern-day cultures, and can be composed of physical remains, intangible traditional use areas, or an entire landscape. Physical remains of cultural resources are usually referred to as archeological sites, while buildings or structures are usually referred to as historic resources.

The NHPA, as amended, sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the NRHP. Section 106 of the NHPA requires federal agencies to consider the effects of their activities on such properties. As part of this process, federal agencies are required to consult with SHPOs, Native American tribes and Native Hawaiian organizations with or without a Tribal Historic Preservation Officer, representatives of local government, the public, and other interested groups (36 CFR 800.3).

The Section 106 process helps ensure that the presence of historic properties, and possible effects to these properties, are considered as early as possible in the federal project planning process. Implementing regulations for Section 106 at 36 CFR 800 (Protection of Historic Properties) require the responsible federal agency to determine the level of effort to identify historically significant cultural resources in the area of potential effect (APE) of the undertaking. The APE is "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist" (36 CFR 800.16(d)).

As shown in **Figure 3.2-1**, the APE includes all portions of the project area. It also includes sufficient area surrounding the project to ensure consideration of any potential historic properties that could be adversely affected by the project. These adverse effects could be physical, visual, atmospheric, or auditory. The APE includes the current Porthill LPOE and two buildings to the west at 147 Trading Post Road. The original 1938 LPOE building, which is listed on the NRHP, is also shown in **Figure 3.2-1**, but is located outside of the APE. This Draft APE was sent to the Kootenai Tribe and the ID SHPO on May 26, 2023 for comment. The ID SHPO responded to GSA and did not have any comments on the APE. The Kootenai Tribe responded to GSA and expressed interest in further consultation. The Kootenai Tribe requested an in-person meeting; the Kootenai Tribe and GSA met in-person on August 30, 2023 and discussed cultural resources concerns. Section 106 consultations with the Kootenai Tribe are ongoing and are described further in Section 3.2.2.2.



Source: Google Earth, 2023

Figure 3.2-1. Area of Potential Effect for Cultural Resources

3.2.1 Affected Environment

ASM Affiliates, on behalf of GSA, conducted a literature review and a Phase 1A historic architectural resources survey of the APE in June and July of 2023, respectively. The draft results of the literature review and the 2023 survey are included below in Sections 3.2.1.2 and 3.2.1.3. The Final Draft Cultural Resources Technical Report is included as Appendix B to this Draft EA.

3.2.1.1 Historic Context

The Porthill LPOE is located in a region which is part of the Plateau culture area. The Plateau region, with its large, north-south trending river systems, has been a focal point for prehistoric settlement and subsistence throughout the Holocene[5]. The distinguishing characteristics of Plateau culture are a primarily riverine adaptation to a unique set of resources within an inland maritime environment. This adaptation has focused on the mass harvesting and long-term preservation and storage of three key resource groups: fish (particularly salmon), roots, and large ungulates. Settlement patterns focused on lower elevations in the winter, followed by resource procurement forays into higher elevations and key fish runs along rivers during warmer weather. The regional prehistoric period can be divided into three broad chronological sequences: the Early Prehistoric period, the Middle Prehistoric period, and the Late Prehistoric period (HRA Gray & Pape, 2008).

3.2.1.1.1 Early Prehistoric Period – The Kootenai Tribe

The Porthill LPOE is within the territory of the Lower Kootenai people, the part of the Kootenai Tribe that occupies the Kootenai River from Libby, Montana, to Kootenay Lake in British Columbia (HRA Gray & Pape, 2008). Like other native groups in the region, the Kootenai employed a diversified hunting-gathering-fishing subsistence strategy based on seasonal exploitation of resources. Winter subsistence included hunting and fishing, with some reliance on collected and stored foods (HRA Gray & Pape, 2008).

3.2.1.1.2 Euro-American Settlement

The Hudson's Bay Company founded a fur-trading post called Fort Flatbow in the area sometime in the early 1800s. Boundary County, ID was officially established on January 23, 1915. From the late 1890s through the 1970s, Porthill was a stop along the Kootenai Valley Railroad line of the Great Northern Railway's vast network of rail lines in the Northwest. During the first half of the 20th century, Porthill provided ferry service across the Kootenai River and was a loading point for grain grown on area farms. The original LPOE building and residence were built in 1938 (NPS, 2011). By 1951, however, there was no longer a need for a full-time railroad crew to be stationed in Porthill. Rail traffic gradually ceased thereafter, and the tracks were removed in the 1970s. In 1967, the current port building and government residences were built (HRA Gray & Pape, 2008).

3.2.1.2 Potential Cultural Resources

A 2008 archeological survey covered the Porthill LPOE, but did not include any of the private or state properties that are being considered for acquisition. This survey conducted visual surveys of the entire LPOE property via transects. The survey documented two potential historic properties within 1 mile of the APE, the original 1938 LPOE building and the historic Porthill Ferry, which is a ferry cable across the

[5] The Holocene is the name for the most recent interval of Earth's history. The Holocene includes the time period from approximately 11,700 years ago to present day (Walker et al., 2009).

Kootenai River (HRA Gray & Pape, 2008). The original 1938 port building was later listed in the NRHP in May 2014 (NPS, 2014).

The Final Draft Cultural Resources Technical Report (see Appendix B) identified two buildings that were potential historic properties in the APE. However, after conducting archival research, it was determined that only one building, a single-family residence constructed circa 1960, is more than 50 years old. After careful consideration, this property was recommended as not eligible under any NRHP criteria, resulting in no historic properties located in the APE (ASM, 2023).

The Final Draft Cultural Resources Technical Report included a review of the records search results, which described several factors that contribute to expectations concerning the likelihood of locating archaeological resources within the project area. Historic period cultural remains in the Project area could represent those associated with the fur trade, or mining and logging activities in the area. A portion of the Continental Mine Wagon Road is located just east of the project area and has the potential of extending into the current project. These activities could also produce resources such as logging debris, modified trees and stumps, domestic refuse characterized by bottle glass, ceramics, brick, metal, and food remains; these resources would most likely date from early to the late nineteenth-early twentieth centuries. Additionally, more historic resources associated with construction and maintenance of the Porthill LPOE are likely to be within the Project area (ASM, 2023).

3.2.1.3 Potential Tribal Resources

The definition of tribal resources can vary by agency or state. For the purposes of the Draft EA, the more comprehensive definition of tribal resources includes natural resources, sacred sites, tribal archeological resources, and properties of traditional or customary religious or cultural importance, either on or off Native American lands, retained by, or reserved by or for, Native American tribes through treaties, statutes, judicial decisions, or EOs, including tribal trust resources (DoD, 2006). Examples of tribal resources could include tribal archeological resources such as historic tools, sacred sites as defined by EO 13007 *Indian Sacred Sites,* traditionally and culturally important natural resources such as local fish species, or properties of traditional religious and cultural importance (BLM, No Date). Tribal resources also include lands and resources that are in the ancestral territories and usual and accustomed places of tribes. As described above, the Porthill LPOE is located within the territory of the Lower Kootenai people, who gather, hunt, and fish for subsistence purposes[6]. The site of present-day Porthill, on the banks of the Kootenai River approximately 23 miles north of Bonners Ferry, had long been a meeting area for the Kootenai, who called the place “Ockonook”, meaning a grassy hillside with rocks (HRA Gray & Pape, 2008).

The Final Draft Cultural Resources Technical Report also described several factors that contribute to expectations concerning the likelihood of locating tribal resources within the project area. The project area is located on the floodplain of the Kootenai River. Access to food resources and travel along the river increase the likelihood of archaeological resources within the project area. Precontact cultural resources associated with this type of resource includes sites that contain flaked tools, bifaces, projectile points, spalls, hand mauls, adzes, cores, ground stone implements, debitage, and culturally modified trees, in addition to fire-modified rock and hearth features. Record searches revealed the potential for both precontact and historic cultural resources to be located on the project site. As such, GSA will continue

[6] Subsistence hunting, fishing, and gathering are rights reserved to the Kootenai Tribe of Idaho by the Hellgate Treaty of 1855 (Washington State Historical Society, 2020).

consultation with the Kootenai Tribe of ID regarding appropriate surveys and monitoring during the design and construction phases (ASM, 2023).

3.2.2 Environmental Consequences

The analysis and conclusions presented in this subsection are based on the October 2023 Final Draft Cultural Resources Technical Report (see Appendix B), which includes the June 2023 literature review and draft results of the July 2023 architectural survey of the APE. The Final EA will be updated with the final results of the architectural survey of the APE.

3.2.2.1 Alternative 1 – No Action Alternative

No substantial ground disturbances would occur under this alternative. As such, no adverse effects would occur to any buried cultural resources that may exist in the APE. Without the noise and visual effects associated with construction activities, nearby subsistence activities that likely occur near but outside of the APE would not be affected. Similarly, noise and visual effects associated with construction activities would not occur and therefore would not affect the original 1938 LPOE building that is listed on the NRHP but located outside of the APE (NPS, 2014). Therefore, the No Action Alternative would not have any effects on cultural or tribal resources.

3.2.2.2 Alternative 2 – Small Port Prototype with Partial Demolition

No historic properties exist in the APE. The original 1938 LPOE building, listed on the NRHP in May 2014, is located outside of the APE (NPS, 2014). The existing Porthill LPOE building, which was built in 1967, was determined not eligible for listing on the NRHP in 2018 (ISHS, 2018). ASM's literature review and the Phase 1A historic architectural resources survey did not identify any eligible cultural or tribal resources within the APE. ASM Affiliates surveyed the private residence at 147 Trading Post Road; concluded that the building does not possess historic or architectural significance; and recommends the property as not eligible for listing in the NRHP. As such, Alternative 2 would have no impact on historic architectural resources.

The demolition of the existing buildings and the construction of a small port prototype would have no direct effect on the 1938 historic LPOE building. Although construction would introduce visual and audible elements that may impact the setting near the historic building, any such impacts would be indirect, adverse, minor, short-term, and local. As this site has continuously operated as a port for more than 80 years, operations of the new LPOE would not be expected to diminish the setting or character of the historic LPOE building in such a manner that would impact its eligibility.

Members of the Kootenai Tribe traditionally sourced much of their diet from fishing, but shifted to mainstream diets over roughly the last generation because fish were less available (EPA, 2016a). The Kootenai Tribe has partnered with groups, including the USFWS, to implement recovery and hatchery programs for important fishes (USFWS, 2022). As local populations of important fish species recover, members of the Kootenai Tribe of ID are beginning to transition back to traditional foods. As discussed in Section 3.4 Biological Resources, GSA sent an ESA Section 7 informal consultation letter to USFWS on October 30, 2023 summarizing the alternatives and providing *no effect* determinations for ESA-listed bull trout and sturgeon species in the nearby Kootenai River. However, construction and demolition activities would introduce noise disturbance and air emissions from construction vehicles. Increased noise and air emissions associated with demolition and construction would have indirect, adverse, short-term, minor, local effects on members of the Kootenai Tribe of ID engaging in recreational or subsistence fishing activities along the Kootenai River using the boat launch to the west of the project area, which is outside

of but near the APE. Members engaging in subsistence hunting activities would likely move further away from the APE due to increased noise levels.

Once construction is completed, noise and air quality impacts to recreational or subsistence activities would cease. Traffic through the port is not expected to increase once the new LPOE is constructed. As a result, there would not be any expected changes to air quality and therefore on subsistence activities from increased traffic, vehicle idling, queued traffic, or any other port operation (Parsons, 2019). As such, there would be no long-term impacts on subsistence activities.

GSA initiated consultation with the ID SHPO and the Kootenai Tribe in December 2022 pursuant to Section 106 of the NHPA. The Final Cultural Resources Technical Report will be shared with both parties and any comments received during consultation efforts will be incorporated into the final report and into the Final EA. Archeological resources may be uncovered during the process of project construction. As such, the Kootenai Tribe requested a government-to-government in-person meeting to discuss any cultural resources concerns prior to ground disturbing activities. Based on the August 30, 2023 consultation meeting, the Kootenai Tribe may wait to see the results of the Program Development Study, which would include the project footprint and exact level of disturbance, before determining the need for an archeological survey. The Tribe may also wish to have cultural resource monitors present during ground disturbing activities. In the event of a discovery of cultural resources, work would halt immediately, the area would be secured, and work would not continue until a qualified archeologist inspects the find. If the SHPO and the Kootenai Tribe determine that adverse effects would occur after further consultation, GSA would develop, in collaboration with the SHPO and the Kootenai Tribe, a Memorandum of Agreement (MOA). The MOA would include mitigation measures to be implemented under the action alternatives to avoid or minimize impacts to archaeological resources, such as by avoiding ground disturbances in archaeologically sensitive areas. Adverse, moderate to major, long-term, site-specific effects could occur if a cultural resource is severely damaged or destroyed during ground-disturbing activities. Beneficial, long-term effects would occur if the cultural resource is discovered and not damaged; moderate to major effects would occur if that discovery led to the identification of a culturally significant resource. Given the likelihood of discovering cultural resources during ground-disturbing activities, adverse or beneficial, moderate to major, long-term, and site-specific impacts to cultural resources within the APE.

3.2.2.3 Alternative 3 – Small Port Prototype with Full Demolition

3.2.2.3.1 Option A: One-Story Small Port Prototype with Larger Footprint

As noted above under Alternative 2, no historic properties exist in the APE; and none of the surveyed buildings are recommended for listing in the NRHP. As such, no adverse effects would occur to historic architectural resources in the APE. Indirect, adverse, minor, short-term and local effects on the setting of the nearby 1938 historic LPOE building under Alternative 3/Option A; no effects would occur in the long term once construction is complete.

The presumably longer demolition phase under this alternative would have a slightly longer period of noise and emissions from construction vehicles that could have adverse effects on any potential subsistence activities that occur outside of, but near the APE as well as on the setting of the 1938 historic LPOE building located outside the APE. However, while the demolition phase would presumably be longer, the difference in duration between Alternatives 2 and Alternative 3/Option A would likely be minimal. As such, indirect, adverse, minor, short-term, and local impacts to subsistence activities or tribal resources under Alternative 3/Option A due to increased noise and emissions; no adverse effects would occur in the long term once construction activities cease.

Compared to Alternative 2, demolition of the existing foundation and utility connections would increase ground disturbance and the likelihood of disturbing a previously unknown cultural resource. In the likely event of a discovery of cultural resources, work would halt immediately, the area would be secured, and work would not resume until a qualified archeologist inspects the find. Therefore, long-term effects would be the same as those described under Alternative 2: either adverse or beneficial, moderate to major, and site-specific.

3.2.2.3.2 Option B: Two-Story Small Port Prototype with Smaller Footprint

The additional story and slightly smaller footprint under Alternative 3/Option B would not cause appreciable changes in the potential impacts on cultural and tribal resources compared to Option A. As such, overall effects under Option B would be the same as under Option A. The additional story under Alternative 3/Option B would not change the setting or character in the long term since it would resemble the other urban features already occurring and blend into the viewshed.

3.3 GEOLOGY, TOPOGRAPHY, AND SOILS

This section presents an overview of geology, topography, and soils within the areas of analysis.

Geology is the science of the Earth and the study of related dynamics and composition. The subject is broadly concerned with the origin and operation of earth features and the integrated sequence of events (Fairbridge, 1954). Geologic features range from mountains, plateaus, and valleys – each being important characteristics of their given region. Regional geology additionally refers to the composition of the underlying bedrock and the distribution of materials at or near Earth's surface in a specific area (Lu, 2015).

Topography refers to the three-dimensional arrangement of physical attributes (such as shape, steepness, height, and depth) of a land surface in a place (Crippen, 2010). For the purposes of this Draft EA, topography may relate to the geologic features of a region but is specific to the physical attributes of parts or all of the area of analysis.

Soil is a collective term for the inorganic and organic substrate covering bedrock which supports vegetation growth and cover, in turn providing habitat and food for animals.

3.3.1 Affected Environment

The area of analysis for geology, topography, and soils includes the approximately 4-acre project area. The approximately 2.22 acres of land owned by the ITD (including roads and the property proposed for acquisition), and the approximately 0.58-acre existing Porthill LPOE property, shaded blue in **Figure 2.2-1**, have previously experienced disturbance and development, and contain structures and paved surfaces with few landscaped areas. Light development including structures and a gravel driveway and parking area exist on the 1.158 acres of privately-owned property. The approximately 1.2-acre State of ID Transportation Department easement, shaded yellow in **Figure 2.2-1**, starting from SH-1 west of the existing Porthill LPOE includes a sloped hill that is used for snow storage.

3.3.1.1 Geology

The area of analysis lies entirely within the Purcell Trench, a north-south aligned, U-shaped, glacial valley containing the Kootenai River. The Purcell Trench splits the Columbia Mountains between the Purcell Mountains to the east and the Selkirk Mountains to the west (Menounos et al., 2009). Two separate

Quaternary deposits[7] directly underlie the area of analysis. Quaternary alluvial deposits[8], typically formed by and beside watercourses in valleys and consisting of gravel, sand, and silt, make up the majority of the first deposit that lies between the Porthill LPOE and the Kootenai River to the west. These Quaternary alluvial deposits include younger terrace deposits and may contain some glacial deposits and colluvium in uplands. The second deposit, the uphill portion of the Porthill LPOE extending to the east, consists of Quaternary fluvial[9] and lake sediment, which typically include fine-grained sediment, playa deposits of evaporative lakes, and glacial lake deposits (Bond et al., 1978).

3.3.1.1.1 Geological Hazards

The area of analysis does not contain any active faults; however, within 60 miles, there are four active Quaternary fault lines to the southeast (USGS, 2023). No earthquakes greater than magnitude 5.0 have occurred within 60 miles of the area of analysis within the last 100 years (Earthquake Track, 2023). Within 60 miles of the area of analysis, earthquakes between magnitude 1.6 and 4.5 have occurred repeatedly in the last 50 years. Similar seismic activity is expected in the future. According to the USGS Earthquake Hazards Program the earthquake peak ground acceleration has a 2 percent chance of being exceeded in 50 years, determining that in the next 50 years the area of analysis has a low chance of experiencing a severe earthquake (USGS, 2014).

Other acknowledged geological hazards such as landslides and rockslides, volcanoes, avalanches, and subsidence are not a problem in the area of analysis (ID Geological Survey, No Date).

3.3.1.2 Topography

The area of analysis ranges from approximately 1,770 to 1,828 feet above mean sea level. The topography of the current footprint of the Porthill LPOE lies relatively flat with an approximately slope of 3.7 percent from the north to south (1,790 to 1,806 feet above mean sea level). Directly to the west of the Porthill LPOE, the landscape slopes down to the proposed easement owned by the ITD with a total elevation loss of 36 feet. The two privately-owned properties, shaded pink in **Figure 2.2-1**, rise on a bluff approximately 28 to 58 feet above the ITD land proposed for acquisition with slopes of between 48 to 68 percent (Google Earth, 2023).

3.3.1.3 Soils

Roughly half of the soils located within the area of analysis have been previously disturbed. The soil disturbances include structures, fill, and impervious and semi-impervious surfaces.

Based on the Natural Resources Conservation Service (NRCS) Web Soil Survey, two soil associations exist within the area of analysis: Farnhampton silt loam, unprotected, drained, 0 to 4 percent slopes and Porthill silt loam, 8 to 15 percent slopes (NRCS, 2023). The slope range for each soil type is expressed as a percentage of the distance between two points. A 0 to 3 percent slope gradient is considered nearly level, 4 to 8 percent is considered gently sloping, and 9 to 16 percent is strongly sloping. A higher slope range can increase erosion potential in a particular area. The composition of the soil additionally determines the erodibility. Silt loam soils consist of moderate amounts of sand, a small amount of clay, and a large amount of silt leading to higher-than-average erodibility. Erodibility is valued with the factor, K, which ranges between 0.02 and 0.62 with high value soil being the more susceptible to erosion by water (NRCS, 2023). Both the Farnhampton silt loam and Porthill silt loam complexes are classified as “very limited” for small

[7] The Quaternary Period spans the last 2.6 million years (Elias, 2013).
[8] Alluvial deposits are soils deposited by rivers (USGS, 2018).
[9] Fluvial sediments have been deposited by rivers or streams (USGS, 2016).

commercial building construction, which indicates that the soil has one or more features that are unfavorable for this use. These limitations generally cannot be overcome without major soil reclamation, special design, or particular installation procedures for infrastructure.

The soils found in the area of analysis are described below:

- Farnhampton silt loam, unprotected, drained, 0 to 4 percent slopes: The Farnhampton series consists of very deep, moderately well drained soils on natural levees on floodplains. The soils formed in alluvium. Permeability is moderate. Farnhampton silt loam has moderate erodibility with a K value of 0.32. The soil depth and depth to bedrock is greater than 6.75 feet (NRCS, 2023).
- Porthill silt loam, 8 to 15 percent slopes: The Porthill series consists of very deep, moderately well drained soils on terraces. They formed in calcareous silty and clayey glaciolacustrine sediments with very minor amounts of volcanic ash in the surface layer. Permeability is slow. Porthill silt loam is not rated for erodibility; the K Factor for Porthill silt loam is not available. The soil depth is approximately 14 inches to a soil-restrictive layer and depth to bedrock is greater than 6.75 feet (NRCS, 2023).

The NRCS classifies and affords protections to soils which contain ideal characteristics for agricultural production. Prime farmland includes land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. Prime farmland includes land that has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods. Prime and Unique Farmlands – 7 CFR Part 657 defines farmland of statewide importance as those lands which do not meet the definition of prime farmland, but still economically produce high yields of crops. The Farmland Protection Policy Act (FPPA) protects prime farmlands and farmlands of statewide importance, and agencies must consult with NRCS for any federal action which would remove these areas from existing or future agricultural production. The FPPA applies to farmlands as defined in 7 CFR 658.2 to include prime farmlands, unique farmlands, farmlands of statewide importance, and farmlands of local importance. If an area fails to meet the definition of farmland in 7 CFR 658.2 or is already in urban development, then it is not subject to FPPA and no further consideration is required - for prime farmlands, unique farmlands, farmlands of statewide importance, or farmlands of local importance.

Within the area of analysis, the NRCS Web Soil Survey lists Farnhampton silt loam as prime farmland and Porthill silt loam as farmland of statewide importance (if drained). The FPPA would typically protect these soils within the area of analysis. However, soils in the area of analysis do not meet the definition of “farmland” as defined in Farmland Protection Policy Act – 7 CFR 658.2, which specifies that “farmland” does not include land already in or committed to urban development or water storage. Farmland “already in” urban development or water storage includes all such land with a density of 30 structures per 40-acre area.

There are five structures in the approximately 4-acre area of analysis. The area of analysis exceeds the density threshold because it contains a density of greater than 30 structures per 40 acres of land and is considered already in urban development. The structure density of the area of analysis precludes both soil complexes from meeting the definition of prime or unique farmland and therefore consultation with NRCS under the FPPA per 7 CFR 658.2(a) is not required.

3.3.2 Environmental Consequences

This section evaluates impacts to geology, topography, and soils that may result from implementation of Alternative 1, Alternative 2, and Alternative 3/Options A and B.

Alternative 1 – No Action Alternative

There would be no short-term impacts to geology, topography, or soils in the area of analysis as no ground disturbing activities would occur. In the long term, site-specific, adverse negligible disturbance to soils would continue to occur from maintenance activities (e.g., facility repairs, septic system monitoring, landscaping). These impacts would not noticeably alter soil compaction, soil horizons[10], runoff, or erosion within the area of analysis.

3.3.2.1 Alternative 2 – Small Port Prototype with Partial Demolition

3.3.2.1.1 Geology

Rock excavation would occur adjacent to the existing outbound inspection lane to create an adequate passing lane. Rock excavation requires larger equipment than that used for the excavation of soils, such as ripping and excavating equipment. As the geology of the area of analysis contains Quaternary alluvial deposits, the use of extracting equipment is unlikely to cause stress-induced damages to the surrounding rock mass (Perras and Diederichs, 2016). Rock excavation under Alternative 2 would have adverse, minor, long-term, and site-specific impacts to geologic features.

3.3.2.1.1.1 Geological Hazards

Building design and construction professionals use Seismic Design Categories specified in building codes to determine the level of seismic resistance required for new buildings. The area of analysis is in a low seismic hazard area and could experience moderate intensity shaking (FEMA, 2020). It is not permitted to design the building for seismic performance below the minimum level specified by the International Building Code and Standards of Seismic Safety for Existing Federally Owned and Leased Buildings (GSA, 2018). The severity of impacts to the new LPOE would depend on the seismic resistance building enclosure performance level in terms of extent of damage and continuity of operations following a design basis earthquake with a 10 percent probability exceedance in 50 years (500-year return period).

The seismic design performance level category would be determined according to GSA's P100 Facilities Standards during the design phase.

3.3.2.1.2 Topography

Grading and filling in the area west of the existing Porthill LPOE to the gully[11], in the ITD property, and in the bluff on the privately-owned properties would change the overall topography in the area of analysis. The gully sits 11 to 14 feet below the Porthill LPOE, 23 to 36 feet below the privately-owned property bluff, and slopes uphill 26 to 47 degrees west. Grading and filling would flatten and effectively eliminate these two topographic features. As such, Alternative 2 would have adverse, moderate, long-term, and site-specific impacts on topography in the area of analysis.

[10] Soil horizons are layers parallel to the soil surface whose physical, chemical, and biological characteristics differ from the layers above and beneath (NRCS, No date-a).
[11] A gully is a ravine formed by the action of water (Merriam-Webster, 2023).

3.3.2.1.3 Soils

Demolition of facilities and site preparation consisting of grading, excavation, and filling for the construction of buildings, roads, walkways, parking areas, and other infrastructure would likely destroy any existing natural soil horizons. Heavy equipment and other vehicles would compact or loosen and destroy the structure and function of organic and mineral soils; reduce the transfer of air and water through the soil; cause decreased vegetative productivity due to root restriction; and increase runoff and erosion. Ground disturbance would cause soil detachment and wind and stormwater runoff would transport freshly disturbed soils. Soil productivity would decrease given the footprint of development of building structures, roadways, parking areas, and other paved surfaces.

Implementation of Best Management Practices (BMPs) during earthwork activities would prevent or reduce soil erosion and other adverse impacts on soils. While clearing vegetation would increase the potential for erosion and sedimentation in the short term, BMPs would minimize soil erosion during construction activities. BMPs could include installing silt fencing and sediment traps; placing of gravel or rip-rap for heavy vehicle transit; and reestablishing vegetation to minimize erosion and sedimentation. Revegetation with regionally appropriate native plant species of areas around the buildings, parking lots, and other infrastructure where soils remain exposed after construction would also minimize impacts over a longer term.

The construction of the new LPOE would increase the area of impervious surfaces (e.g., buildings, parking lots, roads) in the area of analysis, increasing the potential for water runoff and soil erosion. BMPs such as revegetation would minimize soil erosion resulting from increased runoff associated with the additional impervious surfaces and plants' roots would minimize erosion and sedimentation by re-stabilizing the topsoil; therefore, adverse, minor, short- and long-term, and site-specific effects to soil resources in the area of analysis from sedimentation and soil erosion. There would be adverse, minor, long-term, and site-specific impacts from the loss of soil structure, function, and drainage due to compaction and covering of soils with concrete, asphalt, and other impermeable surfaces and from use of heavy equipment and vehicle and foot traffic. The escape of sediment from the area of analysis due to erosion is governed by stormwater BMPs. The stormwater BMPs for the area of analysis would include a National Pollutant Discharge Elimination System (NPDES) and stormwater pollution prevention plan (SWPPP) and the associated documentation discussed in detail in Section 3.7.2.2.1. GSA would be required to develop a SWPPP to comply with the requirements of the Idaho Pollutant Discharge Elimination System storm water permit, which would be required since construction would disturb 1 acre or more of land.

3.3.2.2 Alternative 3 – Small Port Prototype with Full Demolition

3.3.2.2.1 Option A: One-Story Small Port Prototype with Larger Footprint

Compared to the partial demolition of the existing port in Alternative 2, the full demolition in Alternative 3/Option A would further adversely impact natural soil horizons because the building foundations and utilities would also be demolished. As such, there would be adverse, minor to moderate, short-term, and site-specific impacts under Alternative 3/Option A. In the long-term, impacts to soils under Alternative 3/Option A would also be minor because the building footprint would be the same as the building footprint under Alternative 2. Alternative 3/Option A would have the same impact on geology in the area of analysis as Alternative 2 because the same rock excavation would occur adjacent to the existing outbound inspection lane to create an adequate passing lane. Similarly, Alternative 3/Option A would have the same impact on topography because the same grading and filling would be needed to flatten and effectively eliminate the topographic features west of the existing LPOE.

3.3.2.2.2 Option B: Two-Story Small Port Prototype with Smaller Footprint

Compared to Alternative 3/Option A, the additional story under Alternative 3/Option B would require deeper footings and foundation but less grading and filling. The excavation for the deeper foundation would require greater rock excavation and would increase the likelihood of impacting the geology of the area of analysis. As such, adverse, minor to moderate, short-term, and site-specific impacts to geology. The deeper footings and foundation would also have a marginally greater impact on natural soil horizons; however, Option B would require less grading and filling than Option A due to the smaller facility footprint. Overall impacts to soils would be similar to Alternative 3/Option A.

3.4 BIOLOGICAL RESOURCES

Biological resources refer to the living components of the environment, including terrestrial and aquatic vegetation and wildlife, and special status species protected under federal and ID state law. Special status species include threatened and endangered (T&E) species protected under ESA and migratory birds protected under the Migratory Bird Treaty Act (MBTA). Under Section 7 of ESA, federal agencies must informally consult with USFWS when any action the agency carries out, funds, or authorizes may affect T&E species or critical habitat designated for T&E species. If adverse effects to T&E species are expected, the action agency must request formal consultation and provide the information required in 50 CFR 402.14(c) and (d) (USFWS, No Date-a).

The defined area of analysis for biological resources comprises the project area; and the immediate vicinity, an approximately 200 ft buffer around the project area (**Figure 2.2-1**).

3.4.1 Affected Environment

Boundary Creek Wildlife Management Area (WMA) and the Kootenai (Kootenay) River bound the area of analysis in the west, Rykerts Lake bounds it in the north, and subalpine forestland bounds it in the east (Google Earth, 2023). The area of analysis contains various buildings; impervious surfaces such as SH-1, other roads, and parking lots; disturbed roadside environments; and landscaped areas, including a mowed airport landing strip area positioned between SH-1 and the Kootenai River (Google Earth, 2023; **Figure 1.2-2**).

3.4.1.1 Vegetation

The area of analysis lies in the Kootenai Valley level IV ecoregion (EPA, 2000). An ecoregion is a geographically-defined area where ecosystems and the quality and quantity of environmental resources within them are generally similar (EPA, 2000). A mild, maritime-influenced climate and a diverse tree community characterize this ecoregion (EPA, 2000). Much of the forests surrounding the area of analysis is floodplain forest, supporting a mix of trees, shrubs, grasses, and forbs (ID Fish & Game, 2014). Common trees include black cottonwood (*Populus balsamifera* ssp. *trichocarpa*), quaking aspen (*Populus tremuloides*), paper birch (*Betula papyrifera*), red alder (*Alnus rubra*), western white pine (*Pinus monticola*), western red cedar (*Thuja plicata*), western larch (*Larix occidentalis*), grand fir (*Abies grandis*), and Douglas fir (*Pseudotsuga menziesii*). Common shrubs include Woods' rose (*Rosa woodsii*), blue elderberry (*Sambucus nigra* ssp. *cerulea*), Scouler's willow (*Salix scouleriana*), and bittercherry (*Prunus emarginata*) (ID Fish & Game, 2014). Boundary County invasive species include mostly tall-growing, prolific weeds like St. John's wort (*Hypericum perforatum*), also called Klamath weed or goatweed, and common tansy (*Tanacetum vulgare*; Boundary County, No Date-a). These weeds often grow in disturbed habitat like roadsides and therefore may occur in the area of analysis (NPS, 2016; NPS, 2017).

3.4.1.2 Wildlife

The area of analysis consists of impervious surfaces, early successional disturbed areas, and grassy landscaped areas, none of which provide suitable or high-quality wildlife habitat. The landscape surrounding the area of analysis includes suitable forest and wetland (the Kootenai River and Rykerts Lake) habitat. In the Kootenai Valley ecoregion, commonly observed mammals include mule deer and white-tailed deer (*Odocoileus hemionus, O. virginianus*), moose (*Alces alces*), American black bear (*Ursus americanus*), mountain lion (*Puma concolor*), coyote (*Canis lactrans*), beaver (*Castor canadensis*), American mink (*Neogale vision*), and North American river otter (*Lontra canadensis*). Beaver, mink, and river otter are not likely to occur in the area of analysis given the lack of aquatic habitat, level of development, and operational activities. Deer, moose, black bear, or coyote could occur in the area of analysis incidentally and temporarily during foraging, as these species are known to venture into developed areas. The same is true for common non-migratory birds such as the ring-necked pheasant (*Phasianus colchicus*) and ruffed grouse (*Bonasa umbellus*), both of which are year-round residents in the area but would be unlikely to occur in the area of analysis outside of transient foraging events. Ruffed grouse nest in shallow, leaf-lined depressions or beneath bushes, but the likelihood of nesting in the area of analysis is low given the minimal occurrence of such habitat (Audubon Society, No Date-a). Ring-necked pheasant prefer woodland edge habitat with water resources and thus may be in the area of analysis, but as with ruffed grouse, the likelihood of occurrence is low due to minimal habitat (Audubon Society, No Date-b).

According to the National Wetlands Inventory (NWI) Wetlands Mapper, there are no wetlands or surface waters within the area of analysis (see **Figure 3.7-1**; USFWS, 2023a); therefore, no fish or other aquatic species occur. However, two federally listed fishes, bull trout (*Salvelinus confluentus*) and Kootenai River white sturgeon (*Acipenser transmontanus*), are residents of the Kootenai River. These fishes, along with other T&E species, are discussed in Section 3.4.1.3. **Figure 1.2-1** shows the location of the Kootenai River relative to the LPOE.

3.4.1.3 Threatened and Endangered Species

According to the USFWS Information for Planning and Consultation (IPac) online project planning tool (USFWS, 2023b), there are five species of potential protective concern that may occur in the area of analysis. There are three federally-listed species: bull trout, Kootenai River white sturgeon (referred to hereafter as sturgeon), and grizzly bear (*Ursus arctos horribilis*). North American wolverine (*Gulo luscus*) is a species proposed for federal listing that could occur in the area of analysis, and Monarch butterfly (*Danaus plexippus*) is a candidate species that could occur in the area of analysis.

As mentioned above, no wetlands or surface waters occur within the area of analysis; therefore, neither bull trout (threatened) nor sturgeon (endangered) occur within the area of analysis (USFWS, No Date-b). However, given the close proximity of the Kootenai River (approximately 500 ft from the area of analysis; Google Earth, 2023), which contains sturgeon critical habitat 15.9 miles south of the area of analysis in Bonners Ferry between river mile 159.7 and 141.4 (DOI, 2008), activities occurring in the area of analysis with the potential to have impacts such as increased water turbidity, or cause contamination such as accidental spills, are considered and discussed in detail in Section 3.7.2.1.1. Notably, white sturgeon is identified as a species at risk in Canada protected under the Species at Risk Act, which designates protected habitat downstream and across the U.S.-Canada border from the proposed project area in Kootenai Lake.

Grizzly bears (threatened) have been observed in Boundary County (ID Fish & Game, No Date-a) and may occur transiently in the area of analysis due to the surrounding wetland and forest habitat, but onsite

occurrence is unlikely due to the lack of suitable habitat in the developed area of analysis. Furthermore, there is no proposed or designated critical habitat within or near the area of analysis.

North American wolverine (proposed threatened) and Monarch butterfly (candidate species) are not yet federally listed, therefore, consultation with USFWS under ESA Section 7 is not required (CRS, 2021). The USFWS encourages agencies, however, to take advantage of any opportunity to conserve the species, and agencies can consult for proposed or candidate species in case they are listed over the course of the project (USFWS, No Date-a). North American wolverines may occur transiently in the area of analysis and vicinity due to the presence of deep, persistent winter snow cover (USFWS, No Date-c) in Boundary County and the Porthill LPOE area but are otherwise unlikely to occur in the area of analysis due to development and activity at the LPOE. There is no proposed or designated wolverine critical habitat. Monarch butterflies may occur transiently in the area of analysis due to the presence of grassy and roadside habitats, but occurrence is unlikely due to the scarcity of milkweed (*Asclepias* spp.), a required host plant for monarch butterfly caterpillars, in the area (NPS, No Date; USFWS, No Date-d).

The ID Bureau of Land Management identifies sensitive and T&E wildlife species outside of ESA designations (ID BLM, 2022); however, none of these species are found within Boundary County or in the area of analysis. Thus, ID Bureau of Land Management species are not analyzed in this Draft EA.

The burbot (*Lota lota*) is a keystone species of the Kootenai River and is of special concern to the Kootenai Tribe of Idaho, who have been successfully reintroducing the species after it was functionally extirpated from the lower Kootenai (Anderson, 2022). The species is not federally or state-listed; however, the species remains at risk due to habitat changes and adverse effects from British Columbian coal mines.

3.4.1.4 Migratory Birds

Over 250 bird species have been documented in Boundary County, many of which are migratory birds (Cornell, No Date-a). The MBTA and EO 13186 require the protection of migratory birds and their habitats. EO 13186 clarifies the responsibilities of federal agencies to consider the effects of agency actions on birds listed under MBTA. Representative migratory species include northern flicker (*Colaptes auratus*), American goldfinch (*Spinus tristis*), eastern kingbird (*Tyrannus tyrannus*), and Canada goose (*Branta canadensis;* Cornell, No Date-a). These species and others may nest in the wetland and forest habitats surrounding the area of analysis, but they are not anticipated to occur in as large a density (as compared to areas with high quality habitat) in the area of analysis due to the area's level of development and lack of suitable habitat. Therefore, the likelihood of migratory bird occurrence in the area of analysis is low. According to the USFWS IPaC tool (USFWS, 2023b), there are nine Birds of Conservation Concern (BCC) and two eagles that potentially occur in or near the area of analysis (**Table 3.4-1**). These are not, however, the only migratory birds in the area. BCC are species that, without additional conservation actions, are likely to become candidates for listing under ESA. The nesting periods for BCC species analyzed in this section range from mid-February to mid-October.

Occasional transient bald or golden eagles (*Haliaeetus leucocephalus* and *Aquila chrysaetos*, respectively), which are of critical importance to the Kootenai culture, may occur in the area of analysis due to the surrounding wetland and forest habitat; however, there are no known eagle nests in or near the area of analysis, and there is minimal suitable habitat within the area of analysis. Thus, the likelihood of occurrence of eagles in the area of analysis is low. The bald eagle was removed from the federal list of T&E species in 2007, but bald and golden eagles are still protected under the Bald and Golden Eagle Protection Act and the MBTA.

Table 3.4-1. Birds of Conservation Concern and Eagle Species Potentially Occurring in or Near the Project Area

Common Name	Scientific Name	Bird of Conservation Concern (BCC)?	Breeding Season
Bald eagle	*Haliaeetus leucocephalus*	No	Jan to Aug
Black tern	*Chlidonias niger*	Yes	May to Aug
California gull	*Larus californicus*	Yes	Mar to Jul
Cassin's finch	*Carpodacus cassinii*	Yes	May to Jul
Evening grosbeak	*Coccothraustes vespertinus*	Yes	May to Aug
Golden eagle	*Aquila chrysaetos*	No	Jan to Aug
Lesser Yellowlegs	*Tringa flavipes*	Yes	May to Jul
Lewis's Woodpecker	*Melanerpes lewis*	Yes	Apr to Sep
Olive-sided Flycatcher	*Contopus cooperi*	Yes	May to Aug
Rufous Hummingbird	*Selasphorus rufus*	Yes	Apr to Jul
Western Grebe	*Aechmophorus occidentalis*	Yes	Jun to Aug

Sources: CA Fish & Wildlife, No Date; Cornell, No Date-b; USFWS, 2023b

3.4.2 Environmental Consequences

This section discusses potential impacts to vegetation, wildlife, and T&E species as a result of activities under each proposed Alternative. Migratory birds are dismissed from further analysis because disturbance to any transiently occurring migratory birds as a result of LPOE construction and operation would be negligible relative to historic and current levels of disturbance from operation and maintenance of the existing LPOE.

3.4.2.1 Alternative 1 – No Alternative Action

Under Alternative 1, no construction or modernization activities outside of routine maintenance would occur at the existing Porthill LPOE. No changes to vegetation, wildlife, or natural communities would be expected. Noise or other disturbances to wildlife present in the area of analysis from routine maintenance activities would continue at current levels. Therefore, effects to biological resources under the No Action Alternative would be adverse, negligible, long-term, and local.

3.4.2.2 Alternative 2 – Small Port Prototype with Partial Demolition

Under Alternative 2, adverse impacts to biological resources would be primarily associated with the removal of existing vegetation communities or wildlife habitat in the area of analysis, as well as the temporary, recurring disturbance to wildlife within and immediately surrounding the area of analysis during construction and demolition activities and operation of the modernized LPOE.

3.4.2.2.1 Vegetation

Under Alternative 2, vegetation in the area of analysis, including landscaped grasses, early successional growth in disturbed roadside areas, and possibly individual trees, would be removed where structures and roads for the expanded LPOE would be constructed. Vegetation would be removed on only a small portion of the project area that is located closest to the existing facilities. Based on the Boundary County parcels potentially included in the area of analysis, it is likely that no more than 0.37 acres of mowed grass

would be developed (ISTC, 2021). This area would comprise less than 10 percent of the construction footprint; other construction would take place in previously disturbed areas consisting of landscaped and roadside vegetation, or impervious surfaces. The total footprint of the proposed development would be a maximum of 2.978 acres.

Heavy equipment may cause short-term disturbance to ground cover, grasses, and other low vegetation that is present in adjacent areas beyond the footprint of construction or demolition. Repeated disturbance of vegetation (i.e., due to vehicle passes) during these activities would damage and destroy grasses or the plants composing the forest understory. There would also be localized vegetation disturbance from foot traffic during vegetation clearing, construction, and demolition activities. However, the overall impact on vegetation would be minimized by concentrating the area of disturbance to the smallest area necessary to complete the project. Construction vehicles would use existing roadways to access the project area to avoid excessive disturbance to vegetation. Additionally, disturbed areas in the area of analysis would be replanted with native vegetation, where feasible, after the end of construction.

Construction activities could potentially spread invasive plant species to or from the area of analysis. Additionally, construction activities would increase the occurrence of disturbed conditions that would be susceptible to the establishment and spread of invasive plant species within the area of analysis. However, BMPs such as equipment washing and proper disposal of invasive species found during construction activities would be implemented to minimize the introduction and establishment of invasive species. Furthermore, proper removal and disposal of invasive species in the area of analysis could have minor beneficial impacts to vegetation in the area, particularly if coupled with native replanting.

Wetlands and wetland vegetation do not occur within the area of analysis and are at least 500 ft from the approximate construction footprint (see **Figure 3.7-1**; Google Earth, 2023); thus, wetland vegetation is not likely to be affected by construction activities within or on the periphery of the area of analysis. Earthwork activities during construction could lead to increased levels of erosion within the area of analysis, resulting in detachment of soils and transport of freshly disturbed soils via wind and stormwater runoff. This runoff could damage less proximate wetland vegetation due to the accelerated sedimentation of wetlands outside the area of analysis. However, BMPs such as the installation of a silt fence around the construction site and placement of gravel or rip-rap for heavy vehicle transit would be implemented to minimize erosion and potential impacts to wetland vegetation. GSA would communicate any anticipated impacts to wetlands with the U.S. Army Corps of Engineers and the State of ID as needed, and would adhere to their respective permitting processes to mitigate adverse impacts to the extent practicable and to maintain compliance with the Clean Water Act (CWA). These BMPs would also minimize potential adverse impacts to terrestrial vegetation.

Alternative 2 would have direct, adverse and beneficial, negligible to minor, short- to long-term (dependent on the type and success of native revegetation), and local impacts on vegetation due to the destruction and removal of any native or invasive plant species occurring in the area of analysis during construction of the new LPOE. However, these species occur widely outside the area of analysis and in the region; therefore, there would not be any long-term impacts on plant communities as a whole.

3.4.2.2.2 Wildlife

Adverse impacts to wildlife under Alternative 2 would primarily consist of the temporary disturbance and displacement of animals in the area of analysis and the long-term disturbance due to continued LPOE operation. As there is minimal suitable habitat within the area of analysis itself, demolition and construction activities and human presence would cause displacement and disturbance of wildlife residing in surrounding habitat for the duration of the project. Impacts would range in severity from disturbance due to noise and human presence during project activities to changes in available (but minimal) onsite

habitat over the short- and long-term. Species are expected to return to the areas where vegetation is not cleared and habitat still exists after project activities are completed. Species with the likelihood to occur in the project area, such as moose, deer, black bear, coyote, or birds, may be prevented from using the resources in the area of analysis due to destruction or alteration of habitat. These impacts would be limited to the immediate vicinity of and within the area of analysis.

Alternative 2 would likely remove no more than 0.37 acres of mowed grass and convert it into impervious surfaces such as buildings, roads, or parking lots. Wildlife foraging and nesting in this grassy area is possible but unlikely given its current and historic level of maintenance as a taxi area. The remaining acres that would be developed currently consists of marginal, disturbed habitat, such as landscaped grass, roadsides, and impervious surfaces. These disturbed habitats are inhabited by few native and invasive plant species and provide minimal resources to wildlife. Therefore, it is unlikely that there would be community-level impacts to wildlife species, as few animals are likely to occur in these areas, due to the abundance of more suitable habitat nearby.

Construction noise and associated visual disturbance could potentially result in the temporary displacement of wildlife in the immediate vicinity of the area of analysis while humans or equipment are present. Noise can startle individual animals, cause stress, mask communication and other natural sounds, and displace animals from surrounding habitat. The habitats surrounding the area of analysis are generally more suitable than those within, so any displaced animals could use these more suitable habitats and could return to the vicinity of the area of analysis upon completion of construction. Disturbances to wildlife would be temporary but recurring over the multi-year construction period as different buildings and structures are constructed and demolished. Any displacement of animals is not likely to increase their energy expenditure or resource competition outside of the range of natural variation.

During operation of the new Porthill LPOE, noise from the traffic passing through the port would continue to have long-term adverse impacts on wildlife; however, traffic is not expected to increase following LPOE modernization. Therefore, impacts on wildlife as a result of traffic would remain the same following project completion. Wildlife would likely stay away from the LPOE, especially during periods of higher traffic. However, as traffic noise already occurs at the existing Porthill LPOE, wildlife present in the area of analysis is likely habituated to the noise and activity and not expected to experience a substantially higher level of disturbance.

BMPs would be implemented during the construction and operation of the expanded Porthill LPOE to minimize potential adverse impacts to wildlife. Construction vehicles would observe maximum speed limits to minimize the possibility for any wildlife-vehicle collisions. Staging and stockpile areas would be located within or immediately adjacent to the construction footprint to reduce the area of habitat disturbance.

Alternative 2 would have direct, adverse, negligible to minor, short- and long-term, and local impacts on wildlife due to the removal of minimal available habitat and from disturbance due to noise and activity during construction and operation of the expanded Porthill LPOE.

3.4.2.2.3 Threatened and Endangered Species

There are no documented cases of grizzly bears occurring in the area of analysis, which has minimal, low-quality bear habitat. Furthermore, any bears in the area would continue to avoid the LPOE due to its operational noise and visual disturbance. Therefore, further development would not appreciably alter the amount of habitat or prey available to grizzly bears. There is no designated or proposed grizzly bear critical habitat in or near the project site. Therefore, LPOE expansion and modernization, including construction and operation, would have *no effect* on grizzly bear.

The Kootenai River flows southwest-to-northeast at least 500 ft west of the area of analysis. There is no bull trout critical habitat in or near the area of analysis, nor does bull trout critical habitat occur in a tributary or distributary of the Kootenai River. The portion of the Kootenai River designated as white sturgeon critical habitat is a minimum of 15.9 mi upstream of the area of analysis. Construction stormwater runoff resulting from earthwork activities would not impact white sturgeon critical habitat upstream of the area of analysis, and BMPs such as those described previously and implementation of an SWPPP would minimize erosion and avoid potential impacts of construction activities to bull trout or white sturgeon. Marginally increased stormwater runoff to the river resulting from the proposed impervious surface expansion should not affect bull trout and white sturgeon, including downstream of the proposed project site across the U.S. -Canada border, due to the distance of the river from the area of analysis relative to historic and current levels of stormwater runoff at the existing LPOE. Therefore, LPOE expansion would have *no effect* on bull trout, white sturgeon, and white sturgeon critical habitat.

Potential impacts to burbot and burbot habitat (the Lower Kootenai River) would be the same as those for bull trout and white sturgeon as described above; therefore, LPOE expansion would likely have no impact on burbot or burbot habitat.

There are no documented cases of North American wolverine or Monarch butterfly occurring in the area of analysis. Further onsite development would not appreciably alter the amount of habitat or prey available to wolverines. There is no designated or proposed wolverine or butterfly critical habitat in or near the project site. As such, LPOE expansion and modernization would have *no effect* on North American wolverine and Monarch butterfly.

Federally-listed plant species, or their habitat, would not be impacted as none are known to occur or have been documented within the previously disturbed area of analysis (USFWS, 2023b).

BMPs would be implemented during the construction and operation of the expanded Porthill LPOE to minimize potential adverse impacts to special status species. If any terrestrial federal- or state-listed species are detected during construction, work would stop and consultation would be initiated with the relevant federal and state agencies. GSA would adhere to all applicable federal laws regulating the protection of special status species.

GSA sent an ESA Section 7 informal consultation letter to USFWS on October 20, 2023 summarizing the alternatives and providing *no effect* determinations for the five T&E species identified in the IPaC analysis (**Section 3.4.1.3**). Note that because informal consultation is not required for *no effect* determinations, USFWS did not provide written concurrence. A copy of the letter is included in **Appendix C**.

3.4.2.3 Alternative 3 – Small Port Prototype with Full Demolition

3.4.2.3.1 Option A: One-Story Small Port Prototype with Larger Footprint

Additional demolition under Alternative 3/Option A would somewhat increase potential impacts to biological resources, but would not appreciably alter wildlife energy expenditure. Alternative 3/Option A would likely remove vegetation on only a small portion of the project area that is located closest to the existing facilities. Adverse impacts to biological resources would be primarily associated with the removal of vegetation and minimal available wildlife habitat in the area of analysis, as well as the temporary, recurring disturbance to wildlife within and immediately surrounding the project area during construction. These impacts would be minimized by implementing BMPs as discussed under Alternative 2. During operation of the new LPOE, noise from traffic passing through the port would have long-term adverse impacts on wildlife; however, these impacts would be identical to those experienced at the existing LPOE under Alternative 1.

As such, impacts to biological resources under Alternative 3/Option A would occur through identical mechanisms and magnitudes as those experienced under Alternative 2. Impacts to biological resources under Alternative 3/Option A would be adverse, negligible to minor, short- and long-term and local.

3.4.2.3.2 Option B: Two-Story Small Port Prototype with Smaller Footprint

Alternative 3/Option B would have a smaller construction footprint and would likely involve less grading and filling. This reduction in construction footprint and activity would not substantially reduce impacts to biological resources as compared to Option A. Impacts to biological resources under Alternative 3/Option B would occur through identical mechanisms and magnitudes as those experienced under Alternative 2 and Alternative 3/Option A. Impacts to biological resources under Alternative 3/Option B would be adverse, negligible to minor, short- and long-term and local.

3.5 UTILITIES

Utilities are the publicly-available services and infrastructure that support facility functioning such as water, energy, sanitary sewage, and stormwater. Utilities do not include on-site infrastructure and usage that do not affect broader, publicly-available utilities.

This section assesses the potential for existing utilities and support infrastructure within the area of analysis to affect, or be affected by, implementation of the proposed project. The area of analysis comprises utilities located on or adjacent to the project area.

This section discusses water and energy. Stormwater is discussed in Section 3.7, Water Resources. The current and future LPOE relies on and would continue to rely on a septic system for sanitary sewage disposal and would not affect broader, publicly-available utilities; therefore, sanitary sewer is not discussed further in this section.

3.5.1 Affected Environment

3.5.1.1 Electricity

The ID Public Utilities Commission reports that Avista and Northern Lights both supply electricity to Porthill, (IDPUC, 2023a). The ID Public Utilities Commission provides broad service area maps that do not depict detailed distribution infrastructure for the community (IDPUC, 2023b). Avista's service area maps do not depict coverage to the area (Avista, 2023).

Northern Lights' website does not present detailed distribution maps, though the service area district map did confirm that they cover Porthill (Northern Lights, 2023). Attempts were made to contact Northern Lights to confirm capacity and other service details. In the absence of detailed maps, it is assumed that local utility distribution lines generally run within or parallel to public rights of way and easements, such as local streets.

As shown in **Table 3.5-1**, the LPOE used an average of 301 million British thermal units (mmbtus) of electricity per year over the last five years (2018 to 2022). Average monthly electricity usage was 25 mmbtus from 2018 to 2022. In 2021 and 2022, electricity usage ranged from a minimum of 21 mmbtus per month to a maximum of 30 mmbtus per month (GSA, 2023b).

Table 3.5-1. Total Annual and Annual Average Electricity Use at the Porthill LPOE, 2018-2022

Year	Total Electricity Usage (mmbtus)	Average Monthly Electricity Usage (mmbtus)
2018	330	28
2019	304	25
2020	284	24
2021	301	25
2022	284	24
Average	301	25

Source: GSA, 2023b

3.5.1.2 Water

According to the ID Department of Water Resources (IDWR) Wells and Groundwater Management Geographic Information System, there are 14 groundwater wells within a mile of the LPOE (IDWR, 2023a). According to the 2019 feasibility study, "[t]he water supply is provided by the local community well. The water supply for irrigation use is provided by a pump system, which takes water from a nearby river. The irrigation pump and holding tank are located in a vault adjacent to the river" (Parsons, 2019). IDWR records confirm that Trow Creek Water Association holds groundwater rights covering Porthill and that GSA holds water rights from the Kootenai River for irrigation use (IDWR, 2023b). The IDWR Groundwater Management Geographic Information System indicates that the Trow Creek Water Association well is located approximately 0.8 miles east of the LPOE (IDWR, 2023a). Trow Creek Water Association does not have a public website and contact information for the association is unavailable. IDWR provided records by email confirming that the Trow Creek Water Association holds Water Right 98-7628 for groundwater diversion and that this water right serves the LPOE as a commercial use along with three other commercial users, 34 homes, stockwater for 300 range cattle, and an unspecified acreage of irrigation. The records provided indicate an annual right of 99.3 acre-feet of water with 2.9 acre-feet of that total designated for commercial use. Actual use, system capacity, and recharge capacity were not provided (IDWR, 2023c). Based on LPOE usage discussed below, the LPOE utilizes about one third of the commercial portion of the water right.

Table 3.5-2 shows that the LPOE used an annual average of 320,666 gallons (about 1 acre-foot) of water per year for the last five years (2018 to 2022). Average monthly water usage was 26,722 gallons from 2018 to 2022. In 2021 and 2022, water usage ranged from a minimum of 2,230 gallons to a maximum of 44,270 gallons per month (GSA, 2023b). The rise of water usage from 2020 to 2021 was caused by two power washes of the facilities, thus the need to use more water. The low usage in 2022 is mostly likely due to a reduction in the hours of operation at the LPOE during the Covid-19 pandemic.

Table 3.5-2. Total Annual and Annual Average Water Use at the Porthill LPOE, 2018-2022

Year	Total Water Usage (gallons)	Average Monthly Water Usage (gallons)
2018	360,000	30,000
2019	360,000	30,000
2020	347,090	28,924
2021	442,270	36,856
2022	93,970	7,831
Average	320,666	26,722

Source: GSA, 2023b

3.5.2 Environmental Consequences

3.5.2.1 Alternative 1 – No Action Alternative

The No Action Alternative would not change water or energy demand or connections and, therefore, would have no impact on utilities.

3.5.2.2 Alternative 2 – Small Port Prototype with Partial Demolition

3.5.2.2.1 Electricity

Energy demand is not expected to increase during site preparation and the majority of the construction phase because construction equipment and vehicles are not electric and would not contribute to the energy demand of the LPOE. However, energy demand at the LPOE would increase temporarily during the final construction phase due to concurrent operations of temporary facilities, the existing LPOE, and electrical commissioning of the newly constructed LPOE. Specific power and commissioning plans would be determined during the planning and design phase of this project to determine the capacity of the electrical grid.

Alternative 2 would retain and re-use the existing utilities to the extent possible for the new facility as well as constructing LEED® certified buildings. These buildings would implement energy conservation measures into their design and operations and would generally require less utility service per square foot than the existing LPOE structures. While the number of CBP staff and traffic flowing through the LPOE is not expected to increase, the modernized LPOE would also be over twice the size of the existing LPOE; operation of the larger modernized buildings would likely increase the overall energy demand of the LPOE. However, current utility electrical capacity is believed to be adequate for an expanded LPOE facility, and there would not be long-term impacts to public electrical service due to LPOE operations (Parsons, 2019). As such, Alternative 2 would not have short- or long-term impacts on public electrical service.

3.5.2.2.2 Water

During site preparation and the majority of the construction phase under Alternative 2, water demand at the LPOE could marginally increase with the implementation of construction BMPs that would use water, such as dust suppression.

Alternative 2 would retain and re-use the existing utilities to the extent possible for the new facility as well as constructing LEED® certified buildings. These buildings would implement water conservation measures into their design and operations and would generally require less utility service per square foot than the existing LPOE structures. As explained above under 3.5.2.2.1, while the number of CBP staff and

traffic flowing through the LPOE is not expected to increase, the modernized LPOE would also be over twice the size of the existing LPOE; operation of modernized buildings would likely have a minor increase in the overall water demand of the LPOE. It is unclear whether the community well that supplies potable water to the LPOE currently has the capacity necessary for this expansion, but GSA is not planning on installing a new well. GSA would evaluate impacts to the community well capacity during the design phase. As such, potential short- and long-term impacts on the local community well and water supply from the construction and operation of the LPOE are unknown at this time.

3.5.2.3 Alternative 3 – Small Port Prototype with Full Demolition

3.5.2.3.1 Option A: One-Story Small Port Prototype with Larger Footprint

Impacts under Alternative 3/Option A on utilities would be similar but less than those described under Alternative 2 because the full demolition of utility connections would not ultimately affect the utility capacities, and new utility systems at the site would be expected to be more efficient than the reuse of existing systems.

3.5.2.3.2 Option B: Two-Story Small Port Prototype with Smaller Footprint

Impacts on utilities under Alternative 3/Option B would be similar but less than those described under Alternative 2 and the same or nearly the same as those described under Alternative 3/Option A because the additional story would not affect the utility capacities, and new utility systems at the site would be expected to be more efficient than reuse of existing systems.

3.6 NOISE

Noise is typically defined as sound that is unwanted by both human and wildlife receivers. Unwanted sounds are those that interfere with common activities such as sleeping, communication, and concentration, or those that could cause physiological harm (Suter, 1991; EPA, 1981).

Sound is commonly measured in decibels (dB). A-weighted decibels (dBA) are adjusted to sound levels that can be detected by the human ear by filtering out lower frequency sounds. Decibels are measured on a logarithmic scale rather than a linear scale, meaning a 10-dB increase corresponds to a doubling of intensity (i.e., volume). For reference, typical decibel measurements for quieter sounds, such as rustling leaves or a quiet room, ranges from 20 to 30 dBA; the sound level of a normal conversation is about 60 dBA; and the human pain threshold is considered to be 140 dBA (OSHA, 2013). Noise levels decrease (attenuate) with distance from the source – the sound level from a stationary source drops approximately 6 dB each time the distance from the sound source is doubled (DOT, 2018). Sound traveling over a distance can be affected by factors such as temperature, humidity, wind direction, barriers such as walls, forests, hills, and absorbent materials, such as soft ground and light snow. **Table 3.6-1** displays the typical noise levels of commonly-encountered construction equipment at varying distances.

Table 3.6-1. Estimated Construction Noise from Construction Activities Equipment

Construction Equipment	Typical Noise Level at 50 feet (dBA)	Typical Noise Level at 500 feet (dBA)	Typical Noise Level at 1,000 feet (dBA)	Typical Noise Level at 1,500 feet (dBA)
Backhoe, excavator	80	60	54	50
Roller	85	65	59	55
Grader	85	65	59	55
Truck	84	64	58	54

Sources: Lamancusa, 2009; DOT, 2018

Noise regulations are intended to protect human health from environmental noise pollution or regulating occupational noise hazards. Boundary County and the city of Bonners Ferry currently have no ordinances pertaining to construction noise levels (Boundary County, 2017; Bonners Ferry, 2022). Additionally, the State of ID has no state regulations or ordinances that address construction noise (Idaho Legislature, 2023). The Occupational Safety and Health Act of 1970 (29 USC 651 et seq.) established the framework for regulating occupationally associated noise levels. The Occupational Safety and Health Administration (OSHA) is responsible for regulating noise hazards associated with occupational hearing loss, such as from the use of construction equipment. Permissible noise exposures from construction noise to construction workers are set under 29 CFR 1926.52 and are presented below in **Table 3.6-2**. If sounds exceed these standards, an effective hearing conservation program is required.

Table 3.6-2. Permissible Noise Exposures

Duration per day (hours)	Sound Level (dBA)
8	90
6	92
4	95
3	97
2	100
1.5	102
1	105
0.5	110
< 0.25	115

Source: 29 CFR 1926.52

3.6.1 Affected Environment

3.6.1.1 Ambient Noise around the Porthill LPOE and Project Area

Ambient noise refers to the existing levels and sources of noise in a community. The primary and most studied sources of noise that produce community annoyance are aircraft, road traffic, and railroad noise. Noise from industry, construction, and inside buildings can also be common sources of unwanted noise (Suter, 1991).

The Porthill LPOE is located on SH-1 approximately 200 feet from the U.S.-Canada border. The main source of noise in the area is the traffic traveling through the LPOE and along SH-1. The ambient transportation noise in the vicinity of the Porthill LPOE is largely limited to the sounds generated by traffic flow contained along SH-1. The average ambient sound level from transportation within the vicinity of the project area over a 24-hour period appears to be less than 45.0 dBA (BTS, 2018). However, noise levels from automobiles can be up to 59.9 dBA as close as approximately 0.7 miles away from the project area (BTS, 2018). Automobiles contribute to ambient noise levels at the project area, both due to the attenuation of noise from distant traffic and due to the passage of cars through the existing LPOE.

Small planes and helicopters landing and taking off at the Eckhart Airstrip (located directly to the northwest) also contribute to ambient noise levels in the project area. The Eckhart Airstrip has a low rate of utilization, so noise from air traffic is not a consistently high contributor to ambient noise within the area of analysis. The airstrip accommodates an average of 40 aircraft operations each week (FAA, 2023a). CBP uses this airstrip to conduct inspections on aircraft crossing the international border (CBP, 2020). Aircraft can only park at the airstrip for a maximum of two hours, so the majority of aircraft noise is

associated with takeoff and landing; there is a minimal amount of noise associated with idling aircraft (FAA, 2023a). Small, propeller-driven airplanes emit, on average, noise levels between 70 to 85 dBA according to measurements by the Federal Aviation Administration (FAA, 2001). There are no ambient noise sources from railways in the project area.

The buildings and facilities located onsite at the LPOE generate small amounts of noise from human speech and equipment such as air conditioning units, but the sound levels are likely to be minimal and inconsequential. The area around the LPOE consists of businesses, homes, agricultural land, and forests. The businesses located in the vicinity of the project area are largely gas stations and general stores that only generate minimal amounts of noise from vehicles and equipment such as air conditioning units. The agricultural land to the southwest could result in noise due to the regular operation of farm equipment and machinery. Therefore, ambient noise in the project area is largely limited to the traffic traveling through the LPOE and along SH-1, air traffic at the Eckhart Airstrip, and regular agricultural activities.

The project area includes two parcels to the west of the existing LPOE that have been identified for potential acquisition under the project alternatives. The parcels currently contain a residential home and may generate small amounts of noise from air conditioning units, or small, personal generators. These parcels adjoin the existing LPOE and a gas station. However, noise generated from vehicles and transportation at these parcels is likely to be minimal.

3.6.1.2 Sensitive Noise Receptors

Sensitive receptors are areas where occupants are more susceptible to the adverse effects of noise pollution including, but not limited to, residential dwellings, hospitals, schools, and daycare facilities. There are multiple sensitive receptors within 800 feet of the project area and 13 potential sensitive receptors within 400 feet of the project area, including private residences and two residences directly to the east of the LPOE that are occupied by CBP officers. Review of satellite imagery and the Boundary County parcel map indicates that there are 18 potential sensitive receptors within 800 feet of the project area and 13 potential sensitive receptors within 400 feet of the project area. See **Figure 3.6-1** for a map depicting the potentially sensitive receptors in the vicinity of the project area.

3.6.2 Environmental Consequences

This section discusses the potential impacts of Alternative 1, Alternative 2, and Alternative 3/Options A and B on noise in the project area and vicinity.

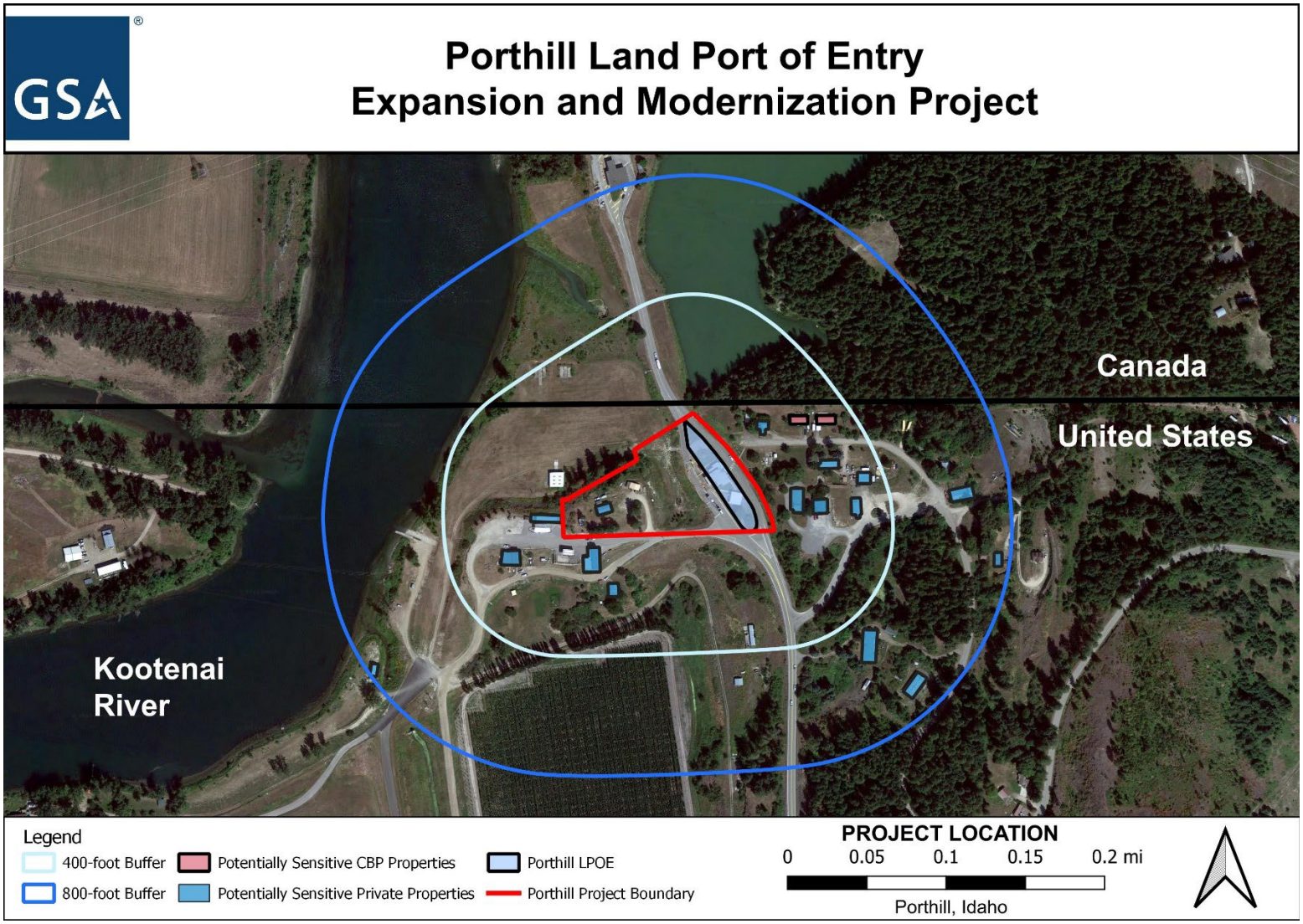
3.6.2.1 Alternative 1 – No Action Alternative

Under the No Action Alternative, noise from the LPOE would likely remain the same over the short and long term and would have no additional effect on ambient noise in or around the project area. Therefore, the No Action Alternative would likely have adverse, negligible, short- and long-term, and local impacts to noise.

3.6.2.2 Alternative 2 – Small Port Prototype with Partial Demolition

Under Alternative 2, demolition and construction activities would generate noise through the operation of heavy equipment, such as bulldozers, graders, excavators, and dump trucks. Construction vehicles and equipment typically generate noise levels of 77 to 100 dBA directly at the source of the sound (Berger et al., 2018). With the exception of impact equipment, such as jackhammers, the majority of standard construction equipment generates noise levels of 80 to 100 dBA, as measured from 50 feet from the source of the sound (WA DOT, 2012). Relatively high construction noise levels (76 to 82 dBA) typically

occur within distances of 400 to 800 feet (122 to 244 meters) from the site of major equipment operations (WA DOT, 2012).



Source: Google Earth, 2023

Figure 3.6-1. Potentially Sensitive Receptors in the Vicinity of the Project Area

Multiple demolition and construction activities would be expected to occur frequently and concurrently throughout the day and it is likely that construction noise would reach levels of 76 to 82 dBA during daytime periods at locations within several hundred feet of the work sites. Depending on the types of equipment used and the number of activities conducted concurrently, noise levels within several hundred feet could be higher (90+ dBA). However, demolition and construction activities would be short-term and only last for the duration of the construction and demolition phases. Where practicable, working hours would be limited to between 6:00 AM and 6:00 PM to reduce disturbance to the surrounding areas. Furthermore, demolition and construction would occur in phases to ensure minimal disruption to port functionality; thus, impacts from noise would be spread out temporally because these activities would not occur all at once. The construction crew would follow all OSHA regulations regarding noise exposure and would wear hearing protection as necessary. Thus, the construction crew is not anticipated to be adversely impacted by the noise of heavy equipment.

There are, however, multiple sensitive receptors that are within 800 feet of the existing LPOE, including two residences occupied by CBP officers and several other residential properties. These properties could experience noise levels of 76 to 82 dBA, or higher, during demolition and construction activities. These elevated noise levels could cause interference with concentration and communication, adverse effects on performance and behavior, non-auditory health effects, and annoyance (Suter, 1991). Additionally, CBP officers working at the temporary port would experience similar impacts from the elevated noise levels. However, GSA would work with the construction contractor to mitigate noise and ensure that loud activities take place during the least impactful time possible. Noise from demolition and construction would also affect resident wildlife for the duration of such activities; see Section 3.4, Biological Resources, for more information. Due to the remote nature of the site, noise from construction and demolition activities would likely diminish to negligible levels before reaching any other population centers or sensitive receptors. Therefore, demolition- and construction-related activities would likely result in short-term, local, adverse, and minor impacts on noise.

Once the small port prototype is completed, construction-related activities would cease and vehicles and equipment would exit the project area. Traffic through the LPOE is not expected to increase following construction. As a result, operations of the new LPOE would result in sources and levels of noise that are similar to those at the existing LPOE. Therefore, noise impacts from the new LPOE operations would continue to be adverse, negligible, long-term, and local.

3.6.2.3 Alternative 3 – Small Port Prototype with Full Demolition

3.6.2.3.1 Option A: One-Story Small Port Prototype with Larger Footprint

Impacts to noise under Alternative 3/Option A would be similar to those described under Alternative 2. Extended construction periods from the full demolition of the existing LPOE and utilities may slightly prolong the exposure of nearby residents to elevated noise levels, but impacts would be comparable or only slightly more than those described in Alternative 2. Therefore, Alternative 3/Option A would have adverse, minor, short-term, and local impacts to noise during demolition- and construction-related activities and adverse, negligible, long-term, and local impacts to noise during LPOE operations.

3.6.2.3.2 Option B: Two-Story Small Port Prototype with Smaller Footprint

Under Alternative 3/Option B, the construction of the additional story would not change impacts to noise compared to Alternative 3/Option A. Option B would include less grading and filling given the smaller footprint, but this is not likely to appreciably decrease the overall amount of construction noise due to the otherwise similar levels of demolition and construction activities. As such, Alternative 3/Option B

would have adverse, minor, short-term, and local impacts to noise during demolition- and construction-related activities and adverse, negligible, long-term, and local impacts to noise during LPOE operations.

3.7 WATER RESOURCES

This section presents an overview of the existing water resources conditions and an evaluation of each alternative's potential impact to those water resources. **Figure 3.7-1** shows the water resources within and surrounding the Porthill LPOE.

3.7.1 Affected Environment

This section describes the affected environment in terms of the local water resources, which include stormwater, surface water, groundwater, wetlands, and floodplains. The area of analysis includes the LPOE site, acquisition parcels, and hydrologically connected downstream waters.

3.7.1.1 Stormwater

Stormwater is an important contributor to surface water systems and is a potential source of sediments and other contaminants that could degrade downstream receiving waters. Under Section 438 of the Energy Independence and Security Act of 2007, federal agencies are required to reduce stormwater runoff from federal development and redevelopment projects to protect water resources.

Stormwater is generally discharged from impervious surfaces within the LPOE to collection structures, underground piping, and eventually to small outfalls and ditches. The centralized system includes both runoff from roof surfaces and paved areas. Approximately 0.17 square miles drain from the west towards the LPOE site, and stormwater generally drains in a westerly direction towards the Kootenai River (USGS, No Date-a). During the summer of 2022, a project to address poor condition issues of certain structures on site began its design phase. The stormwater-related aspects of the project included the installation of two new curb inlets and associated 12-inch piping; new piping from each new catchbasin, which run under SH-1 and terminate on the west side of the roadway; and a new 600-gallon concrete dry well with catch basin. These structural improvements are expected to facilitate the flow, direction, and capture of stormwater in the project area. The project's completion date is estimated to be January 2024.

3.7.1.2 Surface Water

Surface water resources in northern ID generally consist of lakes, rivers, streams, and wetlands. Surface water is important for its contributions to the economic, ecological, recreational, and human health of a community. Year-round presence of water in surface water features varies, falling into the categories of perennial, intermittent, and ephemeral.

Water quality describes the condition of water, including chemical, physical, and biological characteristics, usually with respect to its suitability for a designated use. The most common standards used to monitor and assess water quality define the health of ecosystems, safety of human contact, extent of water pollution, and condition of drinking water. Water quality standards (WQS) are provisions of state, territorial, authorized tribal or federal law approved by the U.S. Environmental Protection Agency that describe the desired condition of a water body and the means by which that condition will be protected or achieved (EPA, No Date-a). Water bodies can be used for purposes such as recreation, scenic enjoyment, and fishing, and are the home to a wide variety of wildlife. To protect human health and aquatic life in these waters, states, territories, and authorized tribes establish WQS. WQS form a legal basis for controlling pollutants entering the waters of the U.S.

The CWA requires the EPA to develop criteria for surface water quality that accurately reflect the latest scientific knowledge on the impacts of pollutants on human health and the environment. Section 303(d) of the CWA requires that states identify water quality segments that fail to meet water quality standards.

The LPOE site drains to the Kootenai River, located west of the LPOE. The river flows through the Purcell Trench, a broad, alluvial valley within the North American Rocky Mountains. The Kootenai River's headwaters are located in British Columbia; the river flows south, entering the U.S. near Eureka, Montana. It continues to flow south towards Libby, Montana, before turning to a northwesterly direction, and eventually re-entering Canada at Porthill, ID. The majority of the Kootenai River's watershed is in Canada. The area of analysis is located in the Myrtle Creek-Kootenai River HUC-10 (1701010407). A U.S. Geological Survey river gage exists approximately 2000 feet southwest of the LPOE, called "Kootenai River at Porthill ID" (ID#12322000). Gage height, discharge, and temperature data are generally collected at this location (USGS, No Date-b).

The reach of the Kootenai River near Porthill is described as "Shorty's Island to the ID/Canadian Border" and is listed as "impaired" under Section 303(d). Primary Contact Recreation, Salmonid Spawning, and Cold Water Aquatic Life is "not supporting" due to elevated levels of mercury. This reach is also listed by the Idaho Department of Environmental Quality (ID DEQ) as "not supporting" its designated uses of Cold Water Aquatic Life and Salmonid Spawning due to elevated temperatures (ID DEQ, 2022).

3.7.1.3 Groundwater

Groundwater consists of subsurface hydrologic resources. It is an essential resource often used for drinking water, agricultural irrigation, and industrial applications. The installation of extensive impervious surfaces can interfere with groundwater recharge from rainfall events.

There are about 70 major aquifers in ID which supply drinking water to 95 percent of the state (ID DEQ, 2023a). The area of analysis is located within an unconsolidated-deposit aquifer, one of the five major types of aquifer systems in the region. These aquifers are prevalent along present and ancestral stream valleys and in lowlands that are associated with structural or erosional basins (USGS, 1994). Porthill is not located within a Sole Source Aquifer, which is defined as an aquifer that supplies at least 50 percent of the drinking water for its service area (EPA, No Date-b).

The ID DEQ designates Nitrate Priority Areas, which are areas where nitrate concentrations potentially degrade drinking water quality. There are two nitrate monitoring wells near the Porthill LPOE: Site IDs E0005075and E0005958; However, the LPOE is not located within a nitrate priority area (ID DEQ, 2020a).

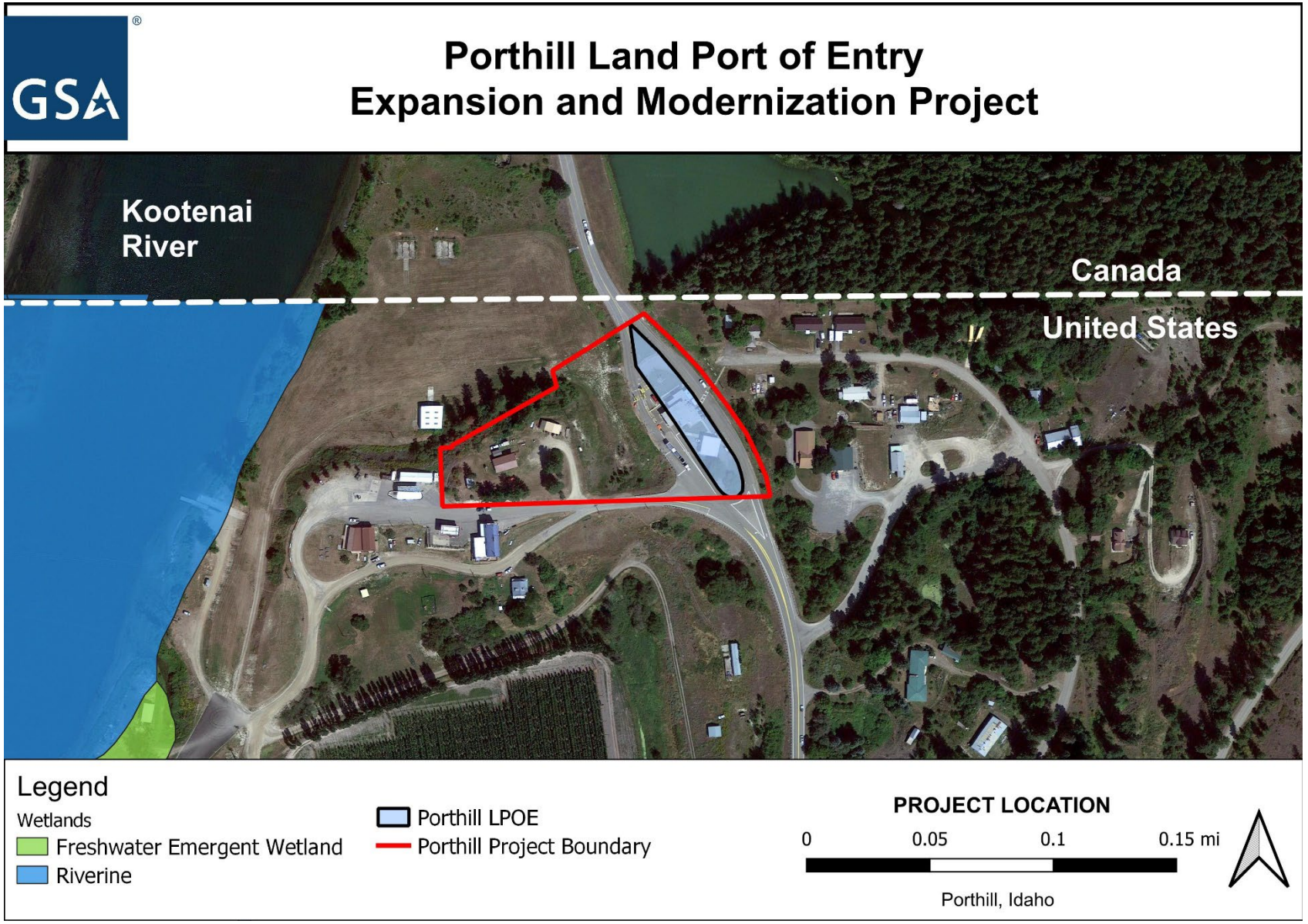


Figure 3.7-1. Water Resources Near the Porthill LPOE

3.7.1.4 Wetlands

Wetlands are areas where water covers the soil or is present either at or near the surface of the soil all year or for varying periods of time during the year, including during the growing season. Water saturation largely determines how the soil develops and the types of plant and animal communities living in and on the soil. Wetlands support both aquatic and terrestrial species. Wetlands vary widely because of regional and local differences in soils, topography, climate, hydrology, water chemistry, vegetation, and other factors, including human disturbance.

The Cowardin system is one common approach to classifying wetlands; it categorizes landscape position (e.g., tidal, riverine, lacustrine, and palustrine) by cover type, including open water, submerged aquatic bed, emergent vegetation, shrub wetlands, and forested wetlands, and by hydrologic regime (e.g., permanently flooded, seasonally flooded, or temporarily flooded). The USFWS has developed the NWI which maps some but not all portions of wetlands from aerial photography. The sole NWI-described wetlands are located west of all acquisition parcels, the closest riverine wetland is 0.09 miles away and the closest freshwater emergent wetland is 0.13 miles away according to the NWI as shown in **Figure 3.7-1** (USFWS, No Date-b).

During site visit, GSA's contractor determined that the low area to the west of the LPOE and east of a privately-owned property likely receives some stormwater runoff and could potentially develop as an ephemeral wetland based on observations of the site's topography (Solv, 2023). However, during the site visit, extant wetland vegetation was not present at the time of the survey, and no surface water was observed despite rain conditions during survey. Soils within the area of analysis are 0-15 percent hydric and do not support hydrophytic vegetation (NRCS, 2023). Hydric soils are those that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part (NRCS, No Date-b). ID does not have an existing wetland program and defines wetlands consistently with federal standards. This area would not be considered a wetland under the CWA as no continuous surface connection exists between the potential ephemeral wetlands and the Kootenai River.

Jurisdictional determinations have not been performed for these wetlands; however, no delineated jurisdictional wetlands appear to be indicated in the ID Department of Fish and Game Wetland Data Viewer (ID Fish & Game, No Date-b). The U.S. Department of Agriculture's Soil Survey Geographic database data appear to indicate that hydric soils exist west of the LPOE site, outside the area of analysis. As such, wetlands are not considered further in this Draft EA.

3.7.1.5 Floodplains

The area of analysis is shown on the Federal Emergency Management Agency's Flood Insurance Rate Map panel 1602070150B, with an effective date of August 2, 1982. The entirety of the area of analysis occurs in an area of minimal flood hazard (Zone C) and is not located within the 100-year or 500-year floodplain (FEMA, 1982). The Kootenai River is mapped as Zone A (areas of 100-year flood; base flood elevations and flood hazard factors not determined), but this mapping only exists west of Farm to Market Road, which is outside the area of analysis. The closest edge of the mapped Zone A area is approximately 500 feet southwest of the existing LPOE building and approximately 30 vertical feet lower than the existing LPOE building, as estimated from the Flood Insurance Rate Map and the U.S. Geological Survey's National Map viewer. As such, floodplains are not considered further in this Draft EA. The ingress or egress to the LPOE campus, that is SH-1, is not restricted by the existence of floodplains in the area of analysis, or in the vicinity.

3.7.2 Environmental Consequences

This section discusses the potential impact to water resources (stormwater, surface water, and groundwater) under each alternative within the area of analysis for both the construction and operations phases.

3.7.2.1 Alternative 1 – No Action Alternative

There would be no changes with respect to impervious area, site grading, or site layout. The existing impervious area interferes with the ability of stormwater to infiltrate into the soils and therefore contributes to the generation of stormwater runoff. Stormwater runoff water from parking and inspection areas could introduce small amounts of contaminants, such as leaked oil and fuel, which could reach surface waters. However, these contaminants would be minimal and would not likely noticeably affect water quality within the area of analysis. The Kootenai River and other downstream surface waters are, therefore, not expected to be adversely affected by the day-to-day operation of the existing LPOE. A small reduction of groundwater recharge occurs due to the existence of existing impervious surfaces, but this reduction would not likely measurably impact groundwater recharge rates within the area of analysis. Reductions in quality of stormwater runoff could also impact groundwater quality, but these contaminants are still minimal and would not measurably impact groundwater quality. Therefore, the No Action Alternative would have adverse, negligible, short- and long-term, and local impacts to water resources.

3.7.2.2 Alternative 2 – Small Port Prototype with Partial Demolition

Construction under this alternative would disturb up to 2.978 acres of land. Notably, additional proposed impervious area would be added as compared to existing impervious surfaces under the No Action Alternative.

3.7.2.2.1 Stormwater

The quality of stormwater is impacted on construction sites when the escape of sediment is not retained onsite. The CWA Section 402 establishes the NPDES program to address water pollution by regulating point sources that discharge pollutants to waters of the U.S. unless authorized by an NPDES permit. For construction projects as under Alternative 2 which disturb one or more acres, a Construction General Permit would be required to satisfy the NPDES program. Permits contain limits on what can be discharged monitoring and reporting requirements, and other provisions to ensure that the discharge does not harm water quality. Construction-related activities using vehicles and equipment can also pose a risk of accidental spills of contaminants, which could have adverse effects to the downstream environment if not properly managed. Permitting authority under NPDES falls to ID DEQ for the Porthill LPOE site.

Permit application for NPDES compliance involves the development of an SWPPP to document the BMPs to be used on the construction site to reduce or prevent the discharge of pollutants. Stormwater BMPs are practices to prevent or mitigate the escape of sediment from a site with disturbed soils and manage or mitigate the risk of spills. Erosion control strategies during the construction phase often include temporary seeding, use of silt fencing, installation of a gravel construction entrances/exits, installation of temporary sediment basins, and other methods as determined during detailed design. Drop cloths, proper storage of chemicals, and immediate treatment of spill areas with absorbents and soil removal are examples of BMPs that are often identified in a SWPPP to mitigate the risk of spills. The SWPPP would document where all BMPs are installed, the site's discharge points, who is responsible for implementing the SWPPP, and training and maintenance records associated with the SWPPP. Formulation and implementation of the SWPPP during the detailed design and construction phases would minimize

impacts of Alternative 2 on recipient surface waters within the area of analysis. Through the implementation of the SWPPP, the impacts of construction on stormwater resources would be minor because risk of escape of sediment or other pollutants from the site would be minimal.

The quantity and quality of stormwater during LPOE operation is impacted by the extent of impervious (paved or highly compacted) areas, runoff potential of the soils, site grading, and vegetative cover. Poor vegetative cover or steep slopes can increase erosion, causing sediments to become entrained in stormwater runoff. Impervious cover or poorly draining soils, e.g., clayey soils, reduces the potential for stormwater to infiltrate into the ground, resulting in the generation of a higher volume of stormwater runoff during operation of the LPOE.

If unmitigated, it would be likely that discharges of stormwater runoff would commensurately increase under Alternative 2 as compared to the No Action Alternative due to installation of additional impervious cover. However, GSA would mitigate these impacts and maintain compliance with stormwater runoff requirements under Section 438 of the EISA of 2007. Development or redevelopment projects involving federal facilities with a footprint that exceeds 5,000 square feet are required to use site planning, design, construction, and maintenance strategies for the property to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the property with regard to the temperature, rate, volume, and duration of flow. Stormwater system design during the detailed design phase would involve the installation of properly sized curbs, gutters, and ditches, as applicable, to allow for adequate collection and discharge of runoff. Permanent stormwater BMPs, such as detention ponds, vegetated swales, or level spreaders, would be installed in compliance with local, state, and federal law. These permanent stormwater BMPs would be regularly maintained by mowing, removing debris, and repairing damage to help maintain their long-term efficacy. If the existing dry well must be removed or undergo a reduction in its volume as a result of the design of this alternative, its capacity would need to be replaced through other BMPs on site.

Once the small port prototype is completed, construction-related activities would cease and the site would be stabilized. The addition of impervious area would interfere with the ability of stormwater to infiltrate into the soils and would create further stormwater runoff; thus, it is likely that discharges of stormwater and runoff would commensurately increase under Alternative 2 as compared to the No Action Alternative. Stormwater system design during the detailed design phase would involve the installation of properly sized culverts, curbs, and gutters, as applicable, to allow for adequate collection and discharge of runoff. Permanent stormwater BMPs would be installed in compliance with local, state, and federal law, e.g., stormwater detention or retention ponds with outlet control structures, underground stormwater systems, infiltration trenches, porous pavements, or swales Through the design and construction of the stormwater system, including permanent stormwater BMPs, the long-term impacts of LPOE operation on stormwater resources would be minor because stormwater runoff from the site would be managed.

Alternative 2 would have adverse, minor, short-term, and local impacts to stormwater during construction-related activities; and adverse, negligible, long-term, and local impacts to stormwater during LPOE operations.

3.7.2.2.2 Surface Water

Construction activities would disturb soils and remove vegetative cover which can cause or exacerbate erosion. Uncontrolled erosion during construction can lead to the escape of sediment or other contaminants from the site, which could degrade the quality of downstream surface water by increasing total suspended solids or by facilitating the transfer of contaminants bound to sediment particles. Chemicals, fuels, or other substances used in construction can also be spilled and contaminate

downstream receiving waters. Erosion control and spill prevention BMPs, as discussed in Section 3.3.2.2.3, would be implemented to reduce the risk of sediments escaping the site via erosional processes or the risk of spilled materials (e.g., diesel fuels or oils) escaping the site via stormwater runoff during the construction phase. Thus, construction activities would not be expected to impact other water quality indicators, such as pH, dissolved oxygen, and benthic macroinvertebrate presence, and would not increase the levels of other contaminants in downstream surface waters, such as lead, cadmium, copper, or arsenic.

Alternative 2 does not involve any operation activities that would impact downstream levels of mercury or nitrogen, like fuel combustion or application of excess fertilizers. Extensively paved areas can result in warmer temperature runoff leaving a site; however, Alternative 2 only includes the addition of a relatively small amount of impervious area as compared to the No Action Alternative and is, therefore, not expected to cause measurably elevated temperatures in surface waters. Runoff water from parking and inspection areas could also introduce small amounts of contaminants, such as leaked oil and fuel, which could reach surface waters. However, these additional contaminants would be minimal compared to the No Action Alternative and would not likely noticeably affect water quality within the area of analysis. In the long term, the footprint of the LPOE would be sited so as to avoid interrupting natural and existing surface water drainage to the maximum extent practicable. The Kootenai River and other downstream surface waters are, therefore, only expected to experience negligible impacts during the day-to-day operation of the LPOE Alternative 2 would have adverse, minor, short-term, and local impacts to surface waters during construction-related activities; and adverse, negligible, long-term, and local impacts to surface waters during LPOE operations.

3.7.2.2.3 Groundwater

Alternative 2 involves the addition of impervious surfaces, which prevents rainwater from infiltrating into the soils and reaching the groundwater table. Extensive impervious surfaces are not being constructed. The addition of impervious surfaces under Alternative 2 would not measurably impact the groundwater recharge rates within the area of analysis. Runoff water from construction, parking, and inspection areas could also introduce small amounts of contaminants such as leaked oil and fuel to the groundwater within the area of analysis. However, the additional contribution of contaminants from operation and construction activities to stormwater runoff would be negligible at the greatest due to the implementation of stormwater BMPs and would not likely noticeably affect groundwater quality within the area of analysis. Impacts from spilled substances during construction would be reduced through the implementation of BMPs such as providing secondary containment for fuels, stockpiling materials away from drainage paths, and regular inspections for damaged or leaking containers

Alternative 2 would have adverse, negligible, short-term, and local impacts to groundwater during construction-related activities; and adverse, negligible, long-term, and local impacts to groundwater during LPOE operations.

3.7.2.3 Alternative 3 – Small Port Prototype with Full Demolition

3.7.2.3.1 Option A: One-Story Small Prototype with Larger Footprint

Alternative 3/Option A involves extended construction, demolition, and related activities; however, the impacts would be similar to those described under Alternative 2, and the differences in magnitude and duration would be minimal. The additional proposed impervious area would be the same as under Alternative 2, and the impacts on water resources would also be similar.

Alternative 3/Option A, would have adverse, minor, short-term, and local impacts to stormwater and surface water during construction-related activities; and adverse, negligible, long-term, and local impacts to stormwater and surface water during LPOE operations. Alternative 3/Option A would also cause adverse, negligible, short-term, and local impacts to groundwater during construction-related activities; and adverse, negligible, long-term, and local impacts to groundwater during LPOE operations.

3.7.2.3.2 Option B: Two-Story Small Prototype with Smaller Footprint

Under Alternative 3/Option B, adding another story to the building would slightly reduce the amount of impervious area as compared to Alternative 2 because the building footprint would be reduced while maintaining the same interior square footage. Option B would include additional impervious surface as compared to the No Action Alternative. This option would include less grading and filling given the smaller footprint, but this would not appreciably change the impacts compared to Alternative 3/Option A Alternative 3/Option B would have adverse, minor, short-term, and local impacts to stormwater and surface water during construction-related activities; and adverse, negligible, long-term, and local impacts to stormwater and surface water during port operations. Alternative 3/Option B would also cause adverse, negligible, short-term, and local impacts to groundwater during construction-related activities; and adverse, negligible, long-term, and local impacts to groundwater during port operations.

3.8 AIR QUALITY

Air quality is the measure of the atmospheric concentration of defined pollutants in a specific area. Air quality is affected by pollutant emission sources, as well as the movement of pollutants in the air via wind and other weather patterns. An air pollutant is any substance in the air that can cause harm to humans or the environment. Pollutants may be natural or human-made and may take the form of solid particles, liquid droplets, or gases. Natural sources of air pollution include smoke from wildfires, dust, and wind erosion. Human-made sources of air pollution include emissions from vehicles; dust from unpaved roads, agriculture, or construction sites; and smoke from human-caused fires.

This section provides a discussion of the air quality conditions within Boundary County and the potential impacts to air quality as a result of Alternative 1, Alternative 2, and Alternative 3/Options A and B. Boundary County is defined as the area of analysis for the air quality section.

3.8.1 Affected Environment

Each state has the authority to adopt standards stricter than those established under the federal National Ambient Air Quality Standards (NAAQS) program; however, ID accepts the federal short-term standards (1-, 8-, and 24-hour periods) established for criteria pollutants that contribute to acute health effects (EPA, 2023a). The U.S. EPA has designated Boundary County as an attainment area, meaning that the county meets or attains the NAAQS. As such, the General Conformity Rule[12] does not apply since it is in an attainment area (EPA, 2023b). EPA Region 10 and the ID DEQ regulate air quality in ID. Under the Clean Air Act (40 CFR Part 50), EPA established the NAAQS, which are the maximum allowable concentrations for six criteria pollutants that can be harmful to public health and the environment. The six criteria pollutants are carbon monoxide, lead, nitrogen dioxide, sulfur dioxide, particulate matter (less than or equal to 10 micrometers and less than or equal to 2.5 micrometers in diameter), and ozone.

[12] The General Conformity Rule directs federal projects to work with the relevant state agency to ensure that federal actions conform to the air quality plans established in the applicable state implementation plan. It applies to projects located in areas of non-attainment of the NAAQS (EPA, 2022a).

The ID DEQ protects the state's air quality and ensures compliance with state and federal health-based standards. ID DEQ coordinates an Air Quality Monitoring Program that consists of more than 30 sites statewide and assesses the ambient concentrations of air pollutants to maintain compliance with NAAQS. An air quality monitoring station located in Porthill operates seasonally to assist ID DEQ with smoke management through the Crop Residue Burning program (ID DEQ, 2020b). The monitoring station consistently reports satisfactory air quality, and air pollution poses little or no risk in the area. The nearest year-round monitoring station is in Bonners Ferry in Boundary County, approximately 30 miles south of the Porthill LPOE. This monitoring station also consistently reports satisfactory air quality, and air pollution poses little or no risk (ID DEQ, 2021).

Air quality sources in and near the project area are limited to vehicles entering the Porthill LPOE and using other local roads, maintenance vehicles in the project area, and utility equipment at the LPOE such as boilers and water heaters. The LPOE generally has low traffic due to the small size of the facility and its limited service to personal vehicles, buses, pedestrians, and permitted commercial vehicles. There are no reports of major congestion as an issue at the LPOE, and there is no expectation of any growth in traffic due to the potential expansion of the LPOE. y (GSA, 2019). In addition, the LPOE is located in a rural setting that is sparsely populated with no notable air quality emission sources. Given the rural setting of the LPOE and the low traffic flows, air quality is generally good and air pollution remains low and poses little to no risk to human health or the environment.

3.8.2 Environmental Consequences

This section discusses the potential impacts of Alternative 1, Alternative 2, and Alternative 3/Options A and B on air quality in Boundary County, which is the area of analysis for the air quality analysis.

3.8.2.1 Alternative 1 – No Action Alternative

No substantial increases to traffic flows, vehicle idling, queued traffic, or other port operations would be expected to occur, and traffic would continue to remain low with no major congestion problems. As a result, vehicle emissions would likely remain the same over the short and long term and would have no additional effect on air quality in or around the project area. Therefore, the No Action Alternative would likely have adverse, negligible, short- and long-term, and local impacts to air quality. Air quality would be expected to remain at nearly the same condition discussed in the Affected Environment (Section 3.8.1): satisfactory air quality with air pollution that poses little to no risk.

3.8.2.2 Alternative 2 – Small Port Prototype with Partial Demolition

Construction-related activities using vehicles and equipment would be a source of fugitive dust emissions and exhaust emissions that could have an impact on air quality. Trucks, bulldozers, excavators, and other types of vehicles and equipment would produce fugitive dust emissions during construction-related activities, such as grading, excavating, demolition, building, transporting supplies, and other activities. Disturbed soils at the construction site and trucks carrying uncovered loads of soil would generate fugitive dust. Trucks dumping substrates into the gully could produce fugitive dust depending on the size of the fill sediments and the rate at which the sediments are deposited. Vehicles leaving the construction site would deposit sediments that were stuck in tires on local streets, which could become fugitive dust once the sediments dry. Demolition of aboveground structures, along with rock excavation, could generate fugitive dust depending on the demolition and excavation methods used. Fugitive dust emissions would also vary depending on the type and level of activity, in addition to weather conditions. Any impacts from fugitive dust would likely be minimal since GSA would require dust suppressants to be used to control

particles onsite and load covers to be used on trucks carrying soil loads. The number and type of construction vehicles and equipment are not known at this time.

Construction vehicles and equipment powered by gasoline and diesel engines would generate exhaust emissions including carbon monoxide, nitrogen oxides, and particulate matter. Exhaust emissions would vary daily depending on the type and duration of the activity. In addition, GSA would require contractors to use the best available technology for construction equipment, to the extent possible, to minimize exhaust emissions. Fugitive dust or exhaust emissions during construction-related activities would not affect sensitive populations, such as children, older adults, and pregnant or nursing women since the LPOE is in a rural area and the nearest town (Bonners Ferry) is approximately 30 miles away. Therefore, impacts to air quality during construction-related activities would likely be short-term, local, adverse, and negligible.

Once the small port prototype is completed, construction-related activities would cease and vehicles and equipment would exit the project area. Traffic through the LPOE is not expected to increase following construction. As a result, changes to air quality from increased traffic, vehicle idling, queued traffic, or any other port operation would not be expected (GSA, 2019). Vehicle emissions would likely remain the same over the long term and would have no additional effect on air quality in or around the project area as compared to conditions before construction of the small port prototype. Therefore, impacts to air quality during LPOE operations would be adverse, negligible, long-term, and local. Air quality would be expected to remain at the same condition discussed in the Affected Environment (Section 3.8.1).

If the new LPOE receives a LEED® certificate, the building design elements that qualify the LPOE for LEED® certification would provide beneficial, minor, long-term, local impacts on air quality.

3.8.2.3 Alternative 3 – Small Port Prototype with Full Demolition

3.8.2.3.1 Option A: One-Story Small Port Prototype with Larger Footprint

There would be similar impacts to air quality under Alternative 3/Option A as those described under Alternative 2.

Under Alternative 3, full demolition of the existing facility, including old building foundations and utility connections, and the construction of new building foundations across the entire site, would likely result in extended construction, demolition, and other related activities as compared to Alternative 2. However, the differences in magnitude and duration would likely be minimal, and the impacts would be comparable to those described in Alternative 2.

Overall, Alternative 3 would have adverse, negligible, short-term, and local impacts to air quality during construction-related activities; adverse, negligible, long-term, and local impacts to air quality during LPOE operations; and beneficial, minor, long-term, and local impacts to air quality from the building design elements that earn LEED® certification. Air quality would be expected to remain at the same condition discussed in the Affected Environment (Section 3.8.1): satisfactory air quality and air pollution that poses little to no risk.

3.8.2.3.2 Option B: Two-Story Small Port Prototype with Smaller Footprint

Under Alternative 3/Option B, the additional story would not change impacts to air quality compared to Option A. This option would include less grading and filling given the smaller footprint, but this would not appreciably decrease air emissions during this phase. As such, overall effects under Option B would be the same as under Option A: adverse, negligible, short-term, and local impacts to air quality during construction-related activities; adverse, negligible, long-term, and local impacts to air quality during LPOE

operations; and beneficial, minor, long-term, and local impacts to air quality from the building design elements that earn LEED® certification. Air quality would be expected to remain at the same condition discussed in the Affected Environment (Section 3.8.1): satisfactory air quality and air pollution that poses little to no risk.

3.9 CLIMATE CHANGE

Climate change refers to any substantial changes in the measurement of climate that last for an extended period of time. These changes could include temperature, precipitation, wind patterns, or other effects that occur over several decades or longer. Greenhouse gases (GHGs) are components of the atmosphere that trap thermal energy and cause warming. GHGs, such as water vapor, carbon dioxide, and methane, occur naturally in the atmosphere. However, some GHGs are generated from human activities, such as the burning of fossil fuels, deforestation, industrial processes, and some agricultural practices. GHG emissions released from human activities are widely recognized as a contributing factor to climate change. Human activities have released large amounts of carbon dioxide and other GHGs into the atmosphere, causing Earth's climate to change, resulting in dangerous effects to human health and the environment (EPA, 2017).

This section provides a discussion of climate change as it relates to the Porthill LPOE and the potential effects from Alternative 1, Alternative 2, and Alternative 3/Options A and B. The area of analysis for climate change is Boundary County as the activities associated with the alternatives could have potential local air quality effects (discussed in Section 3.8), but associated GHG emissions could also expand these local effects to contribute to a wider global scale.

3.9.1 Affected Environment

In 2021, GHG emissions for the U.S. totaled over 6,340 million metric tons of carbon dioxide equivalent[13] ($MMTCO_2e$) (EPA, 2023c). The largest source of human-generated GHG emissions in the U.S. were from the burning of fossil fuels for electricity, heat, and transportation from economic sectors. Transportation accounted for 28 percent of the total GHGs emitted, followed by electric power (25 percent), industry (23 percent), residential and commercial (13 percent), and agriculture (10 percent). The changes to Earth's climate driven by increased human emissions of GHGs have widespread environmental effects, such as glacial melting, sea level rise, and longer and more intense heat waves (EPA, 2023c).

GHG emissions for ID totaled 37.8 $MMTCO_2e$ in 2021 as shown in **Table 3.9-1**. The agricultural sector accounted for the highest total of GHGs emissions in the state, followed by transportation, industry, commercial, residential, and electric power industry (EPA, 2023d). These GHGs accounted for a small fraction (0.6 percent) of the U.S. as a whole due to ID's relatively small population. ID's population of 1.8 million in 2020 was 0.5 percent of the U.S. 2020 population of 331 million (USCB, 2023).

Over the past century, ID has warmed one to two degrees Fahrenheit, which has caused ID's snowpack to decrease in most locations (EPA, 2016b). As the climate warms, less precipitation falls as snow, and more snow melts during the winter, decreasing the snowpack. Agriculture, public supplies, and other uses rely on mountain snowpack as a water source. Diminishing snowpack may shift the treeline for subalpine firs and other high-altitude trees, decreasing the extent of alpine tundra ecosystems and threatening the habitats of other species. Snowpacks melting earlier also means lower freshwater flows in rivers and streams, resulting in dryer conditions in the spring and summer and warmer water temperatures. These

[13] Carbon dioxide equivalent, or CO_2e, means the number of metric tons of CO_2 emissions with the same global warming potential as one metric ton of another greenhouse gas (EPA, No Date-c).

dryer conditions have also increased the frequency and severity of fires that burn forests, grasslands, and desert vegetation. On average, nearly 1 percent of land in ID has burned per year since 1984, making it the most heavily burned state in the U.S. Agriculture may benefit from a longer growing season, but higher temperatures and less available water may stress crops and decrease crop yields and their quality (EPA, 2016b).

Table 3.9-1. ID GHG Emissions by Economic Sector in 2021

Sector	$MMTCO_2e$	Percent of Total (%)
Agriculture	16.2	42.7
Transportation	11.1	29.4
Industry	3.7	9.7
Commercial	2.4	6.2
Residential	2.3	6.0
Electric Power Industry	2.3	6.0
ID GHG Emissions Total	**37.8**	**100.0**
U.S. GHG Emissions Total (2021)	6,340	N/A
ID GHG Emissions as Percent of U.S. Total	N/A	0.6

Source: EPA, 2023c; EPA, 2023d

Currently, the primary GHG emission sources contributing to climate change from the Porthill LPOE includes electricity use; diesel fuel for the HVAC system (e.g., the boilers and the condensing unit); and vehicle emissions from vehicles passing through inspection lanes and port facilities. In 2021 and 2022, electricity usage at the LPOE ranged from a minimum of about 21 mmbtu per month to a maximum of about 30 mmbtu per month. There is a 60-kilowatt emergency generator that runs on diesel fuel; however, it is not run very often. There have been no infrastructure upgrades to the LPOE since its completion in 1967, except for minor renovations in 2006 that added two metal sheds to the site. The existing Porthill LPOE infrastructure is outdated and energy inefficient, resulting in a higher energy use than more modern energy-efficient buildings and infrastructure.

3.9.2 Environmental Consequences

3.9.2.1 Alternative 1 – No Action Alternative

Under the No Action Alternative, minor repairs would likely occur as needed, and the operation of the existing facilities would continue as described in Chapter 1. The current facilities and infrastructure at the Porthill LPOE would continue to be outdated and energy inefficient, and sustainability and climate-resilient upgrades would not be implemented. No substantial increases to traffic flows, vehicle idling, queued traffic, or other port operations would be expected to occur, and traffic would continue to remain low with no major congestion problems. The HVAC system and emergency generator onsite would also continue to operate at minimal levels. As a result, exhaust emissions from vehicles passing through the port, along with HVAC and emergency generator emissions are expected to remain the same, and would continue to contribute to climate change beyond the project area. Therefore, the No Action Alternative would likely have adverse, negligible, long-term and regional impacts to climate change.

Climate change would continue to have an impact on the LPOE. Increased temperatures would likely cause heavier use of the HVAC system at the port, resulting in more energy consumption and higher GHG emissions. As the climate warms and conditions become dryer, there could be a higher risk of wildfires around the LPOE which could damage LPOE facilities and infrastructure (EPA, 2016b). Local flooding from

more extreme weather events could cause traffic delays and congestion, and damage or washout roadways in and around the LPOE. Any damages to the LPOE from climate change could result in costly repairs or replacement of infrastructure, which could also affect the functionality of the port (EPA, 2022b). Therefore, under the No Action Alternative, climate change would likely have adverse, moderate, long-term and regional impacts on the LPOE.

3.9.2.2 Alternative 2 – Small Port Prototype with Partial Demolition

Construction-related activities using vehicles and equipment would generate GHG emissions that could have an impact on climate change. Trucks, bulldozers, excavators, and other types of vehicles and equipment would produce exhaust emissions during construction-related activities, such as grading, excavating, demolition, building, transporting supplies, and other activities. Vehicles and equipment powered by gasoline and diesel engines would generate exhaust emissions that include GHGs, such as carbon dioxide and nitrogen oxides, that would contribute to climate change. Emissions would vary daily depending on the type and duration of the activity. GSA would require contractors to use the best available technology for construction equipment, to the extent possible, to minimize exhaust emissions. The number and type of construction vehicles and equipment are not known at this time. The effects would be considered minimal and likely undetectable compared to the entire geographic region, but they would be regional as effects would extend beyond the project area. Therefore, effects from construction-related activities to climate change would likely be adverse, negligible, short-term and regional.

Once the small port prototype is completed, the volume of traffic passing through the LPOE is not expected to increase and, therefore, there would not be any expected changes to vehicle exhaust from traffic, vehicle idling, queued traffic, or any other port operation (Parsons, 2019). Exhaust emissions from vehicles passing through the port are expected to remain the same, and would continue to contribute minimally to climate change beyond the project area. Therefore, impacts to climate change from GHG emissions during LPOE operations under Alternative 2 would likely be adverse, negligible, long-term, and regional.

The new LPOE would incorporate sustainable, climate-resilient, and operationally efficient designs. GSA would seek to meet or exceed energy and sustainability goals established by federal guidelines and policies, along with industry standard building codes and best practices. The new LPOE would receive a LEED® certificate, indicating that the building's sustainable design helps to improve energy efficiency and reduce its carbon emissions. The facility's HVAC system would likely include the most up-to-date units and designs to improve energy efficiency and reduce emissions. The building design elements that qualify the LPOE for LEED® certification would provide beneficial, minor, long-term, and regional impacts to climate change.

The impacts of climate change on the LPOE would be the same as those described under the No Action Alternative; climate change would likely have adverse, moderate, long-term, and regional impacts on the LPOE.

3.9.2.3 Alternative 3 – Small Port Prototype with Full Demolition

3.9.2.3.1 Option A: One-Story Small Port Prototype with Larger Footprint

The impacts to climate change under Alternative 3/Option A would be similar to those described under Alternative 2.

Overall, Alternative 3/Option A would have adverse, negligible, short-term, and regional impacts to climate change during construction-related activities; adverse, negligible, long-term, and regional impacts to climate change during LPOE operations; and beneficial, minor, long-term, and regional impacts to

climate change from building design elements that earn LEED® certification. As such, GHG emissions associated with Alternative 3/Option A would likely constitute a very small fraction of ID's annual GHG emissions and would make a negligible contribution to global climate change. Climate change would likely have adverse, moderate, long-term, and regional impacts on the LPOE.

3.9.2.3.2 Option B: Two-Story Small Port Prototype with Smaller Footprint

Under Alternative 3/Option B, the additional story would have a similar impact on climate change as Option A. Option B would include less grading and filling given the smaller footprint, but this would not appreciably decrease emissions during the construction phase. Effects under Option B would be the same as under Option A: adverse, negligible, short-term, and regional impacts to climate change during construction-related activities; adverse, negligible, long-term, and regional impacts to climate change during LPOE operations; and beneficial, minor, long-term, and regional impacts to climate change from building design elements that earn LEED® certification. GHG emissions associated with Alternative 3/Option B would likely constitute a very small fraction of ID's annual GHG emissions and would make a negligible contribution to global climate change. Climate change would likely have adverse, moderate, long-term, and regional impacts on the LPOE.

3.10 ENVIRONMENTAL JUSTICE

EPA defines environmental justice (EJ) as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies." The goal of "fair treatment" is not to shift risks among populations, but to identify potential disproportionately high adverse impacts on minority communities and low-income communities and identify alternatives that may mitigate these impacts (EPA, 1998).

EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, requires that federal agencies consider as a part of their action any disproportionately high and adverse human health or environmental effects to minority populations and low-income populations. Federal agencies are required to ensure that these potential effects are identified and addressed. EO 14030, *Climate Related Financial Risks*, requires federal investments to account for climate-related financial risks and address any disparate impacts on disadvantaged communities and communities of color. EO 14008, *Tackling the Climate Crisis at Home and Abroad*, requires agencies to consider measures to address and prevent disproportionate and adverse environmental and health impacts on communities, including the cumulative impacts of pollution and other burdens like climate change. EO 14008 established the Climate and Economic Justice Screening Tool, which allows agencies to identify disadvantaged communities that are marginalized, underserved, and overburdened by pollution.

In addition, due to the site-specific nature of the project alternatives, data from CEQ's Climate and Economic Justice Screening Tool for the Census Tract (CT) that includes the project area are used to identify disadvantaged communities that are marginalized, underserved, and overburdened by pollution. BG data from the EPA's Environmental Justice Screening and Mapping Tool are used to identify critical service gaps. Data used to identify disadvantaged and medically underserved areas from the CEQ's Climate and Economic Justice Screening tool and from EPA's Environmental Justice Screening and Mapping Tool are presented in Section 3.10.1.3.

3.10.1 Affected Environment

Boundary County is defined as the region of influence (ROI) for any direct and indirect impacts that may be associated with the implementation of Alternative 1, Alternative 2, and Alternative 3/Options A and B.

The State of ID is defined as the region of comparison (ROC), or the "general population" as it corresponds to the CEQ definition. Due to the site-specific nature of the project, block group (BG) data is then used to identify any high-concentration "pockets" of minority or low-income communities. BG 9701-1 contains the project area. **Figure 3.10-1** (as well as Sections 3.10.1.1 and 3.10.1.2) compare minority and low-income data in BG 9701-1 to the surrounding Boundary County.

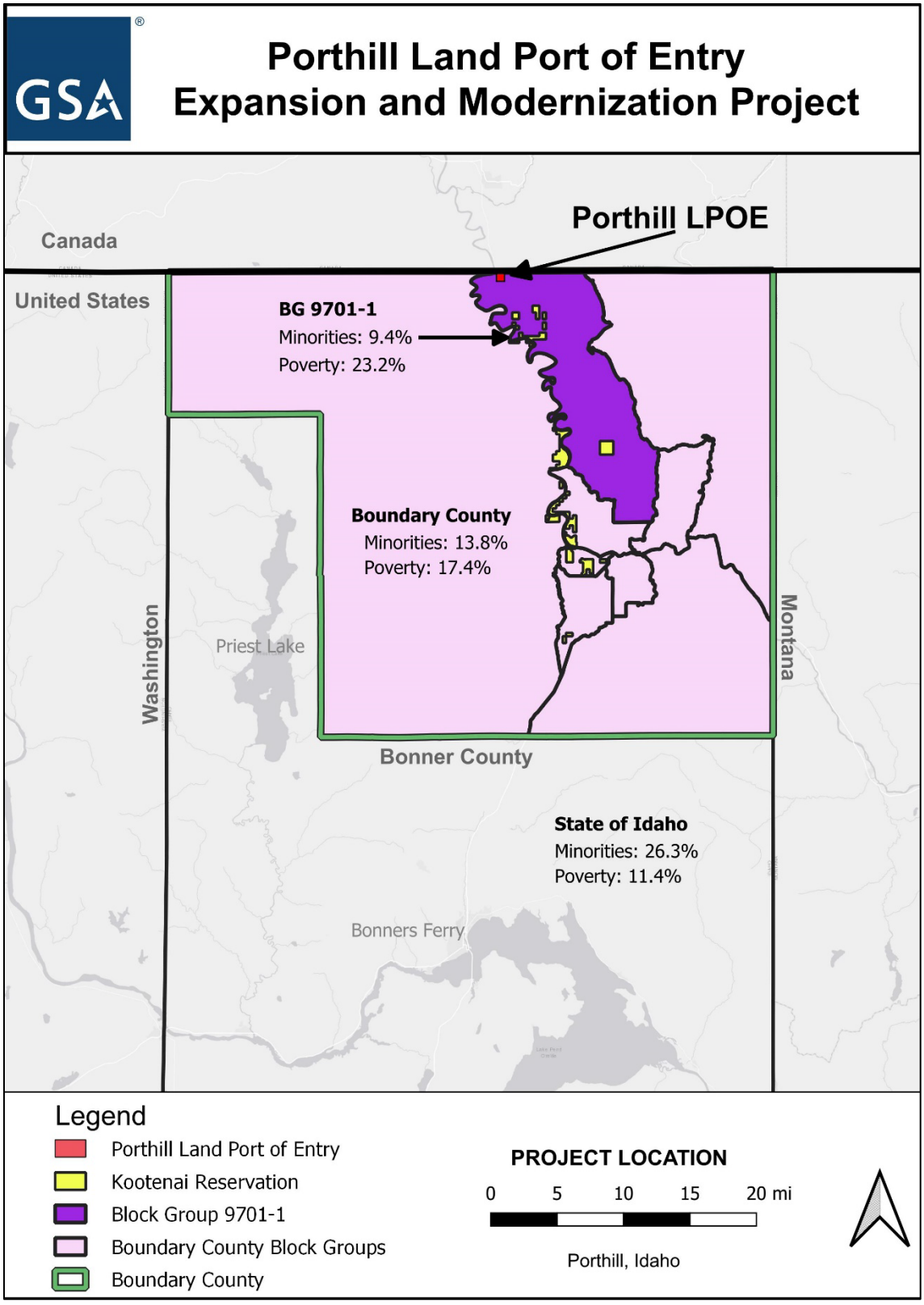
In this section, race and income data for Boundary County (the ROI) are compared to race and income data for the State of ID (the ROC). All figures and calculations are based on the U.S. Census Bureau (USCB) 2017-2021 American Community Survey datasets.

3.10.1.1 Minority Populations

The CEQ defines "minority" as including the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black, not of Hispanic Origin; or Hispanic (CEQ, 1997). The CEQ defines a minority population in the following ways:

- "…If the percentage of minorities exceeds 50 percent… (CEQ, 1997)." As this definition applies to the project, if more than 50 percent of the Boundary County population consists of minorities, this would qualify as a population with EJ concerns.
- "…[If the percentage of minorities] is substantially higher than the percentage of minorities in the general population or other appropriate unit of geographic analysis (CEQ, 1997)." For purposes of this analysis, a discrepancy of 10 percent or more between minorities (the sum of all minority groups) in Boundary County and the State of ID would be considered meaningfully higher, and would categorize the county as constituting a population with EJ concerns. This approach also applies to individual minority groups. A discrepancy of 10 percent or more between individual minority groups (American Indian or Alaska Native; Asian or Pacific Islander; Black, not of Hispanic Origin; or Hispanic) in Boundary County and the percentage of individual minority groups in the State of ID would be considered meaningfully higher, and would categorize the ROI as constituting a population with EJ concerns.

As **Table 3.10-1** indicates, the ROI does not meet the regulatory definition of a minority population or minority group(s) because minorities do not represent more than 50 percent of the ROI's total population, nor are they meaningfully higher in number than the corresponding values for the ROC (USCB, 2021a; USCB, 2021b). Due to the site-specific nature of the project, the minority population in BG 9701-1, which contains the project area, is also considered. This BG also does not meet the regulatory definition of a minority population or minority group(s). Therefore, the ROI does not constitute a population with EJ concerns on this basis.



Sources: USCB, 2021a; USCB, 2021b; USCB, 2021c; USCB, 2021d

Figure 3.10-1. Minority and Low-Income Populations in Block Group 9701-1, Boundary County, and the State of ID

Table 3.10-1. Summary of Minorities in the ROI and ROC in 2017 – 2021

Location	Total Population	Minority (%)	American Indian and Alaska Native (%)	Black or African American (%)	Asian (%)	Native Hawaiian and Other Pacific Islander (%)	Other Races (%)	Hispanic or Latino (%)
BG 9701-1, Boundary County, ID	1,999	9.4	0.0	0.0	1.8	0.0	2.5	5.1
Boundary County[a]	49,752	13.8	1.4	0.2	1.4	1.0	4.5	5.3
State of ID[b]	1,811,617	26.6	1.3	0.7	1.4	0.2	10.0	13.0

Sources: USCB, 2021a; USCB, 2021b

[a] ROI

[b] ROC

Note that the sum of values for individual races and ethnicities may not add up to the total value shown in the "Minority (%)" column for some rows due to ± 0.2 percent margin of error in the dataset.

3.10.1.2 Low-Income Populations

The poverty thresholds are the original version of the federal poverty measure and are updated each year by the USCB. The USCB uses a set of income thresholds that vary by family size and composition (number of children and elderly) to determine poverty status. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The same applies for a single individual. The official poverty thresholds do not vary geographically but are updated for inflation. The official poverty definition considers pre-tax income and does not include capital gains or non-cash benefits such as public housing, Medicaid, and food stamps (CEQ, 1997). Poverty thresholds are primarily used for statistical purposes, such as calculating poverty population figures or estimating the number of Americans in poverty each year. Poverty threshold figures are reported in the annual poverty report and provide a measurement for progress or regress in antipoverty efforts. Environmental Justice Guidance under NEPA recommends that USCB poverty thresholds be used to identify low-income populations (CEQ, 1997). As such, this section uses USCB poverty thresholds to identify low-income populations.

Because CEQ guidance does not specify a threshold for identifying low-income populations, the same approach used to identify environmental justice minority populations is also applied to low-income populations. Boundary County would be defined as a low-income population or a population with EJ concerns if:

- More than 50 percent of Boundary County consists of families or persons below the poverty threshold; or
- The percentage of low-income families or persons in Boundary County is substantially higher than the percentage in the State of ID. A discrepancy of 10 percent or more between Boundary County and the State of ID would be considered meaningfully higher and would categorize Boundary County or the ROI as constituting a low-income population.

As **Table 3.10-2** indicates, the percentages of all people and all families below the poverty threshold in the ROI, Boundary County, neither exceed the 50 percent threshold, nor are they meaningfully higher than the corresponding values for the State of ID (USCB, 2021c; USCB, 2021d). However, 23.2 percent of people within BG 9701-1 are below the poverty threshold, which is substantially higher than the 11.4 percent of people below the poverty threshold in the State of ID. As such, while the overall ROI does not

constitute a population with EJ concern on this basis, BG 9701-1 is considered a population with EJ concerns due to the substantial discrepancy in low-income persons when compared with the State of ID.

Table 3.10-2. Summary of Income and Poverty Statistics in the ROI and ROC in 2017 – 2021

Location	People Below the Poverty Threshold (%)	Families Below the Poverty Threshold (%)
BG 9701-1, Boundary County, ID	23.2	11.2
Boundary County[a]	17.4	12.4
State of ID[b]	11.4	7.5

Sources: USCB, 2021c; USCB, 2021d

[a] ROI.

[b] ROC.

3.10.1.3 Disadvantaged and Medically Underserved Areas

Due to the site-specific nature of the project, data from CEQ's Climate and Economic Justice Screening Tool and EPA's Environmental Justice Screening and Mapping Tool are used to further identify populations with EJ concerns. The CEQ and EPA tools provide data at the CT and BG levels, both of which cover an area larger than the project area.

Data from CEQ's Climate and Economic Justice Screening Tool indicates that the CT containing the project area is considered a disadvantaged community (CEQ, 2023). The CT is in the 91st percentile for homes without indoor kitchens or plumbing and the 66th percentile for people in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher education (CEQ, 2023).

The Climate and Economic Justice Screening Tool also assesses climate risk via five measures – expected agriculture loss rate, expected building loss rate, expected population loss rate, projected flood risk, and projected wildfire risk. The CT is in the 64th percentile for expected agriculture loss, 56th percentile for expected building loss, 84th percentile for expected population loss, 78th percentile for projected flood risk, and 78th percentile for projected wildfire risk (CEQ, 2023). The Climate and Economic Justice Screening Tool also indicates that the residents in this CT are not in proximity to hazardous waste facilities or known polluted areas, and generally have good air quality (i.e., lower levels of fine particulate matter) (CEQ, 2023).

Data from the EPA's Environmental Justice Screening and Mapping Tool indicate that the BG has several critical service gaps. The BG is in the 85th percentile for lack of health insurance and is defined by the U.S. Department of Health and Human Services as a medically underserved area (DHHS, 2023). Medically underserved areas or populations are designated by the Health Resources and Services Administration as having too few primary care providers, high infant mortality, high poverty, or a high elderly population (EPA, 2023e).

As such, CEQ's Climate and Economic Justice Screening Tool indicates that the CT containing the project area consists of a disadvantaged community. EPA's Environmental Justice Screening and Mapping Tool indicates that the BG containing the project area has several critical service gaps and is defined by the U.S. Department of Health and Human Services as a medically underserved area.

3.10.1.4 Native American Tribes

As shown in **Figure 3.10-1**, the Kootenai Reservation occupies 3,985 acres in Boundary County (NPAIHB, No Date). Historically, the Kootenai Nation inhabited territories along the Kootenai River in parts of Montana, ID, and British Columbia. In 1860, the establishment of the U.S. – Canada border divided the Kootenai Nation into seven communities, five in Canada and two in the U.S. (Kootenai Tribe of Idaho, 2022a). Of these communities, the Kootenai Tribe of ID comprises the extended families who historically inhabited territories in ID and continue to maintain ties with these lands. The project area is within the territory of the Lower Kootenai people, the part of the Kootenai Tribe that occupied the Kootenai River from Libby, Montana, to Kootenay Lake in British Columbia. The Kootenai Tribe of ID is also consulting on a government-to-government basis with GSA (Section 3.2 Cultural and Tribal Resources further describes the Kootenai Tribe of ID as well as ongoing consultation under Section 106 of the NHPA). As such, the Kootenai Tribe of ID is identified as a population with EJ concerns.

The Kootenai Tribe of ID is involved with projects to preserve and restore natural resources in the Kootenai River system. In 1989, the tribe initiated a conservation aquaculture program to prevent the extinction of the endangered Kootenai River white sturgeon. Additionally, the tribe will be implementing the Kootenai River habitat restoration program, a large-scale, ecosystem-based restoration effort across a 55-mile stretch of the Kootenai River (Kootenai Tribe of Idaho, 2022b).

The Kootenai Tribe of ID has used and continues to use the Kootenai River and the surrounding area for religious ceremonies and subsistence hunting. They hunted several species of big game and gathered roots and berries. The tribe created unique “sturgeon-nosed” canoes that were used to gather fishes such as salmon, trout, sturgeon, and burbot (Boundary County IDGenWeb, 2009).

3.10.2 Environmental Consequences

As described in the Affected Environment (Section 3.10.1), the ROI, Boundary County (ROI), does not constitute a population with EJ concerns. However, the BG containing the project area, BG 9701-1, is considered a population with EJ concerns due to the substantial discrepancy in low-income persons when compared with the State of ID.

The potential effect on the general physical health and well-being of disadvantaged communities identified above is assessed. In general, the types of potential impacts on disadvantaged communities could include:

- Health risks from the proposed construction and structural improvement activities;
- Reductions in air quality; and
- Noise disturbances.

Additionally, impacts on the Kootenai Tribe’s subsistence, ceremonial, and traditional uses are assessed based on the retention/loss of cultural and traditional values, such as culturally-important fishes. Potential impacts to the Kootenai Tribe’s cultural resources are discussed further in Section 3.2 (Cultural and Tribal Resources).

As discussed in Section 3.11.3, no substantial increases to traffic flows or queued traffic would be expected to occur, and traffic would continue to remain low with no major congestion problems under all the action alternatives and the No Action Alternative. There would be no potential effect on the ability to access health care or other basic resources as a result of the alternatives. Delayed access to schools, residential areas, or hospital and health care facilities due to traffic and time delays would not occur and as such are not discussed further.

3.10.2.1 Alternative 1 – No Action Alternative

Disadvantaged communities would not experience health risks as it relates to air quality or noise impacts as construction and structural improvement activities would not occur. Without construction activities, impacts to water and biological resources would not occur; therefore, no impacts to tribal or cultural activities would occur. There would be no impacts to populations with EJ concerns under the No Action Alternative.

3.10.2.2 Alternative 2 – Small Port Prototype with Partial Demolition

Construction-related activities using vehicles and equipment could be a source of fugitive dust emissions. Additionally, construction vehicles and equipment would generate exhaust emissions throughout the site preparation and construction phases. However, the project area is located in a rural area with satisfactory air quality and no known nearby sensitive populations (e.g., daycare centers). Therefore, potential emissions are not expected to cause any adverse health impacts. Construction vehicles and equipment would generate heightened levels of ambient noise in and around the project area. Heightened noise levels would be short term, but could cause annoyance to nearby sensitive noise receptors (i.e., residential homes) as discussed in Section 3.6 (Noise). The nearby sensitive noise receptors are located in BG 9701-1, which is considered an EJ community when compared to the overall State of ID overall. Therefore, construction-related noise could have adverse, minor, short-term, and local impacts to communities with EJ concerns.

No changes to existing critical services or access to existing critical services such as medical and emergency services would occur under Alternative 2. The nearest medical facility in the U.S. is located approximately 25 miles to the south in Bonners Ferry, ID. Construction activities are not anticipated to cause increased traffic congestion at the LPOE. Additionally, the project area is identified as including disadvantaged communities due to the lack of indoor kitchens and plumbing; Alternative 2 is not expected to affect indoor kitchens or plumbing or the ability to install indoor kitchens and plumbing.

The Kootenai Tribe of ID is committed to the conservation and restoration of the Kootenai River, including the endangered Kootenai River white sturgeon. Site preparation (demolition, disposal, grading and filling, and rock excavation) and construction activities could potentially increase levels of erosion and introduce additional sediment into the Kootenai River. However, construction BMPs such as installing silt fencing and sediment traps; placing of gravel or rip-rap for heavy vehicle transit; and reestablishing vegetation would minimize erosion and sedimentation. As discussed in Section 3.4 (Biological Resources), GSA sent an ESA Section 7 informal consultation letter to USFWS on October 20, 2023 summarizing the action alternatives and providing *no effect* determinations for ESA-listed bull trout and sturgeon species in the nearby Kootenai River. Implementation of a SWPPP would minimize erosion and avoid potential impacts of construction activities to bull trout or white sturgeon. Alternative 2 would not impact subsistence fishing by members of the Kootenai Tribe. However, site preparation and construction activities would introduce noise and visual disturbance to the nearby river access. There would potentially be adverse, negligible to minor, short-term, and local impacts to members of the Kootenai Tribe of ID should they engage in recreational activities along the Kootenai River using the boat launch to the west of the project area. These impacts would only occur during the site preparation and construction phases and would cease upon completion of the project. There would be no long-term impacts. Overall, Alternative 2 would not result in disproportionately high and adverse impacts on members of the Kootenai or other communities with EJ concerns in the ROI in either the short or long term.

3.10.2.3 Alternative 3 – Small Port Prototype with Full Demolition

3.10.2.3.1 Option A: One-Story Small Port Prototype with Larger Footprint

Full demolition of the existing facility, including building foundations and utility connections, would likely result in an extended site preparation phase (which includes demolition). The slightly longer site preparation phase would not appreciably change impacts as described under Alternative 2. Therefore, the overall impacts to communities with EJ concerns and members of the Kootenai Tribe engaging in subsistence and recreational activities in close proximity to the project area would be the same as under Alternative 2.

3.10.2.3.2 Option B: Two-Story Small Port Prototype with Smaller Footprint

Under Alternative 3/Option B, the additional story and smaller footprint would require less grading and filling than under Alternative 3/Option A. However, the difference in impacts would be minimal and therefore the overall impacts to communities with EJ concerns and members of the Kootenai Tribe engaging in subsistence and recreational activities in close proximity to the project area would be the same as under Alternative 2 and Alternative 3/Option A.

3.11 Dismissed Resource Areas

3.11.1 Solid and Hazardous Materials

Impacts to solid and hazardous materials and waste were considered but dismissed from detailed study due to the low likelihood of adverse effects. The term “solid waste” refers to any discarded or abandoned material. GSA manages solid waste by 40 CFR Part 260 & 261 in accordance with federal, state, and local regulations, and waste is generally managed under the following categories: municipal solid waste (i.e., trash or garbage), construction and demolition waste, and hazardous waste. Hazardous waste is defined by OSHA in 29 CFR 1910.1200 and by GSA in FED-STD-313 as any chemical or item which is a health or physical hazard or produces hazards through the course of normal handling. Health hazards include carcinogenicity, toxicity to one or multiple bodily systems, irritation, and corrosivity; while physical hazards include combustibility, flammability, explosivity, water-reactivity, instability, and oxidation (GSA, 2023c).

The Phase I Environmental Site Assessment of the area of analysis determined the presence of chemicals and other maintenance materials currently stored at the Porthill LPOE include paints, solvents, cleaning products, and diesel fuel that could be subject to regulation under the Resources Conservation and Recovery Act. Current inventories of hazardous materials are maintained within safety storage cabinets (Solv, 2023). The Porthill LPOE emergency generator’s 100-gallon aboveground storage tank and 1,500-gallon underground storage tank are properly registered in the State of ID (Facility ID: 1-110027) and have no records of spills (ID DEQ, 2023b). GSA conducts and records maintenance activities on fuel storage tanks per the industry-standard practices and all applicable state and federal regulations. The commercial and POV traffic traveling through the LPOE occasionally contributes to small vehicular fluid (i.e., oil, brake fluid) leaks. The LPOE contains small quantities of hazardous materials, including ACMs and lead-based paint, which are frequently abated in compliance with all applicable federal and state regulations and BMPs. ACMs at the LPOE are located throughout the main building though all ACMs are in good conditions (IHR, 2014). The EPA Lead Renovation, Repair, and Painting Program establishes a program of compliance for lead-safe work practices in any home or building constructed before 1978. Paints are identified by the EPA as lead-based when lead is greater than 5,000 parts per million (ppm) (OSU, No Date). A 2017 Lead-Based Paint Survey found that lead was in exceedance of 5,000 ppm in only two locations: a secondary

inspection booth (7,700 ppm) and exterior canopy (55,000 ppm) (NVL Laboratories, 2017). All hazardous waste would be disposed of by licensed contractors. The Phase I Environmental Site Assessment noted that the privately-owned property did not contain hazardous materials or waste beyond household quantities of paints, cleaning products, and petroleum fuels (e.g., diesel and gasoline stored in five-gallon containers). The State of ID property does not contain any hazardous materials or waste either. Solid waste on all properties was limited to small litter (Solv, 2023).

The Porthill LPOE produces less than 220 pounds of hazardous waste per month, categorizing the facility as a Very Small Quantity Generator under 40 CFR 260.10. All hazardous wastes generated at the LPOE, including fluorescent light bulbs, are managed and disposed of in accordance with state and federal regulations. The privately-owned property and the State of ID property do not generate hazardous waste.

During the demolition, construction, and disposal of facilities under Alternatives 2 and 3, some hazardous waste may be produced due to small petroleum fuel spills from the operation of construction equipment. Applicable state and federal BMPs would be followed so the demolition of the Porthill LPOE would result in the negligible production of hazardous waste and materials from ACMs and lead. Federal regulation for ACMs includes Asbestos National Emission Standards for Hazardous Air Pollutants for demolition which would involve removing or adequately wetting all regulated ACMs, sealing the material in leak tight containers, and disposing of the ACMs as expediently as practicable (EPA, 2023f). The EPA Lead Renovation, Repair, and Painting Rule does not apply to total demolition projects, but lead-safe practices would be employed during demolition (EPA, 2022g). Additionally, fluorescent lightbulbs would be removed prior to demolition. No Risk Management Surveys have been conducted on the privately-owned property or the State of ID property; however, the Phase I Environmental Site Assessment did not note the presence of hazardous materials. All applicable state and federal regulations would be followed, and BMPs for the management of hazardous waste would include proper labeling, regulated storage practices, noting of accumulation time, disposal according to state and federal regulation, and recordkeeping. By following the applicable regulations and maintaining BMPs, the demolition, construction, and disposal of facilities would result in no impact.

For Alternative 1, the Porthill LPOE would continue to produce the same quantity of solid and hazardous materials and waste as under current operations. Abatement of ACMs and lead-based paints and would continue to be managed and mitigated according to the most up-to-date standards. Under Alternatives 2 and 3, the LPOE would generate minimal hazardous waste during demolition activities due to adherence to ACM and lead-based paint regulations and BMPs for demolition and disposal. The Porthill LPOE would produce slightly greater quantities of solid and hazardous waste, such as lightbulbs and cleaning supplies, under Alternatives 2 and 3 due to the larger size of the proposed facilities. Handling of solid and hazardous waste would be consistent with the existing hazardous material use and disposal practices under all alternatives. As such, solid and hazardous materials and waste would not be affected by the alternatives proposed in the Draft EA; therefore, the resource area was dismissed from detailed consideration.

3.11.2 Recreation

Recreation facilities, activities, areas, and attractions are limited in and around Porthill, ID. The Boundary-Smith Creek WMA is the only recreational area near the project area, besides the National Forests in the region, the ID Panhandle National Forests, and the Kootenai National Forest. Boundary-Smith Creek WMA is located on the west side of the Kootenai River, but visitors can only access the WMA from Porthill by crossing the river by boat or via vehicle using the Copeland bridge, which is approximately 10 miles away from the project area. Travel in the WMA is limited to foot traffic and non-motorized vehicles and boats, and there is no camping allowed in the WMA (ID Fish & Game, No Date-b). The most recent available public use survey for the WMA recorded an estimated 4,167 annual visitor days, which translates to

approximately 11 visitors per day (ID Fish & Game, 2014). Vehicle traffic is not expected to increase under any of the proposed alternatives in the Draft EA, so it is unlikely that LPOE expansion would bring more visitors to the area. There is a boat ramp near the LPOE that visitors can use to enjoy recreational activities on the river. Any disturbance would be limited to construction; access to the river via the boat ramp would still be available. Any marginal traffic increase would not restrict overall access to the river. Note that the new LPOE would not draw more cars to the area; any growth in traffic that would be observed would not be due to the potential expansion of the LPOE.

None of the activities considered at the LPOE would affect recreational resources in the vicinity of the LPOE. Recreational opportunities are limited to the WMA and the Kootenai River, and access to these resources would still be available during construction-related activities and LPOE operation. Actions occurring at the LPOE are at a far enough distance as to not disturb or alter the quality of the resources. Any marginal increase to traffic would not affect resident access to these areas. As such, recreational resources would not be affected by the alternatives proposed in the Draft EA; therefore, the resource area was dismissed from detailed consideration.

3.11.3 Transportation and Traffic

Transportation facilities and uses in the LPOE vicinity include state, local, and private roadways; Eckhart International Airport; and, to a very limited extent, the Kootenai River. There is no railway in the vicinity. The Kootenai Valley Railroad, a spur of the Great Northern Railway, once served Porthill but ceased to operate in the 1970s (Kent, 2023).

Traffic at the Porthill LPOE crossing is low, therefore the port maintains a small-sized facility that services personal vehicles, buses, pedestrians, and a limited number of permitted commercial vehicles. Major congestion has not been reported as an issue at the port, and traffic is not expected to increase regardless of changes or expansions at the facility (Parsons, 2019). The primary means of accessing the LPOE is SH-1, which extends from its terminus with U.S. Route 95 (US-95) approximately 12 miles northward to its terminus at the U.S.-Canada border in Porthill. From 2015 through 2019, an average of 700 to 900 vehicles traveled SH-1 at Porthill daily, with 6-12% of this being commercial traffic. From 2020 through 2022, this average was 600 to 730 vehicles with 12-13% being commercial traffic (ITD, 2023a). Level of service data, often used as a metric for understanding transportation system uses and impacts, are not available for area roadways.

The Eckhart International Airport runway is located about a quarter mile southwest of the LPOE. While the runway is oriented in such a way that operations would not be directly affected by projects at the LPOE, the primary ingress and egress for the airport is on Main Street immediately adjacent to the southbound travel lane of SH-1 at the LPOE. Its alternate ingress and egress would be Farm to Market Road. There are 2,100 operations a year at the airport, or an average of less than six per day (FAA, 2023b).

There are two private access points to the Kootenai River in the LPOE vicinity. The Porthill Boat Ramp and River Access point lie about 0.2 miles west of the LPOE via County Road 46 (CR-46). This appears to be a small, privately-owned boat ramp that would not be considered a transportation facility. The second access point is located approximately 0.75 miles west of the LPOE via CR-46 and the private Tavern Farm Road. This access point is on private property and may be used for transportation related to operations at Elk Mountain Farm's Tavern Farm.

While transportation on the Kootenai River would not be directly affected by projects at the LPOE, any closures of SH-1 could affect ingress and egress to the boat ramps and docks identified above. CR-46 would provide an alternate means of accessing these facilities.

The LPOE would remain open and fully operational during implementation of any of the alternatives, so there would be no effects to traffic. No substantial increases to traffic flows, queued traffic, or other port operations would be expected to occur, and traffic would continue to remain low with no major congestion problems under all considered alternatives. As a result, no changes to traffic movements, volumes, timing, or levels of service would be anticipated and this resource was dismissed from detailed consideration.

3.11.4 Socioeconomics

Socioeconomic impacts include those aspects of the social and economic environment that are sensitive to changes and that may be affected by activities associated with the project. Socioeconomic factors include the local demographics, income characteristics, and employment of the ROI that could be potentially affected by the project.

The Porthill LPOE is located in a rural area of Boundary County, ID. It is unknown at this time how many construction jobs would be created and whether these jobs would be filled locally; this is dependent on the contractor hired to design and build the LPOE. Construction laborers may come from communities in Boundary County and surrounding counties or from outside the local area. This may result in some temporary or short-term construction-related economic benefits under the action alternatives. Any economic benefits would be felt most in the county where the workers reside and spend most of their earnings – be it in Boundary County, surrounding counties, or elsewhere. These impacts would not persist past the site preparation and construction phases of the project and would be negligible at most. No change in economic or employment effects on nearby communities would occur under the No Action Alternative.

The expanded LPOE would not be expected to add any additional full-time equivalent, permanent jobs. Traffic flowing through the Porthill LPOE is not expected to increase; therefore, neither is spending in the area. Long-term economic impacts are not anticipated under any of the alternatives. Thus, this resource area was dismissed from further analysis.

3.11.5 Visual Resources

Visual resources within the vicinity of the Porthill LPOE are fairly limited. There are no observational outlooks or viewpoints at or near the Porthill LPOE, and the only recreational area near the project area is Boundary-Smith Creek Wildlife Management Area, which is not a heavily trafficked area. The landscape's viewshed generally consists of the LPOE's buildings and infrastructure, some surrounding development, and natural features comprised of grassy fields, short green hills, the Kootenai River, and mountain ranges in the distance. Due to the rural location of the LPOE, potential observers of the viewshed would be mostly limited to POV passengers and truck drivers crossing the U.S.-Canadian border and passing through the LPOE; or to those visiting or working at the LPOE.

Under the No Action Alternative, no changes to visual resources at the LPOE would be expected. The action alternatives would result in minimal changes to visual resources at the LPOE. Under the action alternatives, construction would detract from views of the LPOE and the surrounding landscape; however, this would only last the duration of the activities. The small port prototype would resemble the urbanized features already occurring in the viewshed. The viewshed would only be affected for those traveling along SH-1 and through the LPOE or those who are visiting or working at the LPOE. The rural location of the LPOE would limit the number of observers. Travelers would be less aware of the viewshed around the LPOE, while visitors or employees of the LPOE who spend more time onsite would likely take more notice of the landscape. Vehicle traffic is not expected to substantially increase under any alternatives proposed in the Draft EA, so it is unlikely that the LPOE expansion would bring more visitors to the area. As a result,

the action alternatives would have negligible impacts to visual resources. Therefore, the resource area was dismissed from further analysis.

3.11.6 Land Use

The LPOE expansion and modernization project area includes the existing LPOE and adjacent private- and state-owned parcels targeted for acquisition; it is surrounded primarily by forestry and agricultural lands (Boundary County, 2014). The Boundary County Planning and Zoning Commission establishes land use zoning regulations in accordance with the authority granted to Boundary County by the State of ID (State of Idaho, No Date). Zoning designations are defined in the Boundary County Zoning and Subdivision Ordinance, which applies to all lands in Boundary County that lie outside the incorporated city limits of Moyie Springs and Bonners Ferry, excluding federal land and GSA property (Boundary County, No Date-b; Boundary County, No Date-c). Zoning designations stated in the zoning ordinance are depicted in the official zoning map, which identifies the project area and vicinity as rural community/commercial (Boundary County, 2022). The Boundary County Comprehensive Plan Map also identifies the project area and vicinity as rural community/commercial (Boundary County, 2008). The Boundary County Comprehensive Plan outlines community goals and intended purposes for county land use designations (Boundary County, 2014). According to the Comprehensive Plan, the rural community/commercial designation is intended for unincorporated communities within the county that combine low-impact commercial enterprises and residential use to create a “small town” ambiance and explicitly includes the Porthill LPOE since its establishment in 1967 (Boundary County, 2014). Therefore, short-term construction and long-term operational activities related to LPOE expansion and modernization in the project area would align with the land’s current zoning designation, as well as with current and future goals for the property (Boundary County, 2014). There would be no impacts to designated land use under the proposed alternatives and therefore land use was dismissed from further analysis.

3.12 Unavoidable Adverse Environmental Effects

Impacts from the action alternatives on the environment have been described in detail in the previous individual resource sections of this chapter. **Table 3.12-1** provides a summary of unavoidable adverse environmental effects of the project.

Table 3.12-1. Unavoidable Adverse Environmental Effects

Resource Area	Unavoidable Adverse Environmental Effects
Cultural and Tribal Resources	No historic properties are located in the project area. GSA continues to consult with the SHPO and the Kootenai Tribe to determine if archaeological resources would be affected by the proposed project.
Geology, Topography, and Soils	**Adverse, minor, long-term, site-specific** impacts to geologic features due to rock excavation. **Adverse**, **moderate**, **long-term, site-specific** impacts to topography due to grading and leveling activities. **Adverse**, **minor, short- to long-term**, **site-specific** impacts to soils due to construction activities. These would result in soil erosion, soil compaction, and the covering of soils with buildings, roads, or other impermeable surfaces. However, BMPs would be implemented to minimize effects.
Biological Resources	**Adverse, minor, short- to long-term, local** impacts on vegetation due to the destruction and removal of any native plant species occurring in the area of analysis during construction of the new LPOE. **Adverse, minor, short- to long-term, local** impacts on wildlife due to the removal of minimal available habitat during construction and from disturbance due to noise and activity during construction and operation of the expanded Porthill LPOE.
Utilities	There are no unavoidable adverse environmental effects to utilities known at this time. GSA would evaluate whether increased demand would impact the community well capacity during the design phase.
Noise	**Adverse**, **minor**, **short-term, local** impacts due to noise generated from demolition and construction activities.
Water Resources	**Adverse, minor, short-term, local** impacts to stormwater, surface water, and groundwater from construction activities. However, BMPs would be implemented to minimize effects.
Air Quality	**Adverse, minor, short-term, local** impacts from construction activities.
Climate Change	**Adverse, minor, short-term, regional** impacts from GHG emissions during construction activities.
Environmental Justice	**Adverse, minor, short-term, local** impacts from construction-related noise and emissions.

3.13 Irreversible and Irretrievable Commitments of Resources

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

3.13.1 Irreversible Commitments of Resources

Under Alternative 2, Alternative 3/Option A, and Alternative 3/Option B the following irreversible commitments of resources would occur:

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

3.13.2 Irretrievable Commitments of Resources

As noted above, "irretrievable" commitments of resources are those that are lost for a period of time, but not permanently. Both action alternatives would entail the long-term loss of the landscaped, non-native vegetation within the approximately 4-acre project area. Mitigation measures and BMPs would be implemented to minimize impacts; they are summarized for each resource in **Table 3.13-1**.

Table 3.13-1 Mitigation Measures and BMPs

Resource Area	Mitigation Measures and BMPs
Cultural and Tribal Resources	If cultural resources are discovered during site work and adverse effects could occur, an MOA would be developed by the GSA in collaboration with the SHPO and the Kootenai Tribe. The MOA would include mitigation measures to avoid or minimize impacts to archaeological resources. Additional mitigation measures or BMPs may be identified through on-going consultation with the Kootenai Tribe and the ID SHPO.
Geology, Topography, and Soils	BMPs to minimize erosion and sedimentation include installing silt fencing and sediment traps; placing of gravel or rip-rap for heavy vehicle transit; and reestablishing vegetation. Stormwater BMPs for the area of analysis would include a NPDES stormwater pollution prevention plan (SWPPP).
Biological Resources	An NPDES permit would be needed for the site and the standard BMP recommendations as prescribed by that permit would be followed. Construction vehicles would observe maximum speed limits to minimize the possibility for any wildlife-vehicle collisions; staging and stockpile areas would be located within or immediately adjacent to the construction footprint to reduce the area of habitat disturbance; and implementation of an SWPPP would minimize erosion. If any terrestrial federal- or state-listed species are detected during construction, work would stop and consultation would be initiated with the relevant federal and state agencies. GSA would adhere to all applicable federal laws regulating the protection of special status species.

Resource Area	Mitigation Measures and BMPs
Utilities	None
Noise	None
Water Resources	An NPDES permit would be needed for the site and the standard BMP recommendations as prescribed by that permit would be followed, including the development of a SWPPP Development of a SWPPP Stormwater system design during the detailed design phase would involve the installation of properly sized culverts, curbs and gutters, as applicable, to allow for adequate collection and discharge of runoff. Permanent stormwater BMPs would be installed in compliance with local, state, and federal law, e.g., stormwater detention or retention ponds with outlet control structures, underground stormwater systems, infiltration trenches, porous pavements, or swales.
Air Quality	None
Climate Change	None
Environmental Justice	None

4.0 CUMULATIVE IMPACTS

CEQ regulations require federal agencies to assess the cumulative effects of federal projects during the decision-making process. Cumulative effects result "from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time" (40 CFR 1508.7). This section describes the cumulative effects that the alternatives, as well as other projects in the area, may have on the environment.

4.1 CUMULATIVE ACTIONS SCENARIO

The geographic boundary for each resource in the cumulative effects analysis follows the geographic boundaries of direct and indirect effects for each resource analyzed in Chapter 3, unless noted otherwise for specific resources.

The temporal boundaries for cumulative effects in this analysis have three components – past, present, and reasonably foreseeable future cumulative actions. Past cumulative effects may be captured under each resource's Affected Environment section in Chapter 3 since past actions and their effects have contributed to the current condition of a resource; it also comprises past actions that have occurred in the vicinity of the Porthill LPOE (but outside the area of analysis for resource areas) that may have contributed to the current condition of a resource. These past actions, as well as present and reasonably foreseeable future cumulative actions, that are expected to overlap in space and time with the scope of this Draft EA are included **Table 4.1-1**. Each resource area considers how these other cumulative actions affect the resources and if the effects of the Alternative 1, Alternative 2, and Alternative 3/Options A and B contribute to cumulative effects.

Table 4.1-1. Recent Past, Present, and Reasonably Foreseeable Future Projects Within and Surrounding the Area of Analysis

Project	Lead Agency	Brief Description and Location	Status
US-95	ID Transportation Department (ITD)	Sealcoating of approximately 10 miles of US ID State -95 from SH-1 to Moyie River. There was a single lane closure with a pilot car active all day. The work lasted three weeks. The project occurred approximately 10 miles southeast of the Porthill LPOE.	Completed: July 20, 2023
Eastport LPOE	RJS Construction	Replacement of high-low inspection booths at Eastport LPOE in Boundary County, ID. The construction occurred approximately 14 miles east of the Porthill LPOE.	Completed: August 20, 2022
US-95	ITD	Resurfacing from Holmes Road to SH-1, approximately seven miles on US-95. There was a single lane closure with pilot car – active all day. The work lasted two months. The project occurred approximately 15 miles southeast of the area of analysis.	Completed: August 17, 2023
US-95	ITD	The highway was reconstructed through Bonners Ferry, first between Kootenai River Bridge and Alderson Lane (Stage 1) and then between Alderson Lane and Labrosse Hill Street (Stage 2). Work extended the three-lane highway section through town and brought wider shoulders, sidewalks on both sides, new lighting, and updated drainage to Bonners Ferry. The US-95 highway improvement occurred approximately 23 miles south-southeast of the area of analysis.	Completed: October 2023

Project	Lead Agency	Brief Description and Location	Status
Kootenai River in Bonners Ferry	Kootenai Tribe of Idaho	The Kootenai River restoration project was located in Bonners Ferry. Goodfellow Bros. LLC developed nearly 110 acres of additional floodplain and installed 13 pool-forming structures and six mega pools that allow sturgeon to rest and feed during migration. They also installed more than 15,000 logs, 1,500 log piles, 127,000 cubic yards of riprap, and 10,500 cubic yards of rock substrate. The Kootenai River restoration occurred approximately 23 miles southeast of the area of analysis.	Completed: 2017

Sources: DOE, 2015; GBI, No Date; HigherGov, 2022; ITD, 2023b; ITD, 2022; ITD, 2023c

The cumulative scenario consists of the proposed alternatives and the identified recent past, present, and reasonably foreseeable future projects within and surrounding the area of analysis. The cumulative effects on the resources are presented in detail in **Table 4.1-2**.

Table 4.1-2. Cumulative Effects on Resources

Resources	Cumulative Effects
Cultural and Tribal Resources	There would be no cumulative effects on cultural and tribal resources from the modernization and expansion of the Porthill LPOE. Recent past, present, and reasonably foreseeable future projects within and surrounding the area of analysis consist of road maintenance or improvement, construction, or restoration projects located more than 10 miles from the project site; therefore, any visual, noise, air quality, and ground-disturbing impacts associated with the cumulative actions would not contribute to potential cultural and tribal resource impacts from the action alternatives.
Geology, Topography, and Soils	There would be adverse, minor, long-term cumulative impacts to soils from the modernization and expansion of the Porthill LPOE. Highway re-construction of US-95, in combination with construction at the Porthill LPOE site, would increase impervious surface coverage, resulting in adverse, minor, and long-term effects from the loss of the soil's ecological function, soil erosion, and soil compaction. Recent past, present, and reasonably foreseeable future projects within and surrounding the area of analysis consist of road maintenance or improvement construction projects and the Bonners Ferry Kootenai River Restoration project located more than 10 miles from the project site. Any impacts to geology or topography associated with the cumulative actions would not contribute to potential resource impacts from the action alternatives.
Biological Resources	There would be adverse, minor, short- and long-term cumulative effects to biological resources from the modernization and expansion of the Porthill LPOE. Construction projects listed in Table 4.1-1 and the action alternatives are likely to have adverse, minor, short-term impacts to vegetation and wildlife from disturbance for all projects and habitat removal from highway re-construction of US-95. There would be no impacts to terrestrial or aquatic T&E species or their critical habitat because no listed species are expected to occur in the area of analysis for the Porthill LPOE. The other cumulative actions would displace and disturb wildlife, including T&E species, over a larger area, making it more difficult for animals to escape stressful noise and reducing larger localized areas of vegetation and wildlife habitat. The Kootenai River restoration project, located upstream of the project site in Bonners Ferry (approximately 23 miles from the area of analysis), would have beneficial, minor, long-term countervailing cumulative impacts to vegetation, wildlife, and T&E species due to the restoration of native vegetation and aquatic habitat.

Resources	Cumulative Effects
Utilities	There would be no cumulative effects on utilities from the modernization and expansion of the Porthill LPOE. Recent past, present, and reasonably foreseeable future projects within and surrounding the area of analysis would not contribute cumulatively to energy demand in the area. Water demand could increase marginally if construction projects implement BMPs that use water, such as for dust suppression. However, any water use would be minimal and short-term.
Noise	There would be no cumulative effects from noise with the modernization and expansion of the Porthill LPOE. Recent past, present, and reasonably foreseeable future projects within and surrounding the area of analysis are located at least 10 miles away from the project area; and therefore, construction noise from these other actions would not be perceptible within the area of analysis.
Water Resources	There would be adverse or beneficial, minor, short- and long-term cumulative effects to water resources from the modernization and expansion of the Porthill LPOE. Construction activities at the Porthill LPOE and in surrounding areas would further increase ground disturbance, which can cause or exacerbate existing erosion processes and lead to sediments entering downstream receiving waters if not properly mitigated. These projects also could increase the amount of impervious cover and contribute to additional runoff volume, reduced stormwater quality, and the prevention of groundwater recharge. These effects would be negligible in the short- and long-term, assuming associated infrastructure is designed and operated in accordance with all federal, state, and local regulations. Kootenai River restoration efforts would have minor, beneficial, countervailing cumulative effects; the project would cause ground disturbance during construction, but improve conditions in the long-term by reducing streambank erosion through stabilization measures.
Air Quality	There would be adverse, negligible, short- and long-term and local cumulative effects on air quality from the modernization and expansion of the Porthill LPOE. Adverse effects to air quality could result from construction vehicle and fugitive dust emissions from projects at the Porthill LPOE and in surrounding areas. None of the cumulative actions would overlap temporally with the action alternatives.
Climate Change	There would be adverse, negligible, long-term and regional effects to climate change from the modernization and expansion of the Porthill LPOE. There would be beneficial, minor, long-term and regional impacts to climate change from the building design elements that qualify the LPOE for LEED® certification. Construction at the LPOE and in the surrounding area would generate GHG emissions from power vehicles and equipment. Although these effects would cease when construction-related activities concluded, GHG emissions would continue to persist in the atmosphere and would have minor adverse cumulative effects that would likely be undetectable compared to the entire geographic region.

Resources	Cumulative Effects
Environmental Justice	There would be no cumulative effects on environmental justice from the modernization and expansion of the Porthill LPOE. Recent past, present, and reasonably foreseeable future projects within and surrounding the area of analysis consist of road maintenance or improvement, construction, or restoration projects located more than 10 miles from the project site that would not contribute cumulatively to environmental justice impacts from the action alternatives.

5.0 GLOSSARY TERMS

Alluvial – Alluvial deposits are soils deposited in riverbeds.

Attainment Area – An area that the Environmental Protection Agency has designated as being in compliance with one or more of the NAAQS for sulfur dioxide, nitrogen dioxide, carbon monoxide, ozone, lead, and particulate matter. An area may be in attainment for some pollutants but not for others.

BMPs – Structural, nonstructural, and managerial techniques used to prevent or reduce pollution and potential harm to protected species. BMPs can include activity schedules; practice prohibitions; baseline surveys, maintenance procedures; treatment requirements; operating procedures; and waste disposal.

Biological resources – The living components of the environment, including terrestrial and aquatic vegetation and wildlife, and special status species protected under federal and ID state law.

Birds of Conservation Concern – Migratory bird species that, without additional conservation actions, are likely to become candidates for listing under ESA.

Critical Habitat – Habitat essential to the conservation of an endangered or threatened species that has been designated as critical by the USFWS or the National Marine Fisheries Service following the procedures outlined in the Endangered Species Act (Title 16 of USC Part 1531 et seq.) and its implementing regulations (Title 50 CFR Part 424). The lists of critical habitats can be found in 50 CFR Sections 17.95 (fish and wildlife) and 17.96 (plants) and Part 226 (marine species).

Criteria Pollutant – An air pollutant that is regulated by NAAQS. The Environmental Protection Agency must describe the characteristics and potential health and welfare effects that form the basis for setting, or revising, the standard for each regulated pollutant. Criteria pollutants include sulfur dioxide, nitrogen dioxide, carbon monoxide, ozone, lead, and two size classes of particulate matter, less than 10 micrometers (0.0004 inch) in diameter, and less than 2.5 micrometers (0.0001 inch) in diameter. New pollutants may be added to, or removed from, the list of criteria pollutants as more information becomes available.

Cumulative Impacts – Impacts on the environment that result when the incremental impact of a proposed action is added to the impacts from other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes the other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

dBA – A unit of frequency-weighted sound pressure level, measured by the use of a metering characteristic and the "A" weighting specified by the American National Standards Institute in ANSI S1.4-1983 (R1594), which accounts for the frequency of the human ear.

dB – A unit for expressing the relative intensity of sounds on a logarithmic scale where zero is below human perception and 130 is above the threshold of pain to humans. For traffic and industrial noise measurements, the A-weighted decibel, a frequency-weighted noise unit, is widely used. (See *decibel*, *A-weighted*.)

Ecoregion – A geographically-defined area where ecosystems and the quality and quantity of environmental resources within them are generally similar.

Endangered species – Federal: Species that are in danger of extinction throughout all or a significant portion of their ranges and that have been listed as endangered by the USFWS or the National

Marine Fisheries Service following procedures outlined in the Endangered Species Act (Title 16 USC Part 1531 et seq.) and its implementing regulations (Title 50 CFR Part 424). The lists of endangered species can be found in 50 CFR Sections 17.11 (wildlife), 17.12 (plants) and 222.23(a) (marine organisms).

EA – A concise public document that a federal agency prepares under NEPA to provide sufficient evidence and analysis to determine whether a proposed agency action would require preparation of an EIS or a FONSI. A federal agency may also prepare an EA to aid its compliance with NEPA when no EIS is necessary or to facilitate its preparation of an EIS when one is necessary.

Environmental Justice – The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic groups, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies. EO 12898 directs federal agencies to make achieving environmental justice part of their missions by identifying and addressing disproportionately high and adverse effects of agency programs, policies, and activities on minority and low-income populations.

Finding of No Significant Impact – A public document issued by a federal agency briefly presenting the reasons why an action for which the agency has prepared an EA has no potential to have a significant effect on the human environment and, thus, will not require preparation of an EIS.

Fluvial – Sediments that have been deposited by rivers or streams.

Gully – A ravine formed by the action of water.

Hazardous waste – A category of waste regulated under the Resource Conservation and Recovery Act. To be considered hazardous, a waste must be a solid waste under the Resource Conservation and Recovery Act and must exhibit at least one of four characteristics described in Title 40 of the CFR, Sections 261.20 through 261.24 (i.e., ignitability, corrosivity, reactivity or toxicity), or it must be specifically listed by the U.S. Environmental Protection Agency in 40 CFR, Sections 261.31 through 261.33.

NEPA of 1969 – NEPA is the basic national charter for protection of the environment. It establishes policy, sets goals (in Section 101), and provides means (in Section 102) for carrying out the policy. Section 102(2) contains "action-forcing" provisions to ensure that federal agencies follow the letter and spirit of the Act. For major federal actions significantly affecting the quality of the human environment, Section 102(2)(C) of NEPA requires federal agencies to prepare a detailed statement that includes the environmental impacts of the proposed action and other specified information.

NRHP – The official list of the Nation's cultural resources that are worthy of preservation. The National Park Service maintains the list under direction of the Secretary of the Interior. Buildings, structures, objects, sites, and districts are included in the NRHP for their importance in American history, architecture, archeology, culture, or engineering. Properties included on the NRHP range from large-scale, monumentally proportioned buildings to smaller scale, regionally distinctive buildings. The listed properties are not just of nationwide importance; most are significant primarily at the state or local level. Procedures for listing properties on the NRHP are found in 36 CFR 60.

Noise – Any sound that is undesirable because it interferes with speech and hearing, is intense enough to damage hearing or is otherwise annoying or undesirable.

Permeability – The ease at which a saturated soil will transmit water.

Quaternary – The most recent geologic era spanning the last 2.6 million years.

Scoping – An early and open process for determining the scope of issues to be addressed in a NEPA document and for identifying the significant issues related to a proposed action.

Slope gradient – The difference in elevation between two points, expressed as a percentage of the distance between those points. A low and high value indicate the range of this attribute for the soil component.

Soils – The unconsolidated material overlying bedrock.

*Soil horizon*s – Layers parallel to the soil surface whose physical, chemical, and biological characteristics differ from the layers above and beneath.

Special status species – T&E species protected under the ESA and migratory birds protected under the MBTA.

Topography – The general shape and arrangement of the natural and artificial physical features of a land surface.

Viewshed – The view of an area from a specific location.

Visual Resource – The interaction between a human observer and the landscape he or she is observing.

6.0 LIST OF PREPARERS

Table 6-1. List of Preparers

Name	Role
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Kevin Ebert	*Environmental Analyst and GIS Specialist* Environmental Justice; Cultural Resources; Noise; Socioeconomics dismissal
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Name	Role
Jamie Sandhu	*Environmental Analyst* Water Resources

7.0 LIST OF AGENCIES, ORGANIZATIONS, AND PERSONS TO WHOM COPIES OF THE DRAFT EA HAVE BEEN SENT

Table 7-1. List of Agencies, Organizations, and Persons to Whom Copies of the Draft EA Have Been Sent

Name	Affiliation
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Michael Clark	None
Lars Jacobson	None
Marc Kilmer	Senator Risch's Office
David Sims	Boundary Economic Development Council
Ryan Vanderstar	Canada Border Services Agency

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APPENDIX A: PORTHILL LPOE EXPANSION AND MODERNIZATION PROJECT EA FINAL PUBLIC SCOPING REPORT

Porthill Land Port of Entry Expansion and Modernization Project Final Public Scoping Report

Prepared for:
Region 10, U.S. General Services Administration

Contract Number: 47QRAA18D00DH
Order Number: 47PA0323F0009

Submitted by:

8201 Greensboro Dr., Suite 700
McLean, VA 22102

July 13, 2023

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ACRONYMS AND ABBREVIATIONS

CASC	Centralized Area Surveillance Center
CBP	U.S. Customs and Border Protection
CFR	Code of Federal Regulations
CEQ	Council on Environmental Quality
CUI	Controlled Unclassified Information
CWA	Clean Water Act
EA	Environmental Assessment
EJ	Environmental Justice
GSA	U.S. General Services Administration
LPOE	Land Port of Entry
LAN	Local Area Network
NEPA	National Environmental Policy Act
PDT	Pacific Daylight Time
POV	Privately-owned vehicle
U.S.	United States
USC	United States Code

1.0 INTRODUCTION

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

GSA, with support from Solv, LLC., GSA's NEPA contractor, held a virtual scoping meeting on Wednesday, May 17, 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 EA. 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), scoping meeting, scoping materials, and to summarize the public comments received during the public scoping period held from May 4 to June 5, 2023. This document also includes the following six appendices:

- Appendix A: Newspaper Affidavits
- Appendix B: Press Release and Advertising on Social Media
- Appendix C: Distribution List and Letter to Interested Parties
- Appendix D: Public Meeting Handouts and Registration
- Appendix E: Index of Comments by Source and Date
- Appendix F: Public Comments Received

2.0 PROJECT DESCRIPTION

The Porthill LPOE is located east of the Kootenai River within the unincorporated town of Porthill in Boundary County, Idaho and is directly south of Canada's Rykerts Border Crossing in Creston, British Columbia. The Porthill LPOE is about eight miles south of Creston, British Columbia and about 27 miles northwest of Bonners Ferry, ID. See Figure 2-1 below for a broad overview of the region.

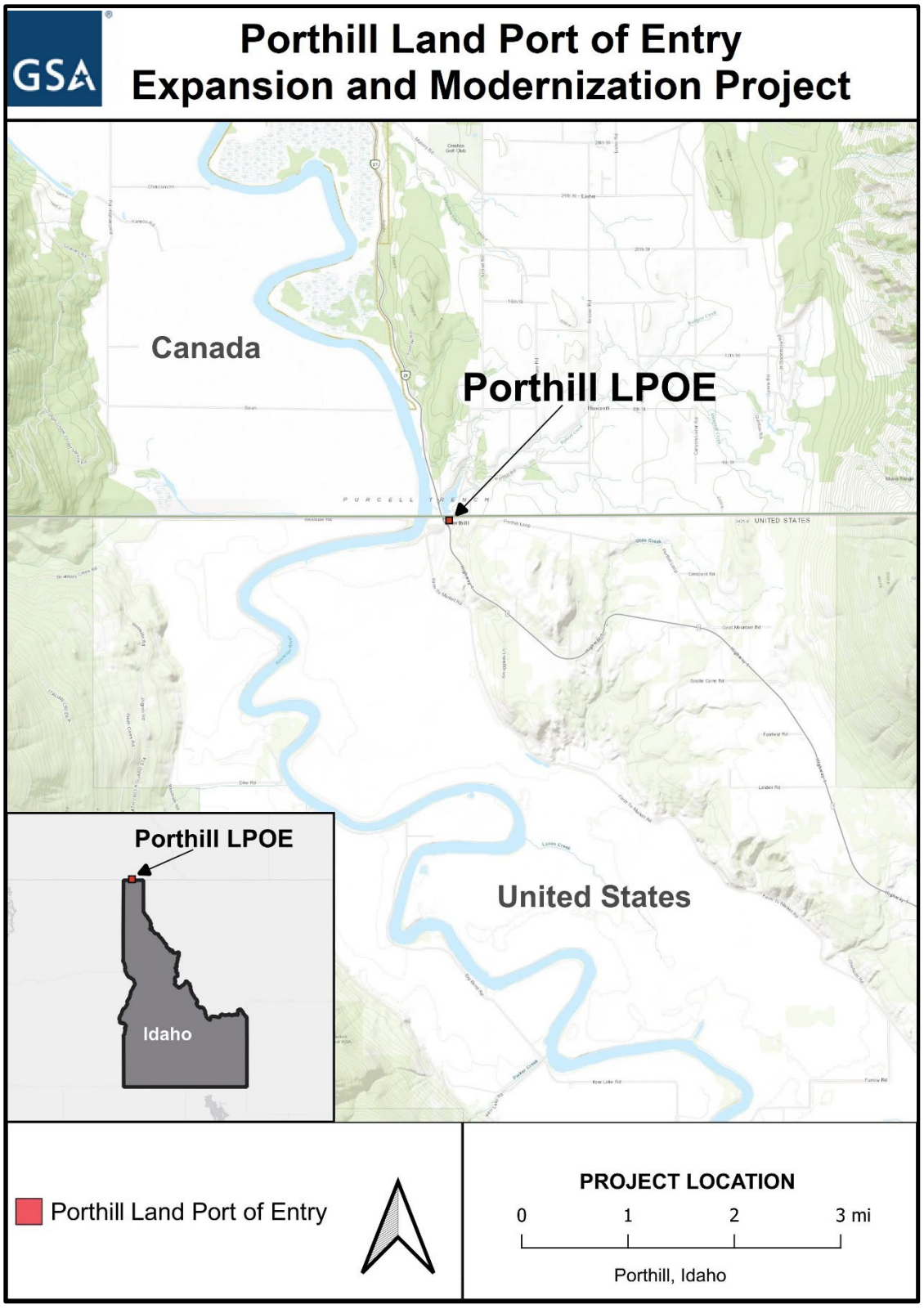


Figure 2-1. Porthill LPOE Project Location

This project seeks to expand and modernize the Porthill LPOE to meet current operational needs. The expanded LPOE would be based on the small port prototype design with modifications to accommodate the Porthill LPOE site and operations, and would include full or partial demolition of existing LPOE structures; the construction and operation of a new main building for the port facility; and the addition of inspection lanes and associated canopy and booth spaces for commercial and personal vehicles. All facility and infrastructure improvements proposed under the action alternatives would incorporate sustainable, climate-resilient, cyber-secure, and operationally efficient design.

GSA constructed the main LPOE facility in 1967 on a 2.13-acre site. The existing facilities at the LPOE are too small to accommodate the current staff. Additionally, current traffic flow through the LPOE is inefficient, which causes congestion and delays. Adjacent land uses include the U.S. and Canada border and Canadian inspection station (Rykerts) to the north, undeveloped land to the south, two U.S. Customs and Border Protection (CBP) residences and a historic port building to the east, and residences, merchant shops, a refueling station, and a grass airstrip to the west across from Highway 1. See Figure 2-2 below for an aerial view of the project area and vicinity.

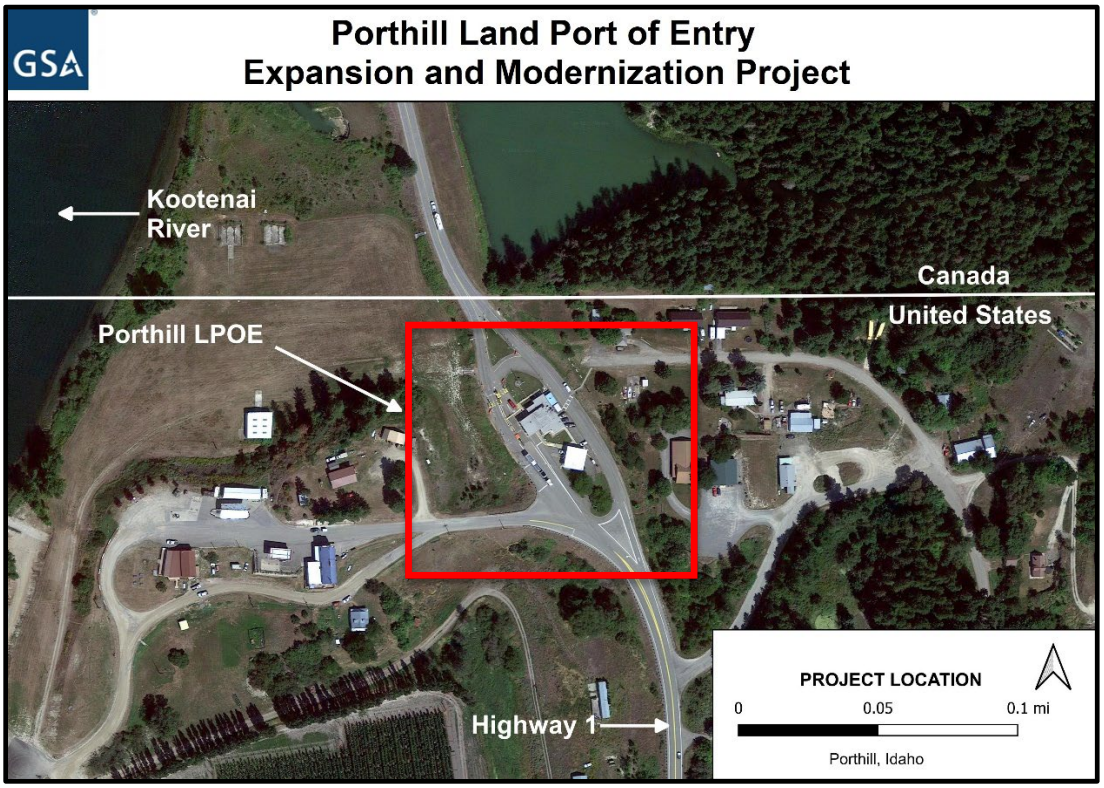


Figure 2-2. Porthill LPOE Project Area and Vicinity

2.1 EXISTING FACILITIES

The Porthill LPOE primarily consists of the main port building, which oversees two non-commercial lanes and one lane that can process permitted commercial traffic. The facility is open from 7:00 AM to 7:00 PM, 12 hours per day, seven days a week, and processes non-commercial vehicles, buses, pedestrians, and limited commercial traffic. The main building is a one-story building which contains an open office work area, staff lockers, Local Area Network (LAN) and Centralized Area Surveillance Center (CASC) servers, a public waiting area with service counter,

a holding cell, a port director's office, and a storage room. The basement level houses storage and a furnace unit. All interior spaces currently operate at full capacity with no current room for expansion. During 2006, a minor renovation occurred at the facility consisting of installation of two metal sheds on the site: one for long-term storage and the other to house a new emergency generator (Parsons, 2019).

The LPOE site also includes a decommissioned 1930s-era port facility and two adjacent residences owned and used by CBP. These three structures are on a bluff to the east of the port facility, across the northbound road from the main building (Parsons, 2019). These buildings are not included in this project.

2.2 PROPOSED ALTERNATIVES

The EA will consider two "action" alternatives and one "no action" alternative. The two "action" alternatives would consist of demolition, disposal, construction, and expansion activities at the existing Porthill LPOE. Both alternatives could include the following activities:

- Full or partial demolition and disposal of existing LPOE structures;
- Construction and operation of a new port facility based upon the CBP small port prototype. This specific port design includes all basic port components, such as a new main port facility building, with smaller facility footprints than standard ports;
- Construction of four privately-owned vehicle (POV)/commercial lanes each with a high/low booth, which are inspection booths with a high window for truck inspections and a low window for POV inspections;
- Construction of one outbound lane with a high/low booth; and
- Addition of inspection lanes and associated canopy and booth spaces for commercial and personal vehicles.

The "no action" alternative assumes that demolition and disposal of existing facilities, construction of new facilities, and expansion of LPOE operations would not occur. The LPOE would continue to operate under current conditions.

3.0 NOTIFICATION OF SCOPING MEETING

This section summarizes the outreach conducted to inform the public of the Porthill LPOE public scoping meeting and solicit comments on the project. GSA notified the public of the public scoping meeting using multiple channels of communication, including advertisements in local newspapers, letters to interested parties, and social media posts. GSA accepted public comments during the public scoping period from May 4 to June 5, 2023.

3.1 NEWSPAPER ADVERTISEMENTS

Solv printed advertisements in two local newspapers in the weeks preceding the public scoping meeting. The advertisement indicated GSA's intent to prepare an EA and conduct a scoping meeting; provided a brief description of the project; identified the virtual public scoping meeting time and location; and included the link to register for the public scoping meeting and instructions for submitting comments. Solv published the advertisement in the *Bonners Ferry Herald* on May 4 and May 11, 2023, and in *The Bonner County Daily Bee* on May 6, 2023. Appendix A contains affidavits of the legal notices.

3.2 PRESS RELEASE AND SOCIAL MEDIA

GSA posted a press release on the GSA Northwest Arctic Region 10 website on May 10, 2023, that briefly summarized the purpose of the scoping meeting, detailed the time and date, and provided a link to the virtual meeting. Appendix B contains a screenshot of the press release.

GSA posted a social media notice to the "U.S. General Services Administration Northwest/Arctic Region" Facebook page on May 10, 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 May 10, 2023. Appendix B contains screenshots of the Facebook and Twitter posts.

3.3 INTERESTED PARTIES LETTER

A list of stakeholders was developed for the Porthill LPOE 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 May 1 and 2, 2023 and emailed as an attachment on May 4, 2023 to those interested parties with available email addresses. The letter provided background information on the project, a brief description of the alternatives, the date and time of the public scoping meeting, and instructions on how to submit comments. Appendix C contains the list of interested parties identified for the Porthill LPOE modernization project and a copy of the letter sent to interested parties.

4.0 PUBLIC SCOPING MEETING

The purpose of a 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 implementation of the proposed project, and gather information to determine the scope of issues to be addressed in the EA.

4.1 MEETING DETAILS AND LOCATION

GSA held a virtual public scoping meeting on Wednesday, May 17, 2023 from 5:00 to 7:00 PM PDT on Zoom. A total of nine people attended the virtual public meeting, in addition to GSA personnel and personnel from Solv, LLC., GSA's NEPA contractor.

Throughout the public scoping meeting, the GSA presentation team worked to encourage discussion and information sharing and to ensure 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 (General Services Administration)" YouTube channel and the project website. After the presentation, GSA allowed attendees 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 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 D contains the handout, comment form, and sign-in sheet for the pubic scoping meeting.

5.0 PUBLIC SCOPING COMMENTS

GSA invited scoping comments on the Porthill LPOE EA 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 Draft EA. Appendix E contains an index of all comments organized by source and date. Appendix F 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 32-day comment period. Public and agency commenters submitted comments to GSA verbally at the public scoping meeting and through email. GSA created a project inbox specifically to receive public comments pertaining to this project.

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 eight commenters provided input during the scoping period. Appendix E includes an index of comments including the commenter name, affiliation, date received, and nature of the comment. Appendix F 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 nine commenters submitted 15 different comments (a few commenters submitted 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	0	1
Environmental Justice	1	0	1
Historical Resources	1	0	1
Purpose and Need	0	1	1
Public Outreach	1	0	1
Public Scoping Meeting	1	1	2
Requests for Information	2	2	5
Traffic and Transportation	1	0	1
Tribal Consultation	1	0	1
Water Quality	1	0	1
Total	8	4	15

[b]Public (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 nine subject categories as shown in Table 5-1 above.

5.4.1 Air Quality

One (1) commenter submitted one (1) comment regarding air quality. The commenter requested that the Draft EA analyze the proposed action's potential impacts on air quality. Additionally, the commenter recommended that the Draft EA include specific measures that would be in place to minimize any potential impacts and decrease the potential exposure of air pollutants to sensitive populations.

5.4.2 Environmental Justice

One (1) commenter submitted one (1) comment about Environmental Justice (EJ). The commenter requested that the Draft EA assess potential impacts the project may have on communities with EJ concerns and recommended resources for identifying EJ communities in the vicinity of the project area.

5.4.3 Historical Resources

One (1) commenter submitted one (1) comment regarding historical resources. The commenter stated that they were not aware of any specific resources, but noted that Porthill is a historic area and could potentially contain historical artifacts. The commenter requested that the Kootenai Tribe of Idaho and the Boundary County Historical Society be contacted if any artifacts are exposed before beginning construction.

5.4.4 Purpose and Need

One (1) commenter submitted one (1) comment regarding the purpose and need for the proposed action. The commenter noted that the proposed action would expand the port by nearly three times in size and requested more information detailing the need for expanded facilities at the Porthill LPOE.

5.4.5 Public Outreach

One (1) commenter submitted one (1) comment regarding public outreach for the project. The commenter noted Boundary County, Idaho resident interest in the project and suggested that CBP conduct outreach. GSA conducted outreach throughout the scoping process of this project.

5.4.6 Public Scoping Meeting

Two (2) commenters submitted two (2) comments regarding the public scoping meeting held on May 17th, 2023. One commenter expressed interest in the public meeting, but notified GSA that they would be unable to attend the meeting on the scheduled date. The other commenter requested a copy of the recording of the public meeting. GSA provided this commenter with a link to the recorded public scoping meeting.

5.4.7 Requests for Information

Four (4) commenters submitted five (5) comments requesting additional information. One commenter, a representative from Senator Fulcher's office, requested a copy of the 2018 Porthill LPOE Feasibility Study, which GSA considers Controlled Unclassified Information (CUI). GSA determined that the entire feasibility study could not be shared. However, GSA provided the commenter with portions of the feasibility study that contain the information relevant to the commenter's inquiry about traffic and transportation, as detailed below in Section 5.4.8.

One commenter requested to be added to the project mailing list and receive additional project updates. The same commenter also requested updates and information on the surveys that would

occur on a property adjacent to the existing LPOE. GSA provided additional information regarding the surveys during the public scoping meeting, and Solv added the commenter to the project mailing list.

Another commenter, a representative from Senator Risch's office, requested additional information on acquisition property identification and methods considerations for property acquisition. The commenter also asked if GSA considered expanding the LPOE using the land located east of the current port; GSA is not planning to use the land east of the current port. GSA coordinated with CBP to obtain more information concerning property considerations for the planned expansion of the LPOE, and this information will be included in the Draft EA. Senator Risch's office followed up with a request to CBP for more information on the project and a copy of the feasibility study if possible. Appendix F includes the request for information and the CBP response to the inquiry.

5.4.8 Traffic and Transportation

One (1) commenter submitted one (1) comment regarding traffic and transportation. The commenter requested further information on prior traffic patterns at the port and the number of additional lanes that would be implemented under the proposed action. The commenter expressed skepticism of the need for additional lanes at the port.

5.4.9 Tribal Consultation

One (1) commenter submitted one (1) comment regarding tribal consultations. The commenter encouraged GSA to consult with, consider, and incorporate feedback from local tribes.

5.4.10 Water Quality

One (1) commenter submitted one (1) comment regarding water quality. The commenter requested that the Draft EA analyze the potential impacts on water quality, such as increased runoff pollution, that could result from the proposed action. The commenter suggested that the Draft EA include any information relevant to impaired waters per Section 303(d) of the Clean Water Act (CWA), particularly with regard to the Kootenai River.

6.0 LIST OF REFERENCES

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

APPENDIX A: NEWSPAPER AFFIDAVITS

AFFIDAVIT OF PUBLICATION

STATE OF IDAHO)
) ss.
County of Bonner)

RikkiJade Lindstrom, being first duly sworn on oath, deposes and states:

1. I am a citizen of the United States of America, over the age of 18 years, a resident of the State of Idaho, and am not a party to the proceedings referred to in the attached Legal Notice.
My business address is P.O. Box 159, Sandpoint, Idaho.

2. I am the Legal Clerk of the Bonner County Daily Bee, a newspaper of general publication in Bonner County, Idaho;

3. Said newspaper has been continuously and uninterruptedly published in Bonner County, Idaho during a period of 12 months prior to the first publication of said Notice, and thereafter.

4. The attached Notice was published in the regular and entire issue of the Bonner County Daily Bee for a period of 1 consecutive weeks, commencing on the 6 day of May, 2023, and ending on the 6 day of May, 2023.

RJ Lindstrom

State of Idaho, county of Bonner ss.
On this 6 day of May, in the year of 2023, before me, Angela Minehart, Notary Public, personally appeared RikkiJade Lindstrom known or identified to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he/she (or they) executed the same.

Angela Minehart
Notary Public
Residing at: Kootenai County

My Commission Expires 03/20/2029

ANGELA MINEHART NOTARY PUBLIC Comm No. 20231353 STATE OF IDAHO

AFFIDAVIT OF PUBLICATION

State of Idaho

ss

County of Boundary, Rikki Jade Lindstrom being first duly sworn on oath deposes and says that he/she is Legal Clerk of the Bonners Ferry Herald, a newspaper printed and published at Bonners Ferry, Boundary County, Idaho; that the said newspaper has been continuously and uninterruptedly published in said Boundary County during a period of 12 months prior to the first publication of the hereto attached notice of publication in the case of: GSA Porthill LPOE EA

as it was published in the regular and entire issue of the said paper for a period of 2 consecutive weeks, commencing on 4 day of May, 2023 and ending on the 11 day of May, 2023 and that said notice was published in said newspaper.

RS Lindstrom

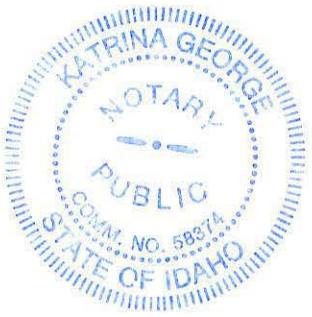
SUBSCRIBED AND SWORN TO before me, this 11 day of May, 2023.

Katrina George

Notary Public-State of Idaho

Residing at: Kootenai County

My Commission Expires 8/29/23



Public Meeting for the Porthill Land Port of Entry Environmental Assessment

The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze the potential environmental impacts from the proposed modernization and expansion of the existing Porthill Land Port of Entry (LPOE).

The Porthill LPOE processes personal vehicles, buses, pedestrians, and limited commercial traffic at the U.S-Canada border in Porthill, Idaho. The current facilities no longer function adequately and cannot meet current operational needs. Traffic flow through the port is currently inefficient and susceptible to congestion and delays. The EA will evaluate alternatives that would improve the efficiency and effectiveness of the Porthill LPOE.

The public is encouraged to attend and participate in a virtual public meeting on May 17,2023 from 5 to 7 p.m. PDT. The registration link to attend the meeting is available below:
https://us06web.zoom.us/meeting/register/tZckfumrqT0qHd1_ismttlzueRFT6AMdFVve

The views and comments of the public are necessary to help determine the scope and content of the environmental analysis. Comments must be postmarked and submitted by June 5, 2023 and can be submitted using the following methods:

- **Comment Form:** Submit comments at the virtual public meeting or throughout the comment period via comment form. The comment form is available on the project website: https://www.gsa.gov/about-us/regions/welcome-to-the-northwest-arctic-region-10/buildings-and-facilities/idaho/porthill-land-port-of-entry
- **Email:** PorthillLPOE@gsa.gov. Include **Porthill LPOE EA** in the subject line of the message.
- **Mail:** Send written comments to the below address.

General Services Administration
Attention: Emily Grimes,
NEPA Project Manager
1301 A Street, Suite 610,
Tacoma, WA 98402

For further information, contact Emily Grimes, GSA NEPA Project Manager, at 253-394-4026. For press inquiries, contact Christi Chidester Votisek, Public Affairs Officer, at 253-931-7127.
Legal#11079
AD#8130
May 4, 11, 2023

APPENDIX B: PRESS RELEASE AND ADVERTISING ON SOCIAL MEDIA

GSA to Host Public Meeting for the Expanded Porthill Land Port of Entry

Christi Chidester Votisek
Public Affairs Officer

Northwest/Arctic Region

Office: 253-931-7127
Cell: 415-816-8512
christina.chidester@gsa.gov

May 10, 2023

Public scoping meeting begins conversation with local community

TACOMA, Wash. — In compliance with the National Environmental Policy Act (NEPA), the U.S. General Services Administration will host a public meeting in support of an Environmental Assessment (EA) for the expansion and modernization of the Porthill Land Port of Entry (LPOE) in Porthill, Idaho. The public is invited to attend the virtual meeting on **May 17 from 5–7pm Pacific Daylight Time**.

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

The online meeting will be hosted via Zoom, and the public can register here: http://ow.ly/GVHz50OaTkP

The Porthill LPOE processes personal vehicles, buses, pedestrians, and limited commercial traffic at the U.S.-Canada border in Porthill. After 55 years of continuous operation, the Porthill LPOE is no longer able to meet the operational needs of the U.S. Customs and Border Protection (CBP). Additionally, traffic flow through the port is inefficient and susceptible to congestion and delays. The port expansion project, funded by the Bipartisan Infrastructure Law, will enhance Porthill LPOE's operational efficiency and capability. The new, modern and energy-efficient facilities will meet CBP's current mission requirements and improve customer service to travelers. The EA will evaluate alternatives that would improve the efficiency and effectiveness of the Porthill LPOE.

The public is encouraged to provide written comments regarding the scope of the EA at the meeting and throughout the comment period. The views and comments of the public are necessary to help determine the scope and content of the environmental analysis. **Comments must be postmarked & submitted by Monday, June 5 via the following methods:**

- **Virtual Meeting:** Comment forms will be distributed & collected during the virtual public meeting. Register for the public scoping meeting at http://ow.ly/GVHz50OaTkP.

- **Email:** Send comments to PorthillLPOE@gsa.gov and include “Porthill LPOE EA” in the subject line of the message.
- **Mail:** Send written comments referencing the “Porthill LPOE EA” 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/Porthill.

Last Reviewed: 2023-05-09

Tweet

GSA Northwest/Arctic Region
@US_GSAR10

NEXT WEEK: GSA is hosting a virtual public meeting to discuss the Porthill Land Port of Entry modernization & expansion project.

💻 Learn more & register: ow.ly/PUcO50OkAB8

12:16 PM · May 10, 2023 · **12** Views

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May 10 at 12:16 PM ·

NEXT WEEK: GSA is hosting a virtual public meeting to discuss the Porthill Land Port of Entry modernization & expansion project.

💻 Learn more & register: http://ow.ly/GsXy50OkAB9

5

Like Comment

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APPENDIX C: DISTRIBUTION LIST AND LETTER TO INTERESTED PARTIES

APPENDIX C. DISTRIBUTION LIST

Organization	Contact Name	Affiliation	Address	Email	Phone Number(s)
Project Stakeholders					
U.S. Customs and Border Protection	Wesley Roemer, Port Director	CBP		wesley.romer@cbp.dhs.gov	208-267-5309
	Jason Greene, Area Port Director			jason.r.greene@cbp.dhs.gov	406-335-5000
	Brett Shahbaz, BIL Project Manager			brett.shahbaz@cbp.dhs.gov	317-918-3286
	Steven Daigle, Northern Region Section Chief			steven.r.daigle@cbp.dhs.gov	317-951-6855
Federal Agencies					
United States Congress	Senator Mike Crapo	US Senate		Contact form: Email Me | U.S. Senator Mike Crapo (senate.gov)	DC Office: 202-224-6142
	Senator James E. Risch			Contact form: E-mail - James E Risch, U.S. Senator for Idaho (senate.gov)	DC Office: 202-224-2752
	Representative Russ Fulcher	US House of Representatives		Contact form: https://fulcher.house.gov/email-me	DC Office: 202-225-6611
U.S. Department of Transportation	Scott Frey, Transportation Engineer	Federal Highways Administration, Idaho Division Office		Scott.Frey@fhwa.dot.gov	208-334-9180 x115
	Idaho Division Office	Federal Highways Administration	Idaho Division 3050 Lakeharbor Lane, #126 Boise, ID 83703	idaho.fhwa@dot.gov	208-334-1843
Environmental Protection	Casey Sixkiller, Regional Administrator		U.S. EPA, Region 10	sixkiller.casey@epa.gov	Office: 800-424-4372

Organization	Contact Name	Affiliation	Address	Email	Phone Number(s)
Agency Region 10		Office of the Regional Administrator	1200 Sixth Avenue, Suite 155 Seattle, WA 98101		Office: 206-553-1234
	Michelle Pirzadeh, Deputy Regional Administrator			pirzadeh.michelle@epa.gov	Office: 206-553-1200
State Agencies					
Idaho Transportation Department	Scott Stokes, Director	Idaho Transportation Department	Idaho Transportation Department (ITD) 3311 W. State Street Boise, Idaho 83703		208-334-8027
	Bill Moad, Chairman				208-334-8808
	Jim Thompson, Transportation Board Member (District 1)				208-597-4335
	Dan Conner, Land Owner, Airport Manager	Idaho Transportation Department Idaho Division of Aeronautics	1390 W. Gowen Rd Boise, ID, 83705	dan.conner@itd.idaho.gov	Cell: 208-484-1521 Office: 208-334-8893
Idaho State Historical Society	Janet Gallimore, Executive Director, State Historic Preservation Officer		2205 Old Penitentiary Rd. Boise, ID 83712	janet.gallimore@ishs.idaho.gov	208-334-2682
	Tricia Canaday, SHPO Administrator/SHPO Deputy		210 Main Street Boise, ID 83702 Phone: (208) 334-3861	tricia.canaday@ishs.idaho.gov Office: SHPO@ishs.idaho.gov	208-488-7462
Idaho Fish and Game	Regional Office - Panhandle		2885 W. Kathleen Ave. Coeur d'Alene, ID 83815		208-769-1414 Fax: 208-769-1418
Idaho State Legislature	State Senator Scott Herndon	State Senate	246 Otts Road, Sagle, ID, 83860	sherndon@senate.idaho.gov	208-610-2680

Organization	Contact Name	Affiliation	Address	Email	Phone Number(s)
					Statehouse 208-332-1349 (Session Only)
	State Representative Mark Sauter	State House of Representatives	PO Box 1031, Sandpoint, ID, 83864	msauter@house.idaho.gov	208-332-1035 Statehouse:208-332-1035 (Session Only)
	State Representative Sage G. Dixon		PO Box 206, Ponderay, ID, 83852	sdixon@house.idaho.gov	208-610-4800 Statehouse: (208) 332-1185 (Session Only)
Idaho Office of the Governor	Governor Brad Little	Governor's Office	PO Box 83720 Boise, ID 83720	Comment form: https://gov.idaho.gov/contact/	208-334-2100 Fax: 208-854-3036
Idaho Department of Environmental Quality	Daniel McCracken, Regional Administrator	Coeur d'Alene Regional Office	2110 Ironwood Parkway Coeur d'Alene, ID 83814	dan.mccracken@deq.idaho.gov	208-666-4621
Canadian Government					
BC Ministry of Transportation	Hugh Eberle, Manager of West Kootenay District			hugh.eberle@gov.bc.ca	
Canada Border Services Agency (CBSA)	Ryan Vanderstar, Assistant Director	Pacific Region		ryan.vanderstar@cbsa-asfc.gc.ca	
Tribal Governments					
Kootenai Tribe of Idaho	Jennifer Porter, Chair		PO Box 1269 Bonner's Ferry, ID 83805	jennifer@kootenai.org	
Local Governments					
	Wally Cossairt,		P.O. Box 419		208-267-7723

Organization	Contact Name	Affiliation	Address	Email	Phone Number(s)
Boundary County, Idaho	Commissioner, Dist. 1	Boundary County Idaho Government	Bonners Ferry, Idaho 83805	commissioners@boundarycountyid.org	Fax: 208-267-7814
	Tim Bertling, Commissioner, Dist. 2				
	Glenda Poston, Boundary County Clerk				
	Michelle Rohrwasser, Boundary County Commission Clerk				
	Dan Dinning, Commissioner, Dist. 3				
	Caleb Davis, Chair	Boundary County Planning and Zoning	Planning & Zoning P.O. Box 419 Bonners Ferry, ID 83805	planning@ruenyeager.com	208-265-4629
	Wade Purdom, Co-Chair	Boundary County Road & Bridge	Road & Bridge 73 Sunrise RD P.O. Box 1418 Bonners Ferry, ID 83805		
	Renee Nelson, Co-Superintendent			rnelson@boundarycountyid.org	208-267-3838 Fax:208-267-7978
	Randy Morris			rmorris@boundarycountyid.org	
City of Bonners Ferry	James R. “Dick” Staples	Office of the Mayor	7232 Main St. P.O. Box 149 Bonners Ferry, ID 83805		208-267-3105 Fax: 208-267-4398
	Rick Alonzo, City Council President	City Council			
	Brion Poston, City Council Member				
	Ron Smith, City Council Member				
	Valerie Thompson, City Council Member				
	Lisa M. Ailport, AICP, City Administrator			lailport@bonnersferry.id.gov	Direct Line: 208-267-4379

Organization	Contact Name	Affiliation	Address	Email	Phone Number(s)
					City Hall: 208-267-3105
	Christine McNair, City Clerk			cmcnair@bonnersferry.id.gov	
Public and Private Organizations					
Bonners Ferry Chamber of Commerce	Patti Solt, Board Member		6373 Bonner St. Bonners Ferry, ID 83805	info@bonnersferrychamber.org	208-290-1143
Boundary County Historical Society, Inc.	Cal Russell, President		7229 Main Street Bonners Ferry, ID 83805	bcmuseum@meadowcrk.com	208-267-7720
Boundary Economic Development Council	David Sims, Director		P.O. Box 149 Bonners Ferry, ID 83805	dsims@boundaryedc.com	208-304-2567
Adjacent Landowners					
	Diane Jacobson and Lars Jacobson	Land Owner – Jake's Landing	[redacted]	[redacted]	[redacted]

GSA, Northwest/Arctic Region

May 1, 2023

Dear Interested Reader,

The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) to analyze the potential environmental impacts from the proposed modernization and expansion of the existing Porthill Land Port of Entry (LPOE).

The Porthill LPOE is an inspection facility where U.S. Customs and Border Protection (CBP) processes personal vehicles, buses, pedestrians, and limited commercial traffic at the U.S-Canada border in Porthill, Idaho, east of the Kootenai River. The LPOE resides at the intersection of Highway 1 and the international border, and has two primary, non-commercial lanes, with one lane that can process permitted commercial traffic. The current facilities no longer function adequately and cannot meet current operational needs. Traffic flow through the port is currently inefficient and susceptible to congestion and delays.

The EA will consider one “no action” alternative and two “action” alternatives. Alternative 1 consists of the “no action” alternative, which assumes that GSA would not expand or modernize the Porthill LPOE and that operations would continue under the current conditions. Alternative 2 consists of a small port prototype with full demolition of the original facilities once construction of the new facilities is complete. Alternative 3 consists of a small port prototype with partial demolition. This would include the expansion and renovation of the Porthill LPOE like Alternative 2, but only the aboveground structures would be demolished. Alternative 3 would continue to use existing site foundations and utilities.

A public meeting will be held virtually via Zoom from 5 to 7 PM PDT on May 17, 2023. Project information will be presented at the meeting via a PowerPoint presentation, posters, and a handout. Interested parties are encouraged to attend and provide written comments regarding the scope of the EA. The registration link to attend the meeting is available below:
https://us06web.zoom.us/meeting/register/tZckfumrqT0qHd1_ismttlzueRFT6AMdFVve.

You may submit comments during the Zoom meeting or at any time during the comment period. Comments must be postmarked and submitted by June 5, 2023 and can be submitted using the following methods:

- **Comment Form:** Submit comments at the virtual public meeting or throughout the comment period via comment form. The comment form is available on the project website: https://www.gsa.gov/about-us/regions/welcome-to-the-northwest-arctic-region-10/buildings-and-facilities/idaho/porthill-land-port-of-entry.
- **Email:** PorthillLPOE@gsa.gov. Include **Porthill LPOE EA** in the subject line of the message.
- **Mail:** Send written comments to the below address.

  General Services Administration
  Attention: Emily Grimes, NEPA Project Manager
  1301 A Street, Suite 610, Tacoma, WA 98402

For further information, contact Emily Grimes, GSA NEPA Project Manager, at 253-394-4026. For press inquiries, contact Christi Chidester Votisek, Public Affairs Officer, at 253-931-7127.

APPENDIX D: PUBLIC MEETING HANDOUTS AND REGISTRATION

National Environmental Policy Act (NEPA) Process

- 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.
- 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 Porthill Land Port of Entry (LPOE) is located in northern Idaho and processes personal vehicles, buses, pedestrians, and limited commercial traffic.
- The existing facilities at the LPOE are too small to accommodate the current staff. Additionally, current traffic flow through the LPOE is inefficient, which causes congestion and delays. This project seeks to expand and modernize the Porthill LPOE to meet the current operational needs.

Proposed Alternatives

The EA will consider two “action” alternatives and one “no action” alternative. The two “action” alternatives would consist of renovation and expansion activities at the existing Porthill LPOE. Both “action” alternatives could include the following activities:

- Construction and operation of a new main building for the port facility;
- Construction of a small port prototype;
- Addition of inspection lanes and associated canopy and booth spaces for commercial and personal vehicles; and
- Full or partial demolition of existing LPOE structures.

The “no action” alternative assumes that any demolition of existing facilities, construction of new facilities, and expansion of LPOE operations would not occur. The LPOE would continue to operate under current conditions.

Submitting Comments

1. Fill out a comment form and submit it during this meeting or throughout the comment period.

2. Email comment to PorthillLPOE@gsa.gov. Include “Porthill LPOE EA” in the subject line of the message.

3. Mail comment by June 5, 2023 to:

Attention: Emily Grimes
NEPA Project Manager
U.S. General Services Administration
1301 A Street, Suite 610
Tacoma, WA 98402

4. 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:

PorthillLPOE@gsa.gov

Please reference **"Porthill LPOE EA"** in the subject line of the email. Comments **MUST** be postmarked on or before June 5th to ensure full consideration during the scoping process.

_____
_____
_____
_____

Place Stamp Here

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

Tape Here

GSA Porthill Land Port of Entry EA Scoping Comment Form

Public participation is an essential component of the National Environmental Policy Act (NEPA) process, and GSA welcomes comments on the Environmental Assessment (EA) for the expansion of a Land Port of Entry (LPOE) at Porthill, ID.

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.

Which key issues and topics would you like to see covered in the EA?

What adverse or beneficial impacts do you think the proposed project might have on the natural and human environment?

Please provide any other comments you may have below. Attach additional sheets as needed.

Virtual Sign-in Sheet

Name	Email	Affilitation	Informed of project updates?
Cindy McQueen	[redacted]	none	Yes, via email
Emily Good	good.emily@epa.gov	EPA	Yes, via email
Nathalie Jacque	nathalie.jacque@solvllc.com	Solv	n/a
Rick Rachow	rick.rachow@gsa.gov	GSA	n/a
DR DWIGHT SANDERS SE	[redacted]	none	Yes, via email
Kate Gill	kate.gill@gsa.gov	GSA	n/a
Leon Kolankiewicz	Leon.Kolankiewicz@solvllc.com	Solv	n/a
Caleb Davis	Caleb.Davis@mail.house.gov	Representative Fulcher's Office	Yes, via email
Emily Grimes	emily.grimes@gsa.gov	GSA	n/a
Michael Clark	[redacted]	none	Yes, via email
Lars Jacobson	[redacted]	none	Yes, via email
Marc Kilmer	marc_kilmer@risch.senate.gov	Senator Risch's Office	Yes, via email
David Sims	dsims@boundaryedc.com	Boundary Economic Development Council	Yes, via email
Ryan Vanderstar	Ryan.Vanderstar@cbsa-asfc.gc.ca	CBSA	Yes, via email
Melissa Mertz	melissa.mertz@gsa.gov	GSA	n/a
Melissa Hibray	melissa.hibray@gsa.gov	GSA	n/a
Kimberly Johnson	kimberly.johnson@gsa.gov	GSA	n/a
Kim Gant	kimberly.gant@gsa.gov	GSA	n/a

APPENDIX E: INDEX OF COMMENTS BY SOURCE AND DATE

Commenter Code	Date	Name	Affiliation	Nature of comment	Comment method
A1	5/11/2023	Dan Conner	Idaho Transportation Department	Public Scoping Meeting; Expressed interest in the public meeting, but noted that they would be unable to attend.	Email
P1	5/17/2023	Cindy McQueen	Public	Purpose and Need; Requested more information about the need for expanded facilities at the Porthill LPOE. Specifically wondered why the facility needed to increase nearly 3x in size	Scoping Meeting
A2	5/17/2023	Caleb Davis	Congressman Fulcher's Office	Traffic and Transportation; Requested information on how many additional lanes would occur and the previous traffic at the port.	Scoping Meeting
A2	5/17/2023	Caleb Davis	Congressman Fulcher's Office	Request for information; Requested to review the 2018 feasibility study.	Scoping Meeting
P2	5/17/2023	Lars Jacobson	Public	Request for information; Wanted additional project updates and to be added to the project mailing list.	Scoping Meeting
P2	5/17/2023	Lars Jacobson	Public	Request for information; Requested updates on the surveys that were going to occur on their property.	Scoping Meeting
A3	5/17/2023	Marc Kilmer	Senator Jim Risch's Office	Request for information; Wanted additional information on how properties were identified for acquisition, and how they would be acquired (Specifically referenced eminent domain).	Scoping Meeting
A4	5/18/2023	Dottie Gray	Boundary County Historical Society	Historical Resources; Stated that Porthill is a historic area and could potentially contain historical artifacts. Requested that the Kootenai Tribe of Idaho and the Boundary County Historical Society be contacted if any artifacts are exposed during construction.	Email
A5	6/2/2023	Senator Jim Risch's Office	Senator Jim Risch's Office	Request for Information; Requested additional information from CBP on the expansion and a copy of the feasibility study if available.	Congressional Inquiry
A5	6/2/2023	Senator Jim Risch's Office	Senator Jim Risch's Office	Public Outreach; Noted that locals in Boundary County, Idaho are interested and suggested that CBP conduct outreach	Congressional Inquiry
A6	6/5/2023	Rebecca Chu	EPA	Air Quality; Requested that the Draft EA assess potential impacts the project may have on air quality, including air pollutant emissions and the potential exposure of these pollutants to nearby populations. Recommended that the Draft EA discusses measures to minimize impacts and decrease exposure of pollutants to sensitive populations.	Email
A6	6/5/2023	Rebecca Chu	EPA	Environmental Justice; Requested that the Draft EA assess potential impacts the project may have on communities with EJ concerns and recommended resources for identifying and considering potential EJ communities in the vicinity of the project area.	Email
A6	6/5/2023	Rebecca Chu	EPA	Tribal Consultation; Encouraged that GSA consult with local tribes and incorporate their feedback into the Draft EA.	Email
A6	6/5/2023	Rebecca Chu	EPA	Water Quality; Requested that the Draft EA assess potential impacts the project may have on water quality and noted that the Draft EA should discuss any potential	Email
P3	6/8/2023	Marcy Good	Public	Public Scoping Meeting; Wanted to view the recording of the public meeting that was held on May 17.	Email

APPENDIX F: PUBLIC COMMENTS RECEIVED

From: Dan Conner
To: kevin.ebert@solvllc.com
Subject: RE: GSA Porthill Land Port of Entry Environmental Assessment
Date: Thursday, May 11, 2023 5:33:51 PM
Attachments: image002.png

Thank you Kevin,

Normally I would probably attend. In this case I'll be traveling back from a conference.
Thank you for the communication and I'd love to hear how everything turns out.

Dan

Dan Conner
Airport Manager
Idaho Transportation Department
Idaho Division of Aeronautics

1390 W. Gowen Rd
Boise, ID, 83705
(208) 334-8893
dan.conner@itd.idaho.gov

Visit us at: itd.idaho.gov/aero

From: kevin.ebert@solvllc.com <kevin.ebert@solvllc.com>
Sent: Thursday, May 04, 2023 3:00 PM
To: Dan Conner <Dan.Conner@itd.idaho.gov>
Subject: GSA Porthill Land Port of Entry Environmental Assessment

---

Dear Dan Conner,

I am a contracted environmental scientist assisting the General Services Administration (GSA) with the preparation of an Environmental Assessment (EA) for the modernization of the Porthill, Idaho Land Port of Entry (LPOE). The attached letter describes details of the project, provides instructions for how to comment, and includes the link to register for the upcoming virtual public meeting on Wednesday, May 17th. Please direct all questions regarding the project to PorthillLPOE@gsa.gov.

Thank you,

Kevin Ebert 703 760 4801 ext. 188
kevin.ebert@solvllc.com
MailPlus Server has detected a possible fraud attempt from "protect-us.mimecast.com" claiming to be www.solvllc.com

From: bcmuseum@meadowcrk.com
To: kevin.ebert@solvllc.com
Subject: Re: GSA Porthill Land Port of Entry Environmental Assessment
Date: Thursday, May 18, 2023 2:21:16 PM

Dear Kevin Ebert,

The Boundary County Historical Society is in receipt of your emails and the letter regarding GSA Porthill Land Port of Entry Environmental Assessment, and would like to respond and thank you for including the Historical Society in the process of preparing an environmental assessment. We have forwarded your information to Jennifer Porter, Chair of the Kootenai Tribe of Idaho for her perusal also.

Historical Field Researcher, Terry Howe, has read the information and letter and provided his opinion on historic interest in the Porthill area. He believes there is nothing particular to be aware of. However, that being said, we would like to note that Porthill is an historic area, once inhabited by David McLoughlin who ran a trading post at Fort Flatbow/Ockonook and his wife Annie Grizzly, a Kootenai Tribal member. They claimed 160 acres and raised potatoes as well as nine children on their parcel of land. It is, therefore, possible that construction may uncover some artifacts dating back to the 1860s-1870s. We would request that both the Kootenai Tribe of Idaho and the Historical Society be consulted if any artifacts are exposed before continuing with construction efforts.

Again, we appreciate the opportunity to be included in this assessment process.

Sincerely,
Dottie Gray, Secretary
Boundary County Historical Society, Inc.

On 2023-05-04 2:08 pm, kevin.ebert@solvllc.com wrote:
> Dear Cal Russell,
>
> I am a contracted environmental scientist assisting the General
> Services Administration (GSA) with the preparation of an Environmental
> Assessment (EA) for the modernization of the Porthill, Idaho Land Port
> of Entry (LPOE). The attached letter describes details of the project,
> provides instructions for how to comment, and includes the link to
> register for the upcoming virtual public meeting on Wednesday, May
> 17th. Please direct all questions regarding the project to
> PorthillLPOE@gsa.gov.
>
> Thank you,
>
> Kevin Ebert 703 760 4801 ext. 188

>
> kevin.ebert@solvllc.com
>
> www.solvllc.com [1]
>
>
>
> Links:
> ------
> [1] http://www.solvllc.com

Expansion of Porthill LPOE Inquiry

ACTION: Please provide a response to Senator Risch's office, communicating the feasibility study and any additional information. No template identified.

BACKGROUND: Senator Risch's office reached out to OCA for information on the expansion of Porthill and the feasibility study that was conducted. Could you please provide a response and any additional information by COB 6/2 that I can share with the staff?

Staffer's Inquiry:
I sat in on GSA's recent Zoom meeting regarding the plans to expand Porthill. GSA did not have much information on what CBP had planned regarding the expansion. Do you have anything you can share about what is planned at Porthill? Do you have the feasibility study that you could share? I know that Rep. Fulcher's office and Sen. Crapo's office are also interested in learning more about this. When talking to locals in Boundary County they are also interested in learning more about this. It may be a good idea for CBP to do some outreach in the area.

Response:
Built in 1967, the Porthill LPOE is a limited-service port between Porthill, Idaho, and eastern British Columbia and primarily processes POV and bus traffic, but also processes a limited number of pedestrians (mostly hikers) and permitted commercial traffic.

The current modernization project funded through the Bipartisan Infrastructure Law is slated for completion in 2028 and includes:

- Site acquisition of land to be purchased from the State of Idaho and a private landowner
- Site development to reshape existing hilltop areas and slopes
- Construction of new inspection facilities
- Increase in privately owned vehicle capacity from one to three lanes

GSA's March 2019 project fact sheet is attached for reference. Additional information can be found at GSA's Porthill LPOE site.

U.S. General Services Administration

Porthill
Land Port of Entry

Border crossing station in Porthill, Idaho

Estimated Budget: $45 million - $55 million

Primary Tenants

Project Overview

The Porthill LPOE is a limited-service port of entry operating 12 hours a day, seven days a week between Porthill, Idaho and eastern British Columbia, Canada. It primarily serves personal vehicles and buses, but also processes a limited number of pedestrians (mostly hikers) and permitted commercial truck traffic. It is relatively remote: 27 miles northwest of Bonners Ferry, ID. After 55 years of continuous operation, the Porthill LPOE is no longer able to meet the operational needs of CBP. The Port Expansion project will enhance the Port's operational efficiency and capability, providing new, modern and energy efficient facilities to house port operations and processing functions.

Current Status

GSA awarded a contract to Solv LLC, a small business, for an Environmental Assessment on December 20, 2022.

Project Timeline

Planning

Project Development Study/CMA/Acquisition Services
April 2023 - March 2025

Design

Design Award
April 2025

Construction

Construction Start Date
January 2026

Substantial Completion
January 2028

The Bipartisan Infrastructure Law includes $3.4 billion for GSA to modernize and construct land ports of entry along the nation's borders. These projects will strengthen supply chains, create good-paying jobs, enhance safety and security, and serve as models of sustainability.

Contact:
Christi Chidester Votisek, GSA Public Affairs Officer, christina.chidester@gsa.gov

www.gsa.gov/Porthill

Last Updated: April 18, 2023

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 155, 14-D12
Seattle, WA 98101-3144

REGIONAL
ADMINISTRATOR'S
DIVISION

June 5, 2023

Emily Grimes, Environmental Program Manager
General Services Administration
1301 A Street, Suite 610
Tacoma, Washington 98402

Dear Emily Grimes:

The U.S. Environmental Protection Agency has reviewed General Services Administration's May 2023 notice to prepare an Environmental Assessment for the Porthill Land Port of Entry (EPA Project Number 23-0020-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 Draft EA will consider the effects of proposed expansion and modernization of the Porthill Land Port of Entry located in Northern Idaho, bordering Eastern British Columbia, Canada. The DEA will consider two action alternatives and one "no action" alternative. Both action alternatives would include renovation and expansion activities and may include construction of a new main building, a small port prototype, additional inspection lanes and full or partial demolition of existing LPOE structures.

EPA recognizes GSA's public participation engagement opportunities, including the May 10th virtual public meeting, and encourages further meaningful engagement opportunities, including environmental justice (EJ) concerns. EPA's detailed comments include recommendations for the NEPA analysis related to air quality impacts, EJ concerns, tribal consultation, and water quality impacts.

Thank you for the opportunity to provide scoping comments for this project. If you have questions about this review, please contact Emily Good of my staff at 208-378-5760 and good.emily@epa.gov or me, at (206) 553-1774 or at chu.rebecca@epa.gov.

Sincerely,

REBECCA CHU

Digitally signed by REBECCA CHU
Date: 2023.06.05 14:01:35 -07'00'

Rebecca Chu, Chief
Policy and Environmental Review Branch

Enclosure

U.S. EPA Detailed Comments on the
Porthill Land Port of Entry Project
Porthill, Idaho
June 5, 2023

Air Quality

EPA recommends the DEA assess potential air quality impacts during activities including construction, maintenance and operations associated with increased vehicle traffic from border crossings. Include in the analysis evaluating air toxics and criteria air pollutants, including diesel particulate matter emissions and fugitive dust emissions.

For potential air pollutant emissions during construction and from vehicle traffic associated with the border crossing, identify potential exposure of these pollutants to nearby populations. EPA recommends including a discussion of measures to minimize air quality impacts to the local environment and decrease exposure of construction related emissions to sensitive populations.

Environmental Justice (EJ)

Executive Order 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All[1] highlights the need for a whole-of-government effort to confront longstanding environmental injustices and inequities. Consistent with Executive Order 12898, EO 14096 calls on each agency to make achieving 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.

EPA recommends utilizing tools such as EJScreen, which is a national consistent EJ screening and mapping tool[2]. Identifying communities with potential EJ concerns is an important first step for assessing and addressing the direct, indirect, and cumulative effects of federal actions on communities with EJ concerns. EJScreen enables users to compile data that better helps them understand the concerns of impacted communities.

Projects in rural locations such as Bonners Ferry and Porthill, Idaho have potential have communities with EJ concerns. Critical service gaps such as food deserts and medically underserved areas are common EJ concerns associated with rural communities. It is also important that tribes and Indigenous peoples be considered when identifying communities with EJ concerns given the proximity of the project to the Kootenai Tribe of Idaho.

CEQ's *Environmental Justice Guidance Under the National Environmental Policy Act* (1997) (CEQ's EJ Guidance) states that "Review of NEPA compliance (such as EPA's review under Section 309 of the Clean Air Act) must ensure that the lead agency preparing NEPA analyses and documentation has appropriately analyzed environmental effects on minority populations, low-income populations, or Indian tribes, including human health, social, and economic effects." [3],[4] CEQ's EJ Guidance also

---

[1] https://www.whitehouse.gov/briefing-room/presidential-actions/2023/04/21/executive-order-on-revitalizing-our-nations-commitment-to-environmental-justice-for-all/. Accessed 5/23/23

[2] https://ejscreen.epa.gov/mapper/

[3] Council on Environmental Quality. Environmental Justice Guidance Under the National Environmental Policy Act, pg. 3-4. https://www.epa.gov/sites/default/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf

[4] Council on Environmental Quality. Environmental Justice Guidance Under the National Environmental Policy Act, pg. 10. https://www.epa.gov/sites/default/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf

states that "“Under NEPA, the identification of a disproportionately high and adverse human health or environmental effect on a low-income population, minority population, or Indian tribe does not preclude a proposed agency action from going forward, nor does it necessarily compel a conclusion that a proposed action is environmental unsatisfactory. Rather, the identification of such an effect should heighten agency attention to alternatives (including alternative sites), mitigation strategies, monitoring needs, and preferences expressed by the affected community or population.”[5]

EPA recommends utilizing data from EJ Screen as an initial step to help inform scoping efforts and provide meaningful engagement opportunities for communities with EJ concerns (tribal and non-tribal). EPA recommends the "Environmental Justice Interagency Working Group Promising Practices for EJ Methodologies in NEPA Reviews" report as a resource to apply to this project.[6] This report compiles methodologies from current agency practices for integrating EJ considerations in NEPA processes. Additional strategies for meaningful engagement include:

- Providing timely opportunities for members of the public to participate in decision-making processes.
- Seeking out and encouraging the involvement of persons and communities potentially affected by federal activities including people who are potentially affected and who are not regular participants in federal decision-making.
- Providing meaningful access to individuals with limited English proficiency or individuals with disabilities.
- Providing technical assistance, tools, and resources to assist in facilitating meaningful and informed public participation.

Tribal Consultation
EPA encourages GSA to consult with the tribes and incorporate feedback from the tribes when making decisions regarding the project. EPA recommends the DEA describe the issues raised during the consultations and how those issues were addressed.

Water Quality
EPA recommends the DEA assess potential water quality impacts during activities including construction, maintenance and operations associated with increased vehicle traffic from border crossers. Increased pollution due to the listed activities has the potential to increase runoff into the Kootenai River which has the potential to impact the neighboring Boundary Creek Wildlife Management area and other sensitive ecosystems.

CWA § 303(d)
The Clean Water Act requires identification of impaired waters that do not meet water quality standards, establish priority rankings, and develop action plans referred to as Total Maximum Daily Loads (TMDLs) to improve water quality. EPA suggests the inclusion of any information pertinent to CWA § 303(d) be included in the DEA, particularly regarding the Kootenai river and any efforts related to TMDLs. If effects are found, discuss potential impairments to waterbodies and possible mitigation techniques.

---

[5] Council on Environmental Quality. Environmental Justice Guidance Under the National Environmental Policy Act, pg. 10. https://www.epa.gov/sites/default/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf
[6] Promising Practices for EJ Methodologies in NEPA Reviews: https://www.epa.gov/environmentaljustice/ej-iwg-promising-practices-ej-methodologies-nepa-reviews. Accessed 5/29/23

From: Emily Grimes - 10PMEA
To: nathalie.jacque@solvllc.com; robbie.baldwin@solvllc.com; kevin.ebert@solvllc.com
Subject: Fwd: 5/17 Public Meeting Recording?
Date: Thursday, June 8, 2023 1:23:53 PM

Here is a comment from someone asking about the meeting recording.

---------- Forwarded message ---------
From: Porthill LPOE Project Inbox <PorthillLPOE@gsa.gov>
Date: Thursday, June 8, 2023 at 10:18:42 AM UTC-7
Subject: Re: 5/17 Public Meeting Recording?
To: Porthill LPOE Project Inbox <PorthillLPOE@gsa.gov>
Cc: [redacted]

Hi Marcy,

Yes, the link to the public meeting can be found here, under the Environmental Review section on the Porhill LPOE webpage.

Please let us know if you have any questions.

On Tuesday, June 6, 2023 at 3:27:00 PM UTC-7 Marcy Good wrote:

> Hello,
>
> Is there a link online to the recording of the public meeting held on May 17, 2023 for the Porthill Land Port of Entry?
>
> Best,
>
> **Marcy Good**—
>
> Principal
>
> [redacted]
>
> mithun.com
>
> **2023 AIA Architecture Firm Award Winner**

APPENDIX B: SECTION 106 CONSULTATION CORRESPONDENCE

21 December 2022

Jennifer Porter, Chair
Kootenai Tribe of Idaho
PO Box 1269

VIA ELECTRONIC MAIL to: jennifer@kootenai.org

Re: Land Port of Entry Station (LPOE) - Porthill, ID

Dear Chairwoman Porter,

As part of the unique government-to-government relationship the US Government has with the Kootenai we are contacting you as early as possible as we look to move forward with a project at the Porthill LPOE. On November 6, 2021, Congress passed the Bipartisan Infrastructure Law (BIL), which included funding for redevelopment of the Alcan Land Port of Entry (LPOE). A top priority for the LPOE program is to strengthen the Government-to-Government relationship with sovereign Tribal Nations. We understand that Tribal sovereignty and self-governance must be the cornerstones of

Land Port of Entry of Porthill, ID is an unincorporated community in Boundary County. Porthill serves the International Selkirk Loop as the location of the U.S. Customs Border Protection office on State Highway 1 and then turns into BC Highway 21. GSA currently owns and manages the Port facility. The main facility at Porthill was constructed in 1967, is approximately 3,000 Gross Square Feet (GSF) and is situated on a 2.13 acre site. The port operates 16 hours per day, seven days per week, inspecting non-commercial vehicles, buses, pedestrians, and commercial permit traffic.

GSA proposes to replace the existing LPOE facilities to address multiple deficiencies. In 2019, GSA and CBP completed a Feasibility Study to provide conceptual designs that intend to correct deficiencies at the property and bring the facilities up to LPOE Design Standards.

Previous Cultural Resources Studies

An archaeological surface survey using systematic pedestrian transects was conducted in 2004; the report was prepared in 2008 (Greiser et al. 2008). No archaeological artifacts or features were identified (Greiser et al. 2008). Because the archaeological

U.S. General Services Administration
1301 A Street
Suite 610
Tacoma, WA 98402
www.gsa.gov

sensitivity is low due to previous impacts from construction, no further archaeological investigations were recommended within the Porthill LPOE boundary (Greiser et al. 2008).

Area of Potential Effects and Studies

The preliminary Area of Potential Effects (APE) for this undertaking includes the immediate property at the LPOE with the addition of approximately 2 adjacent acres (See Figure 1 vicinity map). As identification of historic properties efforts commence under Section 106 and the National Environmental Policy Act (NEPA), GSA and our NEPA Cultural Resources consultant will identify additional layers of APE, including but not limited to direct effects, visual effects, audible effects, and other indirect effects as part of their cultural resources reconnaissance and assessments. It is expected that NEPA studies will commence soon, and a final Environmental Assessment will be completed and available for review in 2023-2024.

Future Consultation

Recognizing the unique government-to-government relationship we have with the Kootenai Tribe of Idaho, we invite you to participate in consultation. It is GSA's goal to consult with you early to ensure meaningful dialogue. If you would like to consult on this project, please let me know how we can effectively facilitate communication. We also ask for your assistance in identifying other parties that may wish to engage in the conversation. If you have any questions, please don't hesitate to contact me at kimberly.gant@gsa.gov or 253-666-0891.

Very Respectfully,

KIMBERLY GANT

Digitally signed by KIMBERLY GANT
Date: 2022.12.21 13:31:06 -08'00'

Kimberly Gant
Regional Historic Preservation Officer
U.S. General Services Administration
Public Buildings Service
Northwest Arctic Region 10PCE
kimberly.gant@gsa.gov

cc:

Richard Rachow - 10PCC Melissa Hibray - 10PCC Aaron Evanson - 10PCC
Patrick Manning - 10PCC Amy Heusser - 10PQC Kim Johnson - 10PQC
Rick Risso - 10PQC Beth Savage - PCAB Joan Brierton - PCAB
Luann Caruso - PTC

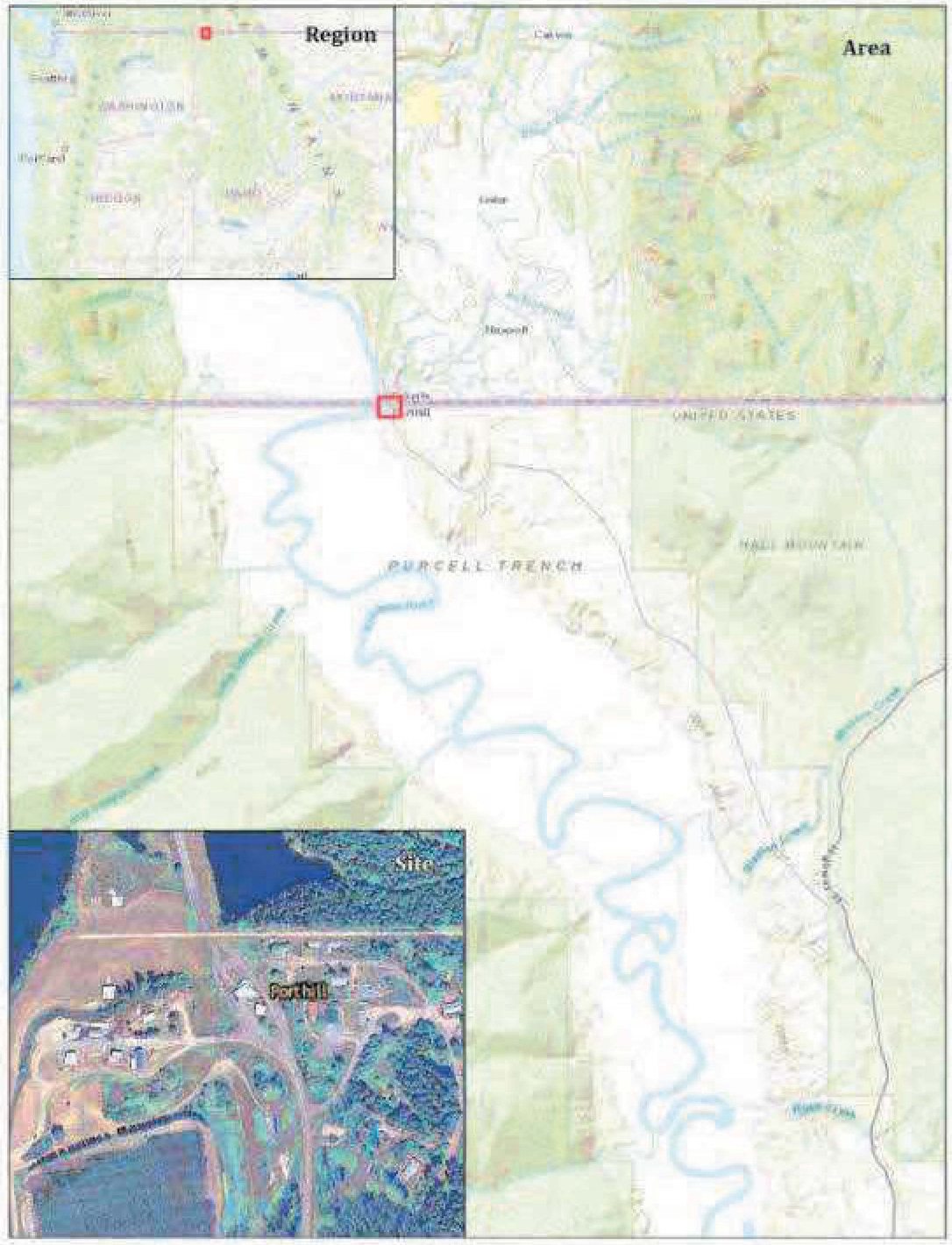

Figure 1: Porthill Vicinity Map

21 December 2022

Tricia Canaday
Deputy State Historic Preservation Officer
SHPO Administrator
210 Main Street

VIA ELECTRONIC MAIL to: tricia.canaday@ishs.idaho.gov;

Re: Initiation of Consultation Pursuant to 36 CFR 800
Land Port of Entry Station - Porthill, ID

Dear Ms. Canaday,

The U.S. General Services Administration (GSA) is proposing to develop the Land Port of Entry (LPOE) property at Porthill, ID. On November 6, 2021, Congress passed the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). On November 15, 2021, the President signed Executive Order (EO) 14052 "Implementation of the Infrastructure Investment and Jobs Act." Finally on December 13, 2021, the President signed EO 14508 "Transforming Federal Customer Experience and Service Delivery To Rebuild Trust in Government." On February 25, 2022, President Biden and GSA announced the list of major LPOE projects funded by the BIL. This includes the Porthill LPOE.

Land Port of Entry of Porthill, ID is an unincorporated community in Boundary County. Porthill serves the International Selkirk Loop as the location of the U.S. Customs office on State Highway 1 and then turns into BC Highway 21. GSA currently owns and manages the Port facility. The main facility at Porthill was constructed in 1967, is approximately 3,000 Gross Square Feet (GSF) and is situated on a 2.13 acre site. The port operates 16 hours per day, seven days per week, inspecting non-commercial vehicles, buses, pedestrians, and commercial permit traffic. These buildings are owned by GSA: a main port building, a non-commercial inspection primary and a non-commercial inspection secondary. A minor renovation, which included the addition of two exterior corrugated metal sheds, one for long-term storage and the other to house a new emergency generator, was completed during 2006. Accompanying the 1967 Port facility are the decommissioned 1930s era Port facility and two adjacent residences. The decommissioned Port facility is in a state of general disrepair, but the residences are owned by U.S. Customs and Border Protection (CBP), of habitable

U.S. General Services Administration
1301 A Street
Suite 610
Tacoma, WA 98402
www.gsa.gov

quality and currently utilized. These three structures are on a bluff to the east of the Port facility, across the northbound road from the main building.

GSA proposes to replace the existing LPOE facilities to address multiple deficiencies. In 2019, GSA and CBP completed a Feasibility Study to provide conceptual designs that intend to correct deficiencies at the property and bring the facilities up to LPOE Design Standards. The study identified a preferred alternative for the undertaking. GSA is currently undertaking a Program Development Study (PDS) to validate the preferred

Previous Cultural Resources Studies

An archaeological surface survey using systematic pedestrian transects was conducted in 2004; the report was prepared in 2008 (Greiser et al. 2008). No archaeological artifacts or features were identified (Greiser et al. 2008). Because the archaeological sensitivity is low due to previous impacts from construction, no further archaeological investigations were recommended within the Porthill LPOE boundary (Greiser et al. 2008).

Area of Potential Effects and Studies

Currently, the preliminary Area of Potential Effects (APE) for this undertaking includes the immediate property at the LPOE with the addition of approximately 2 adjacent acres to the west (See Figure 1 vicinity map). As identification of historic properties efforts commence under Section 106 and the National Environmental Policy Act (NEPA), GSA and our NEPA Cultural Resources consultant will identify additional layers of APE, including but not limited to direct effects, visual effects, audible effects, and other indirect effects as part of their cultural resources reconnaissance and assessments. It is expected that NEPA studies will commence soon, and a final Environmental Assessment will be completed and available for review in 2023-2024.

Future Consultation

It is GSA's goal to consult with you early as part of our responsibility to comply with Section 106 and more specifically to identify properties of historic or cultural significance potentially affected by GSA's undertakings. If you have any questions, please don't

Very Respectfully,

KIMBERLY GANT

Digitally signed by KIMBERLY GANT
Date: 2022.12.21 12:45:31 -08'00'

Kimberly Gant
Regional Historic Preservation Officer
U.S. General Services Administration
Public Buildings Service

Northwest Arctic Region 10PCE
kimberly.gant@gsa.gov

cc:
Richard Rachow - 10PCC Melissa Hibray - 10PCC Aaron Evanson - 10PCC
Patrick Manning - 10PCC Amy Heusser - 10PQC Kim Johnson - 10PQC
Rick Risso - 10PQC Beth Savage - PCAB Joan Brierton - PCAB , GSA
Luann Caruso - PTC

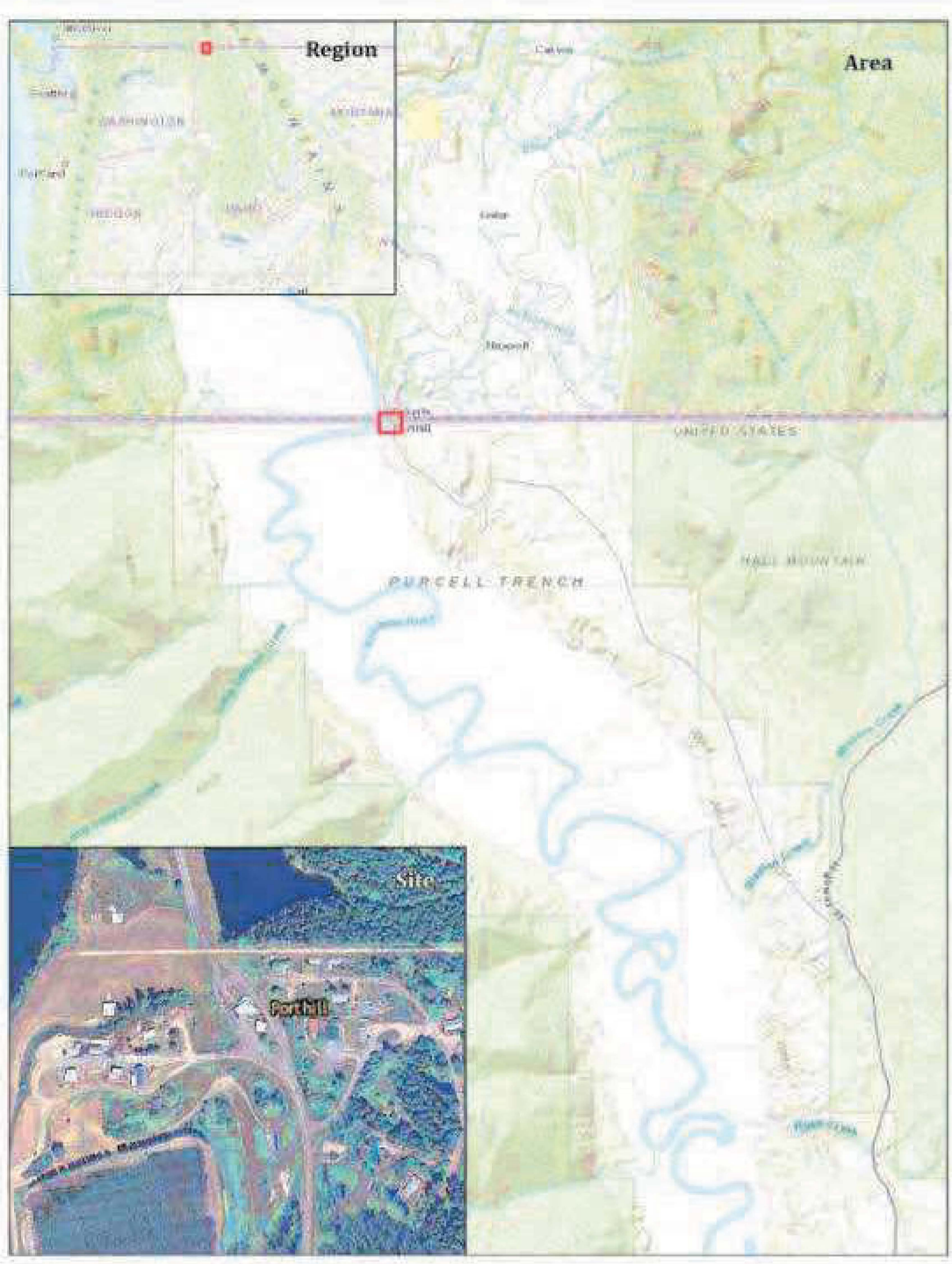

Figure 1: Porthill Vicinity Map

IDAHO STATE HISTORICAL SOCIETY

13 January 2023

Kimberly Grant
Regional Historic Preservation Officer
U.S. General Services Administration
Northwest Arctic Region 10PCE
kimberly.grant@gsa.gov

Via Email

RE: Land Port of Entry Station – Porthill, Idaho / SHPO Rev. No. 2023-174

Dear M. Grant:

Thank you for consulting with our office on the above-referenced project. The State Historic Preservation Office is providing comments to the U.S. Government Services Administration pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR § 800. Consultation with the SHPO is not a substitution for consultation with Tribal Historic Preservation Offices, other Native American tribes, local governments, or the public.

Based on the information received on 21 December 2022, it is our understanding that the scope of the undertaking will include the replacement of the existing Land Port of Entry facilities at Porthill, Boundary County, Idaho.

After review of the documentation provided, we look forward to consulting with you on this project and formalizing the area of potential effects.

Thank you for the opportunity to comment. All future consultation information must be submitted to shpo@ishs.idaho.gov and reference SHPO Rev. No. 2023-174. Please note that our response does not affect the review timelines afforded to other consulting parties. Additionally, the information provided by other consulting parties may cause us to revise our comments. If you have any questions or the scope of work changes, please contact me via phone or email at 208.488.7463 or ashley.molloy@ishs.idaho.gov.

Sincerely,

cn=Ashley L. Molloy, o=Idaho State Historical Society, ou=State Historic Preservation Office, email=ashley.mollloy@ishs.idaho.gov, c=US
2023.01.13 13:37:21 -07'00'

Ashley L. Molloy, M.A.
Historical Review Officer
Idaho State Historic Preservation Office

Brad Little
Governor of Idaho

Janet Gallimore
Executive Director
State Historic Preservation Officer

Administration:
2205 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2682
Fax: 208.334.2774

Idaho State Museum:
610 Julia Davis Dr.
Boise, Idaho 83702
208.334.2120

Idaho State Archives and State Records Center:
2205 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2620

State Historic Preservation Office:
210 Main St.
Boise, Idaho 83702
208.334.3861

Old Idaho Penitentiary and Historic Sites:
2445 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2844

HISTORY.IDAHO.GOV

16 May 2023

Jennifer Porter, Chair
Kootenai Tribe of Idaho
PO Box 1269
Bonner's Ferry, ID 83805-1269

VIA ELECTRONIC MAIL to: jennifer@kootenai.org

Re: Land Port of Entry Station (LPOE) - Porthill, ID

Dear Chairwoman Porter,

In January 2023, I sent a letter inviting the Kootenai Tribe of Idaho to consult on our proposed plan to upgrade and expand operations at the Porthill, ID LPOE. I did not receive a response to my letter; however, it is my intention to keep you informed of progress. Today, I am writing with an update regarding the NEPA and Section 106 process. We are about to begin public scoping as well as cultural resources survey activities. We have defined our initial APE (area of potential effect) to include the extent of proposed ground disturbance (Figure 1). The project includes the acquisition of property immediately to the west of the current LPOE. We propose to construct at least one new building and reconfigure grading on the site. We are still in the programming phase of development and do not yet have a design for the building or site. We do anticipate that the existing port building will remain operational while new facilities are constructed.

Recognizing the unique government-to-government relationship we have with the Kootenai Tribe of Idaho, we invite you to participate in consultation and provide comment on the APE. If you are interested in discussing this project, please let me know how we can effectively facilitate communication. If I do not hear from you, I will still provide the cultural resources report for your review when it becomes available. If you have any questions, please don't hesitate to contact me at kimberly.gant@gsa.gov or 253-666-0891.

Very Respectfully,

KIMBERLY GANT Digitally signed by KIMBERLY GANT
Date: 2023.05.16 13:27:05 -07'00'

Kimberly Gant
Regional Historic Preservation Officer
U.S. General Services Administration
Public Buildings Service
Northwest Arctic Region 10PCE
kimberly.gant@gsa.gov

cc: theresa@kootenai.org
Richard Rachow - 10PCC Melissa Hibray - 10PCC Kim Johnson - 10PQC Luann Caruso - PTC

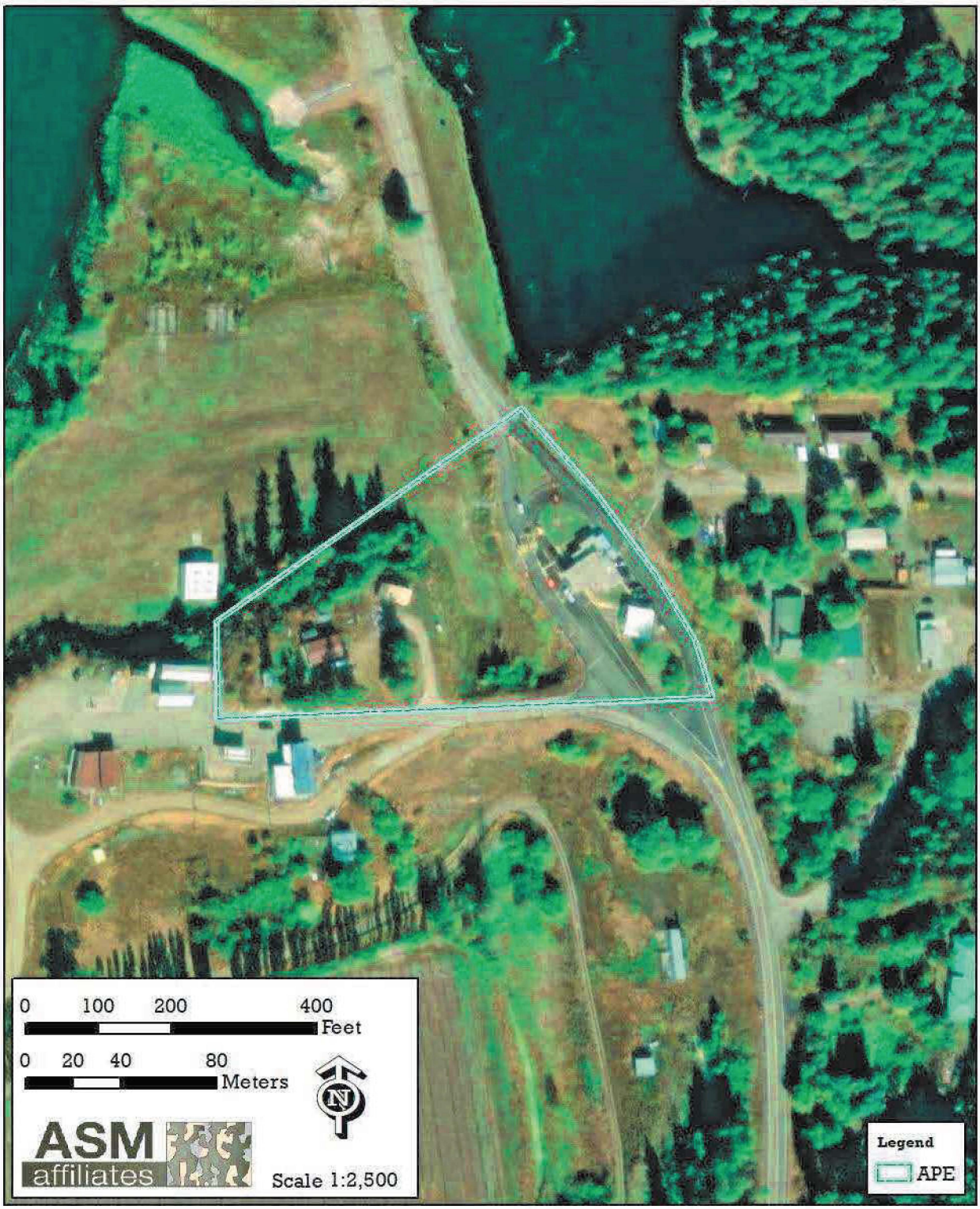
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Figure 1: APE

16 May 2023

Tricia Canaday
Deputy State Historic Preservation Officer
2205 Old Penitentiary Rd.
Boise, ID 83712

VIA ELECTRONIC MAIL to: shsshpo@ishs.idaho.gov

Re: Land Port of Entry Station (LPOE) - Porthill, ID - Case #2023-174

Dear Tricia,

In December 2022, I sent a letter inviting the Idaho SHPO to consult on our proposed plan to upgrade and expand operations at the Porthill, ID LPOE. Today, I am writing with an update regarding the NEPA and Section 106 process. We are about to begin public scoping/consultation as well as cultural resources survey activities. We have defined our initial APE (area of potential effect) to include the extent of proposed ground disturbance (Figure 1). The project includes the acquisition of property immediately to the west of the current LPOE. We propose to construct at least one new building (up to two stories and a basement) and reconfigure grading on the site. We are still in the programming phase of development and do not yet have a design. We do anticipate that the existing port building will remain operational while new facilities are constructed. The NRHP-listed port building on the eastern side of the property will not be affected by the new construction.

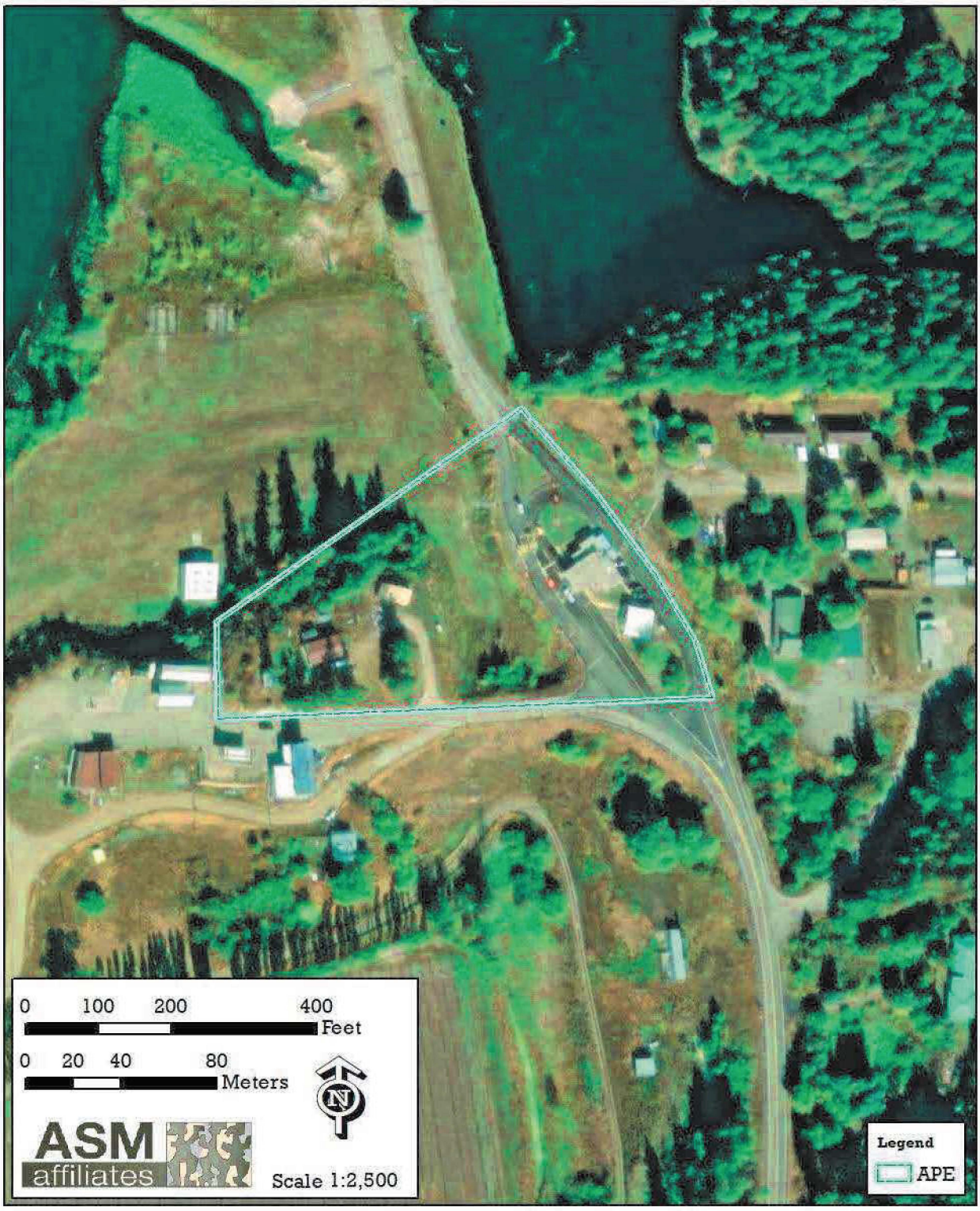
We invite you to review and comment on the APE. A letter has also been sent to the Kootenai Tribe of Idaho. If you have any questions, please don't hesitate to contact me at kimberly.gant@gsa.gov or 253-666-0891.

Very Respectfully,

KIMBERLY GANT Digitally signed by KIMBERLY GANT
Date: 2023.05.16 14:42:03 -07'00'

Kimberly Gant
Regional Historic Preservation Officer
U.S. General Services Administration
Public Buildings Service
Northwest Arctic Region 10PCE
kimberly.gant@gsa.gov

cc: Richard Rachow - 10PCC Melissa Hibray - 10PCC Kim Johnson - 10PQC Luann Caruso - PTC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ASM affiliates
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Figure 1: APE

Kimberly Gant - 10PCE <kimberly.gant@gsa.gov>

Thank you and Follow Up
1 message

Kimberly Gant 10PCE <kimberly.gant@gsa.gov> Tue, Sept 5, 2023 at 12:54 PM

To: Wiliam Barquin<wbarquin@kootenai.gov>
Cc: Emily Grimes - 10PMEA <emily.gromes@gsa.gov>, Julie Ramey - QF0B1EC <julie.potter@gsa.gov>, Kim Johnson - 10PQE <kimberlym.johnson@gsa.gov>, Melissa Hibray - 10PCC <melissa.hibray@gsa.gov>

Dear Mr. Barquin, First we want to thank you and members of Council for taking the time to meet with us and for hosting us in your space. We very much appreciate it. As promised, I have a few things for follow-up attached to this email.
1. Preliminary Draft Environmental Assessment - please note that [redacted] This is not the version that will be delivered to the public so please keep it close.
2. Example of MOU for NEPA: This is the MOU that was executed between GSA and the Grand Portage tribe for our project at Grand Portage LPOE, which is on tribal land. If we decide to go that route, we could use it as a jumping off point for discussion. Julie Ramey recommended that we formally memorialize our cooperation in the event that administration priorities change.
3. National Artist Registry form and instructions - This is the form that will need to be completed in order for any artist to become eligible for an Art in Architecture commission. Artists that are not in the registry are not eligible for GSA Art in Architecture commissions and there are no exceptions. Please let me know if there are any questions or assistance is needed to complete the form or its requirements. I also mentioned that there will be a member of the art in Architecture selection committee selected from the community. If there are any tribal members that are interested in participating, please let me know. the process would start when we start the design phase, approximately April 2025. Here is the public website about the program.
4. The project website where you can see the most up to date information, milestone dates, and press release.

Best Regards,
Kim Gant

U.S. General Services Administration

Kim Gant
Regional Historic Preservation Officer, Fine Arts Officer
PBS, Northwest/Arctic Region
kimberly.gant@gsa.gov
253.666.0891

4attachments

Final Signed 7.12.2023 Complete_with_DocuSign_MOU_Grand_Portage.pdf
503K

National_Artist_Registry_Instruction_JAN_2022.pdf
63K

GSA Form7437 Art in Architecture-National Artist Registy.pdf
366K

Porthill LPOE Preliminary Draft EA)8-4-2023_(1).pdf
3843K

KimberlyGant-10PCE<kimberly.gant@gsa.gov>

Porthill LOPE Consultation

5 messages

Kimberly Gant - 10PCE <kimberly.gant@gsa.gov Tue, Sep 26, 2023 at 3:39 PM

To: William Barquin <wbarquin@kootenai.org>
Cc: Melissa Hibray - 10PCC <melissa.hibray@gas.gov>, Emily Gromes - 10PMEA <emily.grimes@gsa.gov>, Julie Ramey - QF0B1EC <julie.potter@gsa.gov?

Good afternoon, William,

It has been almost a month since we visited. Time just flies by. I am following up on the materials I sent after our meeting. Are there additional thoughts about entering into a Cooperating Agency agreement for the Environmental Assessment or any other items of concern or comment after reading through the preliminary draft EA? I hope to have a good version of the cultural resources assessment soon, which will just include a literature review and survey of above-ground resources within the APE.

Best Regards,

Kim Gant

U.S. General Services Administration

Kim Bant, MSHP
Regional Historic Preservation Officer, Fine Arts Officer
PBS, Northwest/Arctic Region
kimberly.gant@gsa.gov
253.

Thu, Sep 28, 2023 at 9:03 AM

William Barquin <wbarquin@kootenai.org>
To: Kimberly Gant - 10PCE <kimberly.gant@gsa.gov>
Cc: Melissa Hibray - 10PCC <melissa.hibray@gsa.gov>, Emily Grimes - 10 MEA <emily.gromes@gsa.gov>, Julie Ramey - QF0B1EC <julie.potter@gsa.gov>

Thanks for the follow up. I think entering into a MOU/A would be a good idea. I don't think there will be any significant concerns with the project, but an agreement would help us be able to better track and work with GSA as it progresses.

Thanks.

[Quoted text hidden]

Kimberly Gant - 10PCE ,kimberly.gant@gsa.gov. Thu, Sep 28, 2023 at 10:16 AM

To: William Barquin <wbarquin@kootenai.org>
Cc: Melissa Hibray - 10PCC <melissa.hibray@gsa.gov>, Emily Grimes - 10MEA <emily.grimes@gsa.gov>, Julie Ramey - QF0B1EC <julie.potter@gsa.gov>

Great. Do you have an MOU format that you prefer? If not, I provide the attached example of an MOU we entered into with the Grand Portage in Minnesota for the Land Port of Entry that is on tribal land. I could prepare a draft that reflect our particular circumstances and send it over for your review if you like.
Thank you,
Kim
[Quoted text hidden]

Final Signed 7.12.2023 Complete_with_DocuSign_MOU_Grand_Portage.pdf

William Barquin <wbarquin@kootenai.org

To: Kimberly Gant - 10PCE <kimberly.gant@gsa.gov>
Cc: Melissa Hibray - 10PCC <melissa.hibray@gsa.gov>, Emily Grimes - 10 MEA <emily.grimes@gsa.gov>, Julie Ramey - QF0B1EC <julie.potter@gsa.gov

No preferred format, so if you could make a first draft that would be great. Thanks.

[Quoted text hidden]

Kimberly Gant - 10 PCE <kimberly.gant@gsa.gov
To: William Barquin <wbarquin@kootenai.org>
Cc: Emily Grimes - 10PMEA <emily.grimes@gsa.gov>, Julie Ramey - QF0B1EC <julie.pottter@gsa.gov>, Melissa Hibray - 10PCC <melissa.hibray@gsa.gov>, Kim Johnson - 10PQE <kimberlym.johnson@gsa.gov>, Elizabeth Kruger - LDA <betsy.kruger@gsa.gov>

Good morning,

Please find attached a draft MOU for your review. Please let me know if you have any questions or comments or would like to meet to discuss.
Please note that this MOU aligns with NEPA regulations for Cooperating Agencies. We plan to be wrapped up with the Environmental Assessment by June 2024. Given your request that we do not perform archaeological testing until we have a more specific ground disturbance footprint, I do not anticipate wrapping up Section 106 until we have a site plan. So although this agreement covers NEPA coordination, Section 106 consultation will continue as long as it takes to reach a Determination of Effect or agreement to do monitoring during construction.
Right now the Draft EA is scheduled to go out for 30 day public comment in late January. I want to make sure you have sufficient time to review and will work to provide another early draft, at least 2 week prior to public release. Could you let me know if you anticipate needing longer to review than 45 days? I will need to coordinate the time in our schedule with our consultant.
Thank you so much,
Kim
[Quoted text hidden]

MOU Porthill with Kootenai 9-28-2023.pdf
174K

FINAL DRAFT

Cultural Resources Technical Report for the Porthill Land Port of Entry Expansion and Modernization Project

Prepared by:

Madeline Gonzalez, M.A.
Shannon Davis, M.A., RPH

ASM Affiliates
2034 Corte del Nogal
Carlsbad, California 92011

October 2023
PN 42520

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List of Acronyms and Abbreviations

APE	Area of Potential Effects
ASM	ASM Affiliates
CBP	U.S. Customs and Border Protection
CFR	Code of Federal Regulations
CRTR	Cultural Resources Technical Report
GSA	U.S. General Services Administration
ID	Idaho
LPOE	Land Port of Entry
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
Project	Land Port of Entry Expansion and Modernization Project
SH-1	Idaho State Highway 1
SHPO	State Historic Preservation Office
SOI	Secretary of the Interior
U.S.	United States
U.S.C.	United States Code

EXECUTIVE SUMMARY

This Cultural Resources Technical Report (CRTR) is an assessment of potential effects and impacts from the Porthill Land Port of Entry (LPOE) Expansion and Modernization Project (Project). The purpose of the Project is to modernize and expand a new Porthill LPOE to replace the existing LPOE facility in order to improve the LPOE's functionality, capacity, and sustainability. This report was prepared in compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) and guided by the Secretary of the Interior's (SOI) *Standards for the Treatment of Historic Properties*. The U.S. General Services Administration (GSA) is the lead agency for the Project for NEPA/NHPA compliance.

ASM Affiliates (ASM) was contracted by Solv LLC (Solv) to prepare this CRTR. ASM conducted a cultural resources records search and architectural history survey of the Project area, identified any historic properties, and assessed the potential for effects.

There are no historic built-environment properties within the area of potential effects (APE). As such, no historic built-environment properties will be affected by the proposed undertaking in accordance with the implementing regulations for Section 106 of the NHPA (36 Code of Federal Regulations [CFR] 800.4(d)(1)).

1.0 INTRODUCTION

The United States (U.S.) General Services Administration (GSA) proposes to modernize and expand a new Land Port of Entry (LPOE) to replace the existing LPOE facility at 12222 Idaho Highway 1, Porthill, Idaho (ID). The Porthill LPOE is located on Highway 1 in the town of Porthill, ID, adjacent to the international border and the Canadian port of entry at Rykerts, British Columbia. U.S. Customs and Border Protection (CBP) currently processes non-commercial vehicles, buses, pedestrians (mostly hikers), and a limited number of permitted commercial vehicles at the Porthill LPOE. Expansion and modernization of the Porthill LPOE is needed to provide optimal operational flow and improve customer service to travelers.

This report was prepared in compliance with National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) and guided by the Secretary of the Interior's (SOI) *Standards for the Treatment of Historic Properties*. The GSA is the lead agency for the LPOE Expansion and Modernization Project (Project) for NEPA/NHPA compliance.

ASM Affiliates (ASM) was contracted by Solv LLC (Solv) to prepare this Cultural Resources Technical Report (CRTR) to identify any known cultural and historical resources within the Project area and the area of potential effects (APE) in compliance with NEPA and NHPA processes. ASM Affiliates (ASM) conducted an archaeological records search and architectural history survey of the Project area, identified historic properties, and assessed the potential for effects.

1.1 PROJECT DESCRIPTION

As part of a nationwide effort, CBP conducted programmatic feasibility studies for LPOEs and their operational deficiencies based on the most recent LPOE Design Standards. The Infrastructure Investment and Jobs Act (2021), also known as the Bipartisan Infrastructure Law, allocated $3.4 billion for GSA to undertake 26 major construction and modernization projects at LPOEs along the southern and northern borders. Many of the country's LPOEs are outdated, are long overdue for modernization, operate at full capacity, and have surpassed the needs for which they were originally designed, including Porthill.

The Draft Environmental Assessment analyzes three alternatives to the Project: (1) Alternative 1 – the No Action Alternative, which assumes that land acquisition, and the subsequent construction of a new LPOE would not occur, and (2) the two "action" alternatives, Alternatives 2 and 3, which involve the acquisition of additional land for the construction of a new, expanded replacement LPOE at Porthill.

The purpose of the Project is to modernize and expand the Porthill LPOE in order to improve the LPOE's functionality, capacity, and sustainability. The Project's need is twofold: (1) first is the need to increase the available area at the LPOE because the existing facilities are too small to accommodate the current staff, and (2) second is the need to increase the Porthill LPOE's capacity because current traffic flow through the LPOE is inefficient, which causes congestion and delays in processing times.

Alternative 1 – No Action Alternative. The No Action Alternative assumes that no demolition of existing facilities, construction of newer and larger facilities, or expansion of LPOE operations would occur at the Porthill LPOE. GSA would not acquire additional land under the No Action Alternative. Minor repairs would occur as needed, and the Porthill LPOE would continue to operate under current conditions.

Alternative 2 – Small Port Prototype with Partial Demolition. Alternative 2 would expand the facility to a capacity that would allow the port to meet its current operational needs. Facility expansion and modernization would include land acquisition, site preparation (partial demolition, grading and filling, rock

excavation), and construction. GSA would acquire 1.16 acres of private property to the west of the existing port and secure easements from adjacent State of Idaho land as necessary. Under Alternative 2, partial demolition would allow the port to reuse its existing foundations and utilities. The new port building, based on a small port prototype design, would include one story, a basement (for heating, ventilation, and air conditioning and storage), and would have an established clear line of sight to the north and south. There would also be more interior building space for port employees, in addition to extended visitor, employee, and truck parking space. Inspection lanes and facilities would be expanded and upgraded to handle traffic flows. High-low inspection booths would eliminate the need for dedicated commercial inspection areas and would improve operational efficiency. The revised lane formation would provide a more direct approach to the primary inspection booths compared to the current lane configuration. Site preparation and construction would be phased to avoid disruption of LPOE operations during development of new facilities through the installation of temporary facilities on a portion of land west of the existing facility or the use of current LPOE facilities until operational switchover.

Alternative 3/Options A and B – Small Port Prototype with Full Demolition. Alternative 3 would include two potential options for facility construction: Option A, a one-story small port prototype, and Option B, a two-story small port prototype. Both options would acquire 1.16 acres of private property to the west of the existing port and secure easements from adjacent State of Idaho land as necessary. Additionally, both options would include the full demolition of the existing LPOE (including foundation and utilities), which would remain operational throughout construction. Additionally, the one-story and the two-story port prototypes contain similar or identical interior square footages, capacity and type of utilities, and number of personnel. Option A would have a larger building footprint and all operational spaces would be on one story. In contrast, Option B would have a smaller building footprint and thus require less grading and filling. For Option B, operational spaces would be split between the first and second stories.

The planned depth of disturbance for the Project has not yet been determined.

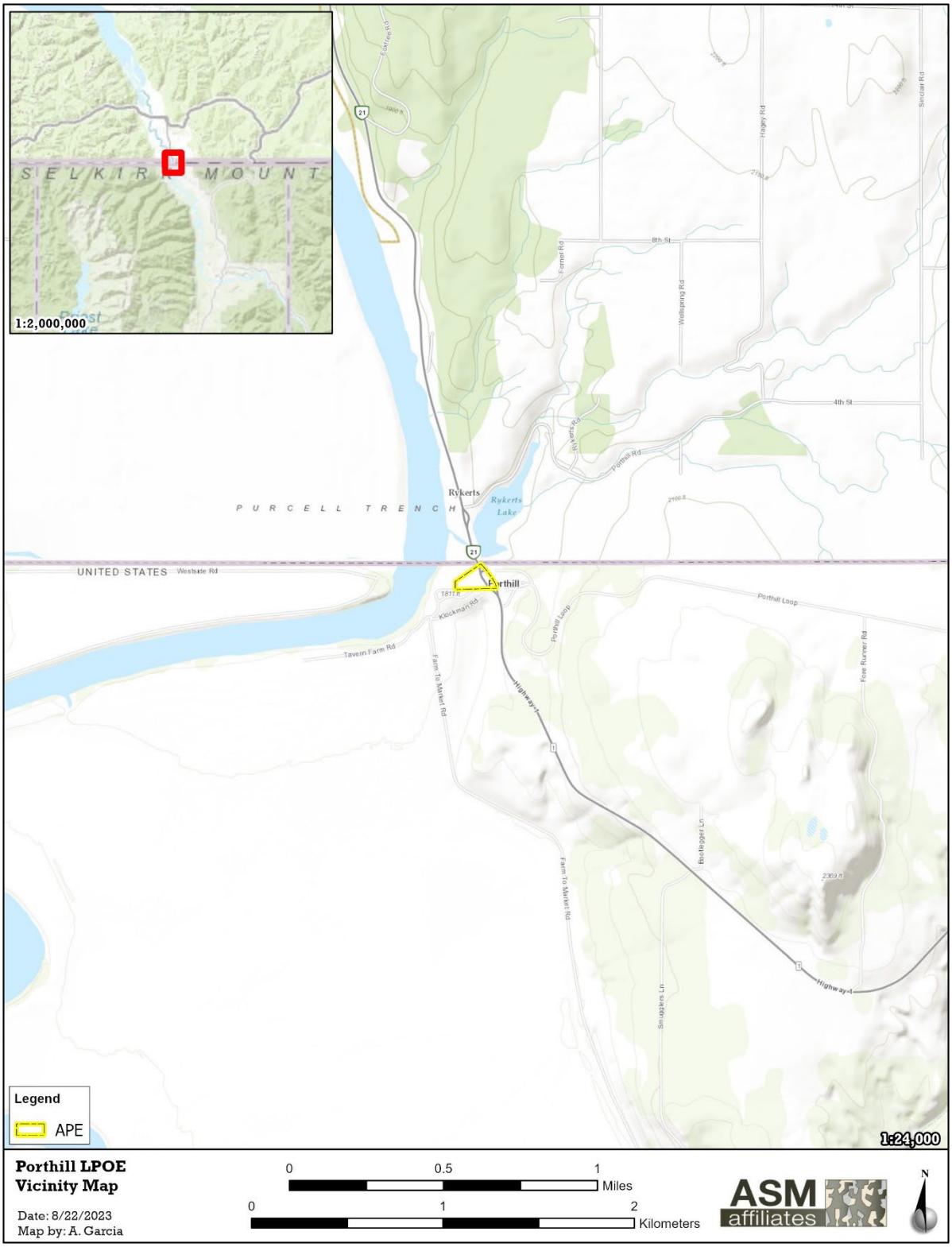

Figure 1. Regional location map of Porthill LPOE Project.

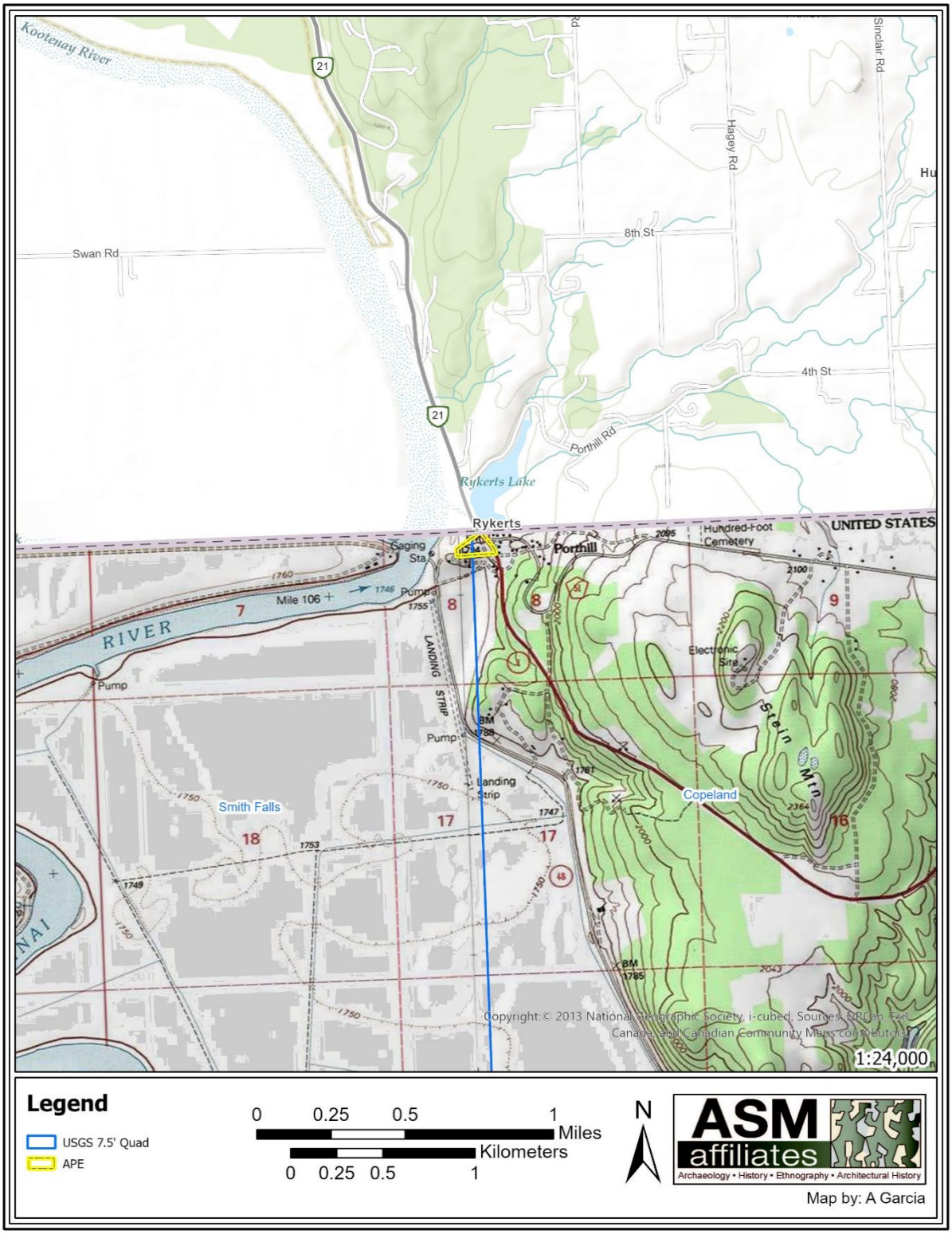

Figure 2. Smith Falls and Copeland, ID United States Geological Survey quadrangle map showing location of APE.

1.2 PROJECT AREA OF POTENTIAL EFFECT

A Project's APE is defined as the geographic area or areas, regardless of land ownership, within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. Figure 3 illustrates the APE.

The APE for archaeological resources is limited to the areas where direct ground disturbances would occur for the new LPOE. As the planned depth of disturbance for the Project has not yet been determined, the vertical APE has not yet been defined. The APE for historic architectural resources includes all portions of the Project area being considered for acquisition as well as sufficient area surrounding the Project to ensure consideration of any potential historic properties that could be adversely affected by the Project, whether by physical, visual, atmospheric, or auditory effects. The APE encompasses the current Porthill LPOE facility, segments of Idaho State Highway 1 (SH-1), and two privately owned parcels to the west of the current Porthill LPOE facility. The APE is bound on the east by the parcel boundaries of the current Porthill LPOE facility (Parcel RP0084002024AAA), extending south to the end of the vegetated strip of land directly to the south of the current Porthill LPOE facility and north to the area where the north-bound and south-bound roads of SH-1 rejoin. The APE is bound to the south beginning near the intersection of SH-1 and Main Street and extends to the southwestern corner of the parcel associated with the residence of 147 Trading Post Road (Parcel RP00840003024AA). The APE is bound to the east by the same parcel. The APE is bound to the north by the parcel associated with the storage shed of 147 Trading Post Road (Parcel RP0084000301BA), continuing diagonally until meeting the eastern APE boundary.

The APE includes the current Porthill LPOE and two buildings to the west of the LPOE on Main Street (147 Trading Post Road: residence and shed). This Draft APE was sent to the Kootenai Tribe and the ID State Historic Preservation Office (SHPO) for comment on May 26, 2023. The ID SHPO responded and said they have no comments on the APE. The Kootenai Tribe has requested a government-to-government in person meeting to discuss any cultural resources concerns.

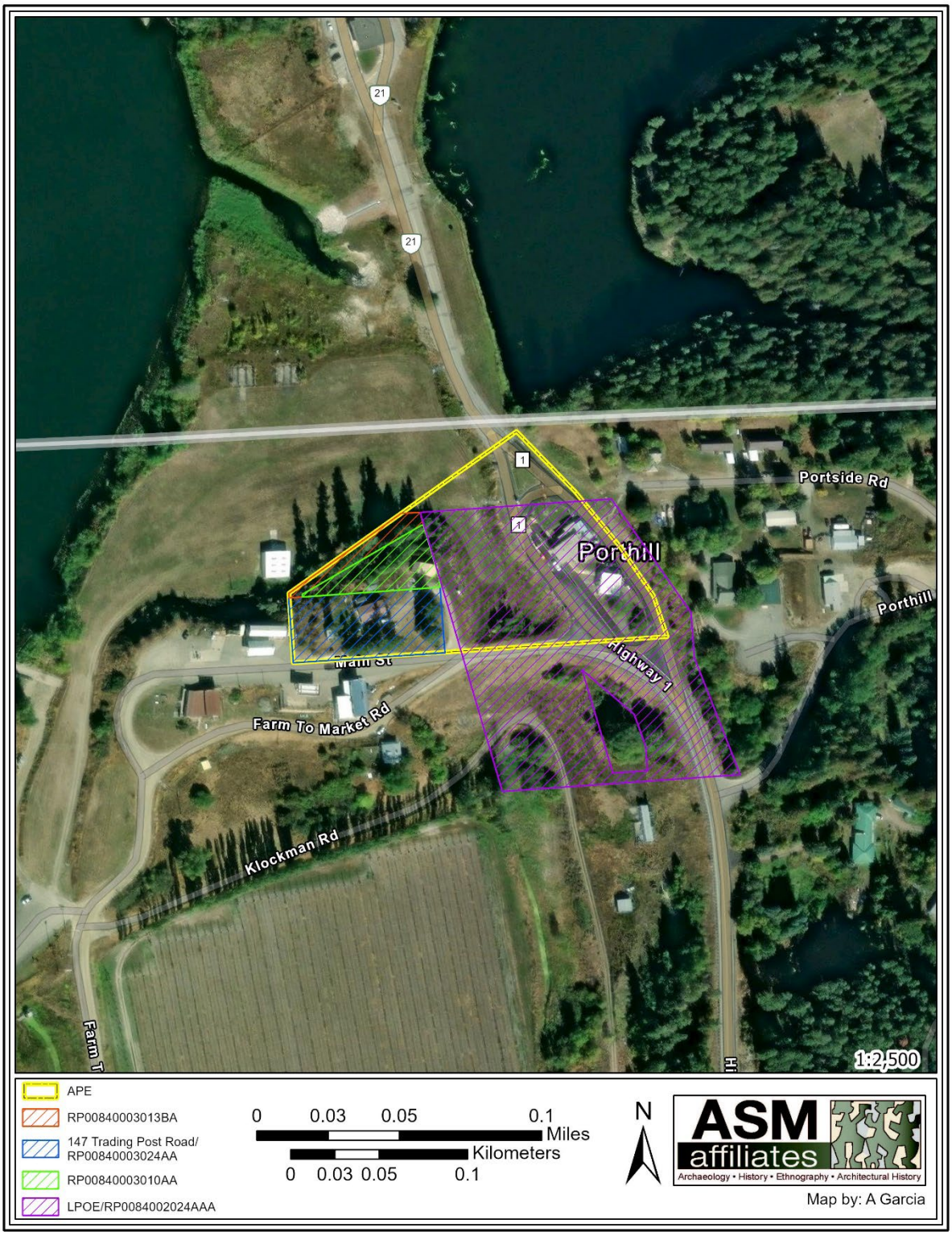

Figure 3. APE for the Project illustrated on aerial photograph.

1.3 REGULATORY FRAMEWORK

The Project is a federal undertaking on federally administered land, thus requiring compliance with regulations set forth in the NHPA and NHPA governing the discovery and treatment of cultural resources. The following sections outline these regulations.

1.3.1 National Environmental Policy Act

NEPA establishes guidelines to "preserve important historic, cultural, and natural aspects of our national heritage, and to maintain, wherever possible, an environment that supports diversity and a variety of individual choice" (42 United States Code [U.S.C.] §4331(b)(4)). Impacts considered under NEPA include those on cultural and historic resources (40 Code of Federal Regulations [CFR] §1508.8). This CRTR will form the basis of the analysis of impacts under NEPA.

1.3.2 National Historic Preservation Act

The NHPA established the National Register of Historic Places (NRHP) and the President's Advisory Council on Historic Preservation, and provided that states may establish SHPOs to carry out some of the functions of the NHPA. Most significantly for federal agencies responsible for managing cultural resources, Section 106 of the NHPA directs that "[t]he head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, as the case may be, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the NRHP." Section 106 also affords the ACHP a reasonable opportunity to comment on the undertaking (54 U.S.C. §306108).

36 CFR §800 implements Section 106 of the NHPA. It defines the steps necessary to identify historic properties (those cultural resources listed in or eligible for listing in the NRHP), including consultation with federally recognized Native American tribes to identify resources of concern to them; to determine whether or not they may be adversely affected by a proposed undertaking; and the process for eliminating, reducing, or mitigating adverse effects.

NHPA Historical Property

The NHPA defines a "historic property" as "a prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP maintained by the SOI. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the NRHP," as stated in 54 U.S.C. §300308.

1.3.3 National Register of Historic Places Significance Criteria

Authorized by the NHPA, the National Park Service's NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. The NRHP is the official list of the nation's historic places worthy of preservation.

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association; and meet one of the four NRHP criteria:

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

B. that are associated with the lives of persons significant in our past; or

C. that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. that have yielded, or may be likely to yield, information important in prehistory or history.

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years are not considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

a) a religious property deriving primary significance from architectural or artistic distinction or historical importance; or

b) a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

c) a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life; or

d) a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

e) a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

f) a property primarily commemorative in intent, if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or

g) a property achieving significance within the past 50 years if it is of exceptional importance.

1.3.4 Integrity

In order to be eligible for listing in the NRHP, a property must retain sufficient integrity to convey its significance. The NRHP publication *How to Apply the National Register Criteria for Evaluation*, NRHP Bulletin 15, establishes how to evaluate the integrity of a property: "Integrity is the ability of a property to convey its significance" (NRHP 1997). The evaluation of integrity must be grounded in an understanding of a property's physical features and how they relate to the concept of integrity. Determining which of these aspects are most important to a property requires knowing why, where, and when a property is significant. To retain historic integrity, a property must possess several, and usually most, aspects of integrity:

1. **Location** is the place where the historic property was constructed or the place where the historic event occurred.

2. **Design** is the combination of elements that create the form, plan, space, structure, and style of a property.

3. **Setting** is the physical environment of a historic property and refers to the character of the site and the relationship to surrounding features and open space. Setting often refers to the

basic physical conditions under which a property was built and the functions it was intended to serve. These features can be either natural or manmade, including vegetation, paths, fences, and relationships between other features or open space.

4. **Materials** are the physical elements that were combined or deposited during a particular period or time, and in a particular pattern or configuration to form a historic property.
5. **Workmanship** is the physical evidence of crafts of a particular culture or people during any given period of history or prehistory and can be applied to the property as a whole, or to individual components.
6. **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, when taken together, convey the property's historic character.
7. **Association** is the direct link between an important historic event or person and a historic property.

1.4 KEY PERSONNEL

NHPA regulations require that individuals working on the Project be under the direction of personnel who meet or exceed the SOI's *Professional Qualification Standards* for Archaeology and Architectural History (48 Federal Register 44716). Given these criteria, Shannon Davis, M.A., RPH, served as Project Manager; Madeline Gonzalez, M.A. and Emily Steele, M.S. served as Architectural Historians; and Edward Stoner, M.A., RPA, served as the Lead Archeologist. Ms. Davis, Ms. Gonzalez, and Ms. Steele all meet the SOI's *Professional Qualification Standards* for Architectural Historian; Ms. Davis is dual qualified as a Historian, and collectively the team has extensive experience evaluating twentieth-century residential resources in the western U.S. Mr. Stoner exceeds the SOI's *Professional Qualification Standards* for Archaeology and has more than 35 years of professional archaeological experience throughout the western U.S.

1.5 REPORT ORGANIZATION

This report is divided into seven chapters. This introduction is Chapter 1. Chapter 2, Methodology, includes field methods, research methods, record search results, and Native American communication. Chapter 3 provides a historical context for the Project area, related to the specific resources within the APE. Chapter 4 identifies the resources surveyed. Chapter 5 provides the evaluation of historical significance and Chapter 6 provides an overview of effects and impacts under NHPA and NEPA. Chapter 7 provides a summary and management recommendations. Figures are provided at the end of the main report, before the references section. Appendix A contains the records search results. Appendix B contains the Idaho Historic Sites Inventory form for the one historic property recorded and evaluated. Appendix C contains relevant Building Records on file with the city of Bonners Ferry and Boundary County.

2.0 METHODOLOGY

The SOI has issued standards and guidelines for the identification and evaluation of historic properties (*Standards and Guidelines for Archeology and Historic Preservation* [48 Federal Register 44720–44726]), which are used to ensure that the procedures utilized are adequate and appropriate. The identification and evaluation of historic properties are dependent upon the relationship of individual properties to other similar properties (NPS and ACHP 1998:18-20). Information about properties regarding their prehistory, history, architecture, and other aspects of culture must be collected and organized to define these relationships (NPS 2009).

Survey techniques are loosely grouped into two categories, reconnaissance and intensive (BLM 2004; NPS 2009). The choice of survey category depends on the level of effort required for a particular project, which can vary depending on the nature of the properties or property types, the possible adverse effects on such properties, and agency requirements (NPS and ACHP 1998:18). The selection of field survey techniques and level of effort must be responsive to the management needs and preservation goals that direct the survey effort. For any survey, it is important to consider the full range of historic properties that may be affected, either directly or indirectly, and consider strategies that will minimize any adverse effects and maximize beneficial effects on those properties (BLM 2004; NPS 2009; NPS and ACHP 1998).

Intensive surveys are used to precisely document the historical and cultural resources within a given area or when information is needed for particular properties for later evaluation and treatment decisions. Such surveys entail the documentation of the types of properties that are present, the precise locations and boundaries of all identified properties, the method of survey (including the extent of survey coverage), and data on the appearance, significance, and integrity of each property (NPS 2009).

2.1 FIELD METHODS

A targeted pedestrian architectural history field survey was completed on July 18, 2023, by Madeline Gonzalez, M.A. and Emily Steele, M.S. The survey was limited to the APE; however, the historians considered the adequacy of the APE during the survey and found it to be sufficient to consider effects on potential historic properties. One building in the APE that is more than 50 years old was surveyed by the architectural historians. During the survey, multiple photographs were taken of the building and its setting. Conditions of architectural features and materials were noted. An architectural description of the building is provided in Section 4.2 of this report. Two other buildings were identified within the APE, but because they were constructed in 2012 and 2013, they are not older than 50 years old and therefore need not be considered as potential historic properties. The present U.S. Inspection building, constructed in 1967, is also in the APE. However, it was not evaluated as it was previously determined not eligible for listing in the NRHP by GSA in 2018, and was concurred on by the ID SHPO.

2.2 RESEARCH METHODS

ASM conducted archival research to develop a general historic context for Boundary County, the community of Porthill, and site-specific information. ASM visited the Boundary County library located in Bonners Ferry and conducted on-site research of local histories. ASM then requested available permits from the Boundary County Planning Department and any available property details from the Boundary County Assessor's Office. ASM consulted historic topographic maps and aerial photos to further understand the development of the area over time (Historicaerials.com; aerial images for 1992, 2004, 2009) and consulted local newspapers and ancestry databases to further understand the local site history.

2.3 RECORDS SEARCH RESULTS

A records search request was submitted to the Idaho State Historical Society for the Project area and a 1-mile radius surrounding it. The search was assigned SHPO Record Search #23463 and the results were received on August 21, 2023. The records search results, including a map of previously recorded resource, is included in Appendix A.

Five previous studies were identified as a result of the records search (Table 1), as were six previously documented resources, four historic resources (Table 2) and two linear sites (Table 3). One of the resources is the LPOE itself, noted as having been determined ineligible for the NRHP.

Table 1. Previous Cultural Resource Projects Conducted within the 1-Mile Search Radius

Report No.	Agency	Year	Author(s)/Affiliation	Title
2021/239	-	2007	Belfast, Jesse A., Denise Grantz Bastianini, and Ralph E. Newlan / Michael Baker Jr., Inc.	Evaluation of Buildings & Structures at the Land Ports of Entry in ID
2008/810	U.S. Department of Homeland Security	2008	Greiser, T. Weber, Denise DeJoseph, Heather Lee Miller, and Todd Ahlman / HRA Gray & Pape, LLC	Archaeological Survey of the Porthill (PTL), LPOE, Boundary County, ID
2018/152	GSA	2017	Nielsen, Rebecca	Porthill LPOE Intensive Survey
2020/616	Idaho Transportation Department	2019	Mead & Hunt	Historic Survey of Roads in ID's State Highway System Volume 1: Historic Context and Volume 2: Application of the NRHP Criteria for Evaluation
2023/348	Panhandle National Forest	2023	Chambers-Koenig, Emma, and Robyn Morris	Kaniksu Over-Snow Vehicle Use Designation Project, Heritage Class I, Section 106 Review

Table 2. Historic Resources Previously Recorded within the 1-Mile Records Search Radius

Idaho Historic Sites Inventory # (21-)	Property Name	Street	NRHP Ref. #	Eligibility	Finding Date
1314	Porthill Ferry site	-	-	-	-
1347	Porthill International Order of Odd Fellows Hall	-	-	-	-
17947	Porthill Border Inspection Station	SH-1	14000252	NRHP Listed	5/22/2014
18028	LPOE	Highway 95	-	Ineligible	12/11/2017

Table 3. Linear Sites Previously Recorded within the 1-Mile Records Search Radius

Trinomial #	IHSI # (21-)	Site Name	Type	Eligibility	Finding Date
10BY494	-	Continental Mine Wagon Road	Road	Eligible	6/29/2016
-	17959	Kootenai Valley Railroad Grade	Railroad grade	Eligible	6/23/2020

Based on a review of the records search results, several factors contribute to expectations concerning the likelihood of locating archaeological resources within the Project area. Recorded cultural resources, landform characteristics, documented land use, and previous archaeological work all contribute to those expectations. The Project area is located on the floodplain of the Kootenai River. Access to food resources and travel along the river increase the likelihood of archaeological resources within the Project area. Precontact cultural resources associated with this type of resource includes sites that contain flaked tools, bifaces, projectile points, spalls, hand mauls, adzes, cores, ground stone implements, debitage, and culturally modified trees, in addition to fire-modified rock and hearth features. Historic period cultural remains in the Project area could represent those associated with the fir trade, or mining and logging activities in the area. A portion of the Continental Mine Wagon Road (10BY494) is located just east of the Project area and has the potential of extending into the current project. These activities could also produce resources such as logging debris, modified trees and stumps, domestic refuse characterized by bottle glass, ceramics, brick, metal, and food remains; these resources would most likely date from early to the late nineteenth-early twentieth centuries. Additionally, more historic resources associated with construction and maintenance of the Porthill LPOE are likely to be within the Project area.

In addition to the records search, ASM reviewed a Section 106 consultation letter between CBP and the ID SHPO. CBP conducted a preliminary review of two units of housing northeast of the Porthill LPOE and recommended no effect to historic properties by the proposed undertaking, which entailed routine maintenance and repair activities. SHPO requested CBP conduct a survey of the APE and evaluation of the houses before they could concur. The APE for that unevaluated port housing project is located outside the APE of this project.

2.4 NATIVE AMERICAN COMMUNICATION

The Porthill LPOE is within the traditional territory of the Lower Kootenai people, the part of the Kootenai Tribe that traditionally occupied the Kootenai River from Libby, Montana, to Kootenay Lake in British Columbia. GSA initiated consultation with the Kootenai Tribe in December 2022. The Kootenai Tribe has requested a government-to-government, in person meeting to discuss any cultural resources concerns prior to ground disturbing activities. The Kootenai Tribe also indicated they may wish to have cultural resource monitors present during ground disturbing activities. A copy of this report will be provided to the Kootenai Tribe.

3.0 HISTORIC CONTEXT AND OVERVIEW

This chapter reviews the historic context of the Project area relevant to the resources surveyed and evaluated.

3.1 Boundary County

Boundary County is located within the state of Idaho at the international Canadian border. It has the unique geographic distinction of being bound on the east by Washington, on the west by Montana, and on the north by Canada, only connected to Idaho along the southern border of the county. In 1884, the area was part of what was then the much larger county of Kootenai (Woods 1959). As Idaho's population grew after achieving statehood in 1890, the county lines were redrawn and the area was first part of Bonner County. In 1915, the county lines were re-drawn for the last time, and Boundary County was established. Boundary County was named for its close proximity to the U.S. boundary with Canada, and its borders were drawn around natural geographic features, particularly the nearby lakes.

The Kootenai River, another notable geographic feature of Boundary County, flows northwest through the county and into Canada. Surrounded by a mountain range, the river valley creates rich agricultural land, which is presently and historically used to grow wheat, forage crops, alfalfa, and clover, and used to support dairy and livestock farms (BCHS 2021).

Boundary County was initially important to the fur trade and became notable in the mid-1800s as a trading outpost. A man named David Thompson, associated with the Northwest Fur Company, is believed to be the first Anglo-American man to settle in the region (BCHS 2021). He is credited with some of the first accurate maps and descriptions of the county area, and helped found the first fur trading post on Lake Pend Oreille in nearby Bonner County.

In the 1860s, as hundreds of prospectors passed through the area of Boundary County on their way to British Columbia during the Gold Rush, Edwin L. Bonner recognized the importance of a Kootenai River crossing area as both a good location for a fur trading outpost and good location to establish a ferry to bring those traveling west across the river (Hawley 1920). Purportedly, he purchased the land from a Native American chief, established the first trading post built along the river in 1864, and established the town of Bonners Ferry, named after himself, in 1865 (Hawley 1920). From this point in time until the 1880s, Boundary County was largely unpopulated with the exception of the residents of Bonners Ferry, travelers who were in the area because of the fur trade or the ferry crossing, and the Native Americans who historically resided in the area.

This changed leading up to the turn of the twentieth century, when mining became an important part of the local economy. The development and growth of Boundary County was closely tied to the mining industry (Woods 1959). It is believed that more than 20 million dollars in gold bullion was extracted from the region (Hawley 1920). In the early 1900s, German emigrant A. K. Klockmann played a part in the development of the lead and silver mining industry in Boundary County and produced a small fortune of gold, copper, zinc, tungsten, and molybdenum ore. However, due to significant challenges of transporting the ore to mills through the mountainous terrain of the county, profits were greatly reduced over time and the mining boom did not last (BCHS 2021).

While mining was profitable in the area, Bonners Ferry became a mining boom town and prompted the railroads to extend their lines through Boundary County. In 1892, the Great Northern Railroad reached Bonners Ferry heading east, and in 1910 the Spokane International Railroad (later the Union Pacific) reached Bonners Ferry heading north through the county to Canada (BCHS 1987).

Due to the mountainous region of the county, lumbering became the most productive business after the end of the mining boom and continues to make the largest contribution to the county's economy. Presently, additional contributions to the county's economy stem primarily from its agricultural landscape (BCHS 2021).

3.2 Porthill

The area of land that is now the unincorporated community of Porthill initially served as a fur trading post when the Hudson Bay Company built a large barn-like structure referred to as Fort Flatbow (BCHS 2021). In 1892, two years after Idaho achieved U.S. statehood, Charles P. Hill arrived in the area to act as a U.S. Customs officer along the border. In 1894, the area of Porthill officially became one of Idaho's two U.S. ports of entry. Hill claimed title to the land and became the owner of the official townsite (BCHS 2021). When an application to found a U.S. Post Office in the area was submitted, the name given for the town was Porthill (Port Hill), a play on the literal hilly landscape of the area and the last name of the owner of the townsite.

Porthill grew rapidly between 1893 and 1897, largely a result of the growing fur trade and mining boom in the county (BCHS 2021). Attracting residents to support travelers, Porthill in this era became a little village with an inn/saloon, a hotel, and a schoolhouse (Hawley 1920). A resident from this period described Porthill as still a "tough" outpost of the American West, where shootings and stabbings were still common (BCHS 1987).

By 1899, the Kootenai Valley Railroad and the adjacent wagon road became the main artery for travelers heading north from Bonners Ferry into Canada through Porthill. This led Porthill to become more populated and developed, as by this time a ferry had been established along with a railroad depot, and the town hosted three stores, three saloons, three hotels, several ice houses, a brewery, and a restaurant (BCHS 2021). By the turn of the twentieth century, the International Order of Odd Fellows built a lodge in the town, and a few Chinese emigrants moved into the town and established a laundry and restaurant (BCHS 1987).

During this time, Porthill enjoyed success as the last American town along the route north or the first town for Canadians crossing the border, offering food, lodging, and the trading of goods to both travelers and frontiersmen (Hawley 1920). It may have continued to grow if not for a devastating fire in 1915. This fire burned three Porthill business blocks, which were located to the west of the present port of entry location, on the hill that is along the Kootenai River (BCHS 1987). Newspapers at the time describe how the fire "practically destroyed" and "wiped out" Porthill, with a loss of about $25,000 (about $750,000 in the present economy) (*The Idaho Statesman* 1915; *The Silver Blade* 1915). The losses from the fire included the Hotel Whitney, the Porthill Inn, two stores, the brewery, and several small buildings (BCHS 2021). Several owners relocated to a different town, some rebuilt, but with the oncoming Prohibition Era and the inability to re-establish saloons, and the subsequent Depression Era, Porthill's status as a commercial district and destination for travelers never fully recovered.

This remained true as the U.S. entered the automobile era. As it became easier to travel back and forth between Bonners Ferry and the International Border, and as Bonners Ferry continued to grow and expand, the community of Porthill lost relevance as a resting stop for travelers, as a location for river crossing, or as a final railroad destination before Canada (BCHS 1987).

In 1938, a new U.S. Inspection Station building and associated garage were constructed to support U.S. Customs officers along the existing highway that led to Canada. In the 1960s, this highway was redirected, and in 1967, a new U.S. Inspection Building was constructed along the new path of the road (Weaver and Starzak 2011).

Presently, Porthill has a fueling station, a restaurant, some residences, and a post office. Very few buildings from Porthill's early history remain. One structure that survived the fire stands today: the International Order of Odd Fellows Building, which now serves as a gas and grocery store in the community (BCHS 1987).

3.3 Site-Specific History: 147 Trading Post Road

147 Trading Post Road is located west of the current U.S. Inspection Building, atop a hill that faces the Kootenai River to the north. Based on a comparison to historic photographs, the area of 147 Trading Post Road appears to have been part of Porthill's early commercial development that was devastated by the 1915 fire (Figures 4 and 5). 108 Trading Post Road, located across the street and to the south of 147 Trading Post Road, is the International Order of Odd Fellows building that survived the fire and stands in its original location.

Historic aerials, historic maps, and census records did not reveal that a residence or business was constructed or operated within the property until the present residence was constructed in 1965 (Boundary County Assessor's Office 2023a). Boundary County did not require the maintenance of permits or property information until later in the twentieth century, and therefore there is limited information on the history of ownership of the property and changes enacted to the property over time. It was discovered by the Boundary County Assessor's Office in 2008 that the residence and its associated structures were not situated on one parcel as previously thought, but on two parcels of land (Parcel RP00840003024AA and Parcel RP00840003010AA).

After the 1965 construction of the residence on the property, the next notable addition to the property occurred in 2006, when a cargo storage container was placed to the east of the residence, along the eastern boundary of Parcel RP00840003010AA (Boundary County Assessor's Office 2023b). A second cargo storage container was placed adjacent to the first in 2013, and in the same year, what the Boundary County Assessor's office refers to as a hay cover was constructed between the two storage containers. Presently, this structure acts as a storage area and a pen for farm animals, and is the only structure that is fully constructed within Parcel RP00840003010AA.

There appear to have been no additions to the residence, which likely maintains the same footprint presently as it did in 1965. Boundary County Assessor's records reveal some improvements to the residence, however. In 2012, a wood deck was constructed on the eastern side of the residence and a lean-to shed was constructed as well.

Many exterior features appear to have been replaced, notably windows and doors. These replacements appear to be recent and could be a result of the improvements to the property in 2012, or at a later date. Notably, only the basement area door and windows appear to be original, or at least not as recently replaced as the others.

Ancestry information and permit records reveal some past and current owners of the property. Various members of the Sheppard family (Ploman E., Amanda M., Yvonne R.) are associated with the property from at least the early 2000s to 2008, along with the property of 107 Trading Post Road, located across the street from the residence (*Ancestry.com* 2010, 2020a, 2020b). In all cases it appears that the Sheppard family owned both Trading Post Road properties but did not actively live in Porthill, rather running the business from Bonners Ferry and renting the residence. This remains true for the Jacobson family (Diane Jacobson and Lars Jacobson) who are property owners of both 147 Trading Post Road and 107 Trading

Post Road and are associated with the property from 2008 until the present day (*Ancestry.com* 2020c; Brooks 2019).

The Boundary County Assessor's information reveals that there were long-time owners of the property until 2008, pointing to the Sheppard family as occupying the property for an extended period of time. However, with a lack of city directories, available ancestry information, and limited newspaper mentions, it is unclear for exactly how long the Sheppard family owned the property.

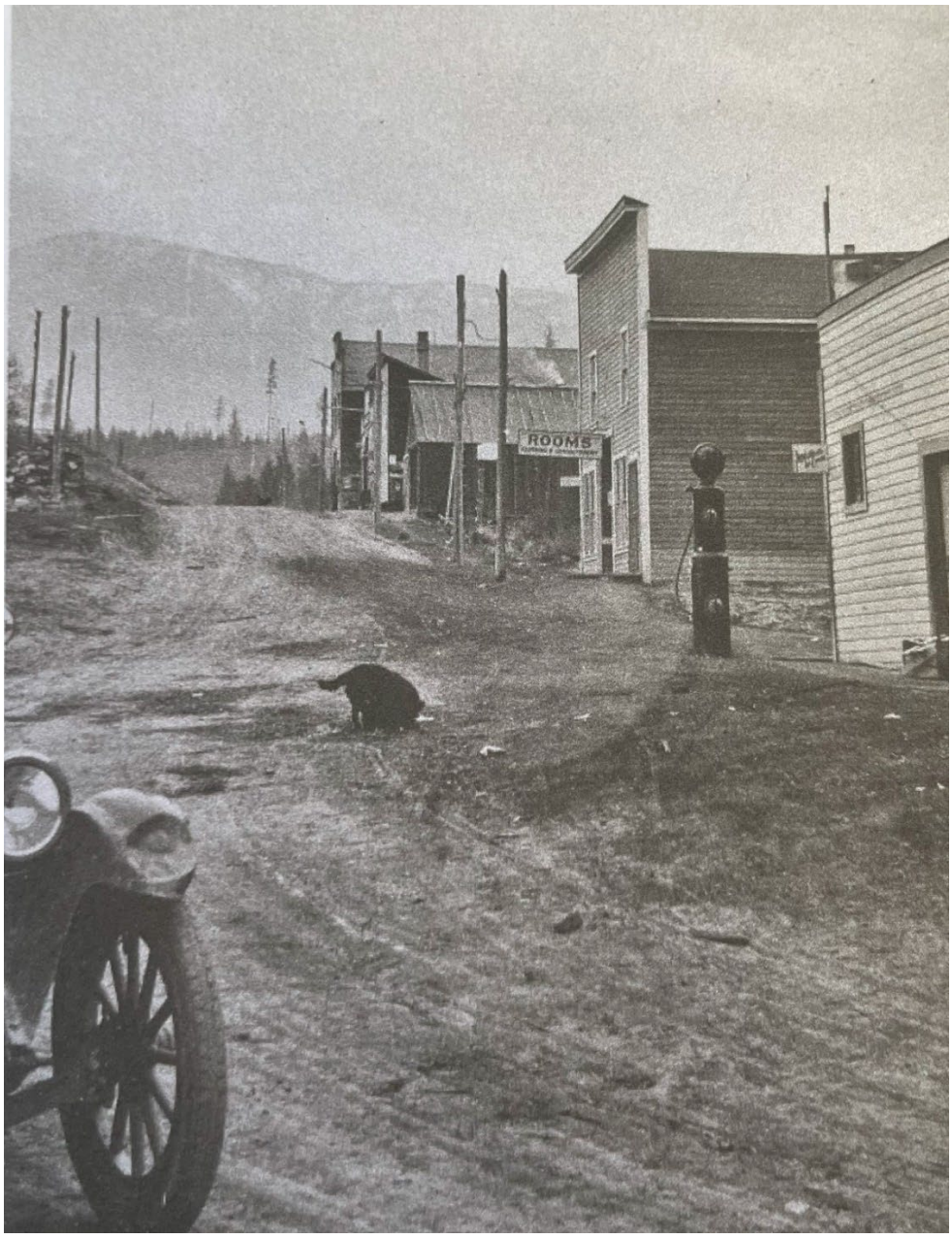

Figure 4. Historic photograph of Main Street, Porthill, looking east c. 1915. The contemporary location of the 147 Trading Post Road parcel is off camera to the left, atop the hill. Courtesy of Boundary County Historical Society.

Figure 5. Devastation caused by the 1915 Porthill fire, looking east along Main Street. 105 Trading Post Road is visible on the upper right corner of the photograph, facing the land of 147 Trading Post Road, portions of which are visible in the center of the photograph. Courtesy of Boundary County Historical Society.

4.0 ARCHITECTURAL HISTORY SURVEY FINDINGS

4.1 147 Trading Post Road

147 Trading Post Road is a single-family residence with a southern-facing primary façade constructed in 1965 in a rural area (Figure 6). It is rectangular in form and laid on a poured concrete foundation. It features concrete block walls, a side-gable roof with metal sheeting, vinyl horizontal-sliding windows, and a wood deck along the east-facing side façade. There are some elements of exposed wood, or window construction, surrounding all the window frames of the residence, pointing to window replacement. The residence was constructed on a slope, allowing for a basement and external entry to the basement in the rear.

The southern-facing primary façade is asymmetrical (Figure 7). Most notable about this façade are the long, wide, extending eaves (Figure 8). The eastern section of the façade containing the primary entrance is recessed while the line of the eaves is unbroken. This results in a sheltered area that would normally house a front porch or covered patio area, but there is no flooring or hardscaping present to further define the space. The extending eaves above the recess are enclosed with wood, or engineered wood, planks Visually, the façade is divided in two: a recessed eastern side and a western side that extends to the roofline. The eastern side features a replaced, fiberglass door on the far west. There is a thick wooden frame surrounding the door, and the entrance is slightly elevated from the exterior ground. Two windows of different sizes are found on the eastern section of the primary façade. The window closest to the door is a simple profile, horizontally sliding, replaced vinyl window. The other window is a horizontally oriented, simple profile, replaced vinyl window. The western section of the primary façade continues the concrete block construction and features an area in the center of the section where the concrete block is unpainted. Immediately in front of the unpainted area is a pile of refuse, obscuring additional exterior details. On the western side of the section is a simple profile, horizontally sliding, replaced vinyl window.

Figure 6. 147 Trading Post Road. Oblique view of south and west facing façades.

Figure 7. Primary façade of 147 Trading Post Road. View toward north.

Figure 8. Detail of eaves, 147 Trading Post Road. Oblique view of south and east facing façades.

The east-facing side façade is asymmetrical (Figure 9). There is an attic vent centered under the gable of this façade and is directly above an entrance into the residence. This entrance features a replaced, fiberglass door with recessed panels. On the southern end of the façade is a single, simple profile, horizontally sliding, replaced vinyl window. This façade features narrow extending eaves with exposed rafters. Constructed along this façade is a wooden deck, with stairs leading up to the landing. Boundary County Assessor's Office records reveal that this wooden deck was constructed in 2012 (Boundary County Assessor's Office 2023c). The concrete block exterior cladding begins at the lower basement level and covers nearly the entirety of the façade, with the exception of the gable section where the aforementioned attic vent is located (Figure 10). The material in this section of the façade is composed of large sections of wood plank siding. The concrete blocks from the basement area that are visible along the primary façade are unpainted, and the wood plank section of the primary façade is painted a different color than the concrete blocks.

The west-facing side façade is symmetrical (Figure 11). It exhibits the same exterior cladding characteristics as the east-facing façade: it is composed of concrete block with wood-plank siding under the gable. The eaves extend slightly in this section revealing exposed rafters. Centered in this section is an attic vent. On either side of the west-facing façade are windows. Both windows exhibit the same characteristics, as both are simple profile, horizontally sliding, replaced vinyl windows. They are aligned along the façade and equidistant from the center. A satellite dish has been installed on the gable above the attic vent with an accompanying wire along the center of the façade. There are no other architectural features to note along this façade.

Figure 9. East facing façade of 147 Trading Post Road. View toward west.

Figure 10. Detail of basement concrete block area of 147 Trading Post Road. Oblique view of east and north facing façades. View toward southwest.

Figure 11. East facing side façade of 147 Trading Post Road. View toward west.

The north-facing rear façade features windows and a basement entry area (Figure 12). Because the residence was constructed on a slope, the rear façade features a substory with a basement entrance that is not present or visible along the primary façade. The eaves along this façade are similar to the primary façade; they slightly project and are enclosed with wood planks. There are four windows on the section of the façade that aligns with the main residence. Three windows, two on the eastern side and one on the western side, are simple profile, horizontally sliding, replaced vinyl windows. In between the two windows on the east and the one on the west is a smaller horizontally oriented, simple profile, horizontally sliding, replaced, vinyl window. Immediately adjacent to the window is a section of exposed concrete block about the same dimensions as the window. The window is also surrounded by black tarp, pointing to some construction or rearrangement of the window. The basement section features a door and two windows, and is visibly differentiated from the main section of the house through the presence of unpainted concrete block. The door is located on the eastern side of the rear façade and is a flat metal door with a long vertical glass window. There are two windows placed to the west of the door that are evenly spaced from each other. These two windows feature different materials than the other windows of the residence. These windows are simple profile, multi-pane, wood windows. The western side of the rear façade exhibits no notable architectural features and is slightly obscured from view by a small shed.

Additional features of the property include two storage sheds. One small shed is found directly to the north of the residence on the western side (Figure 13). It was constructed in 2012 and features a garage door that faces east.

One larger shed is found on the eastern side of the property (Figure 14). This property is constructed utilizing two large cargo containers on either side, creating a space in the center for storage, covered by a gable connecting the two cargo containers together. The first cargo container was brought to the property in 2006, the second in in 2013. The gable structure, referred to as a hay cover in the Boundary County Assessor's office notes, was constructed simultaneously in 2013. Presently it is used as storage space and also features a small pen for farm animals.

147 Trading Post Road is located within a rural landscape and is atop a hill. Overgrown vegetation is found throughout the property. There are no landscaping features to note.

Figure 12. North facing rear façade of 147 Trading Post Road. View toward southwest.

Figure 13. Shed, adjacent to the north of 147 Trading Post Road. View toward west.

589 Figure 14. Oblique view of larger shed on the eastern side of the property. Oblique view of southern and
590 western facing façades, view toward northeast.

5.0 EVALUATION OF ELIGIBILITY

To interpret a resource's importance, a comprehensive assessment must be conducted, including measuring the resource against the guidelines and criteria established by the NRHP as identified in Section 1.3, as well as assessing the integrity of the resource. To minimize the subjectivity of the interpretive process, it is important to utilize a standard assessment approach for that evaluation. ASM referred to guidance from the NRHP—specifically to *How to Apply the National Register Criteria for Evaluation*, NRHP Bulletin 15 (NRHP 1997). Bulletin 15 establishes the nationally accepted professional protocols to be followed in determining eligibility for nomination/listing:

1. Categorize the property. Determine whether the property is a district, site, building, structure, or object.
2. Determine which prehistoric or historic context(s) the property represents. A property must possess significance in American history, architecture, archaeology, engineering, or culture when evaluated within the historic context of a relevant geographic area.
3. Determine whether the property is significant under the NRHP criteria. This is done by identifying the links to important events or persons, design or construction features, or information potential that make the property important.
4. Determine if the property represents a type usually excluded from the NRHP. If so, determine if it meets any of the Criteria Considerations.
5. Determine whether the property retains integrity. Evaluate the aspects of location, design, setting, workmanship, materials, feeling, and association that the property must retain to convey its historic significance.

5.1 147 Trading Post Road

ASM carefully considered whether the residence at 147 Trading Post Road is individually eligible under the NRHP Criteria.

Criterion A: 147 Trading Post Road was evaluated under NRHP Criterion A for its potential association to a specific historic event or a pattern of events that made a significant contribution to the surrounding community, the state of Idaho, or the nation. The building is a single-family residence constructed in 1965, and therefore is related to the residential development of the unincorporated community of Porthill in Boundary County, Idaho. The peak of Porthill's historically significant residential and commercial development occurred between 1892 and 1915, beginning with Charles P. Hill's arrival to the area and the founding of a U.S. Customs station, and encompassing the booming growth of hotels, saloons, and store to support travelers crossing the border. After a devastating fire in 1915 leveled the majority of businesses in the community, Porthill's relevance as a border community ceased and never fully recovered. Historic photographs reveal the presence of multiple residences from before the 1915 fire, including log houses and vernacular farmhouses, none of which are extant in the present landscape of Porthill. The residences that were constructed in the general area of 147 Trading Post Road likely disappeared as a result of the fire, either having been burned or abandoned in the aftermath and deconstructed. No significant era of residential development occurred in Porthill in the mid-twentieth century. Significant contributions to Porthill's development occurred with the construction of the U.S. Inspection Stations in 1938 and 1967; however, the construction of these stations did not result in further residential development in the area. Furthermore, Porthill's significance to ID and the U.S. is tied to the fur trade in the late 1800s, the mining of local materials around the turn of the twentieth century, farming practices, and logging practices. 147 Trading Post Road was constructed outside of the period of significance for these events, and as a residence, does not reflect the agricultural landscape of the area, the mining history of the area, nor the logging practices of

the area. Neither is 147 Trading Post Road associated with the historic port of entry, which does have historical significance to the community, state, and nation. Research did not reveal any significant events occurred on or within the property. Therefore, because the residence was constructed outside of the period of significance of Porthill's historically significant residential development, and because the residence is not directly associated with nor reflects the community's history of the fur trade, mining, logging, or farming practices, nor the port of entry, ASM recommends 147 Trading Post Road not eligible under NRHP Criterion A.

Criterion B: 147 Trading Post Road was evaluated under NRHP Criterion B for its potential association to the life of a person or persons significant to the history of the community, the State of Idaho, or the nation. None of the occupants or owners of 147 Trading Post Road appear to be historically significant individuals. One family occupied the residence for a number of years until the twenty-first century; however, research did not reveal that they made any significant contributions within their profession or field. As such, ASM recommends the residence at 147 Trading Post not eligible under NRHP Criterion B.

Criterion C: 147 Trading Post Road was then evaluated under the theme of Architecture as a significant example of a type, period, or method of construction, representation of the work of a master, a building of high artistic values, or a building that represents a significant and distinguishable entity whose components may lack individual distinction. It is a single-family residence constructed in 1965 and can be classified architecturally as an example of Minimal Traditional style. It exhibits some character-defining features of the Minimal Traditional style such as an asymmetrical primary façade, a long rectangular layout, a recessed section along the primary façade, and a side-gabled roof. However, it lacks other character-defining features commonly associated with the style such as a stucco, wood, or stone siding, a fixed window by the primary façade entrance, fixed picture windows along the primary façade, and an asphalt shingle roof. 147 Trading Post Road is not a good representation of this style, especially in comparison to other residential examples of the Minimal Traditional style in the Porthill area. One such residence constructed in Boundary County, the Russell and Pearl Soderling House (217 W. Madison Street, Bonners Ferry), is an excellent example of Minimal Traditional style (Stagliano-Starnes 1992); the property was subsequently listed in the NRHP under Criterion C in 1997. It retains significance as a unique representation of local vernacular Minimal Traditional style, where elements important to Minimal Traditional style were represented while incorporating several unique features such as a chimney constructed with rocks from the Kootenai River, an oriel window, and a porthole window. Additionally, two Minimal Traditional style residences were identified and catalogued as potential historic properties by the Idaho Architecture Project, and both can be found in Boise, Ada County (2630 Kootenai Street and 2708 Kootenai Street) (Idaho Architecture Project 2023a, 2023b). Although these residences are geographically distant from the subject property, they reveal the local vernacular Minimal Traditional style, which mainly features horizontal wood board siding, picture windows, a recessed front entry porch, a cross-gabled roof, and a brick accent. In comparison with the Russell and Pearl Soderling House and the two residences from Ada County, 147 Trading Post Road does not retain the majority of the characteristics associated with the local vernacular Minimal Traditional style and does not bear any features that contribute to an architecturally significant and unique representation of the style. Research did not reveal that a master builder or master architect was associated with the design and construction of the property. Therefore, because 147 Trading Post Road is not a good example of Minimal Traditional style, because the property does not represent the local vernacular iteration of the style, and because the property is not associated with a master builder or master architect, ASM recommends 147 Trading Post Road is not eligible under NRHP Criterion C.

Criterion D: The residence at 147 Trading Post Road is recommended not eligible under NRHP Criterion D. It is a common property type that does not have the potential to provide information about history or prehistory that is not available through historic research.

Lastly, the residence at 147 Trading Post Road does not appear eligible as contributor to a historic district as none was identified during the survey effort.

Integrity

Per the NRHP, "Only after significance is fully established can you proceed to the issue of integrity." (NRHP 1997:45). Because the property does not meet any NRHP criteria and therefore historical significance is not established, an assessment of integrity is not warranted.

6.0 ANALYSIS OF EFFECTS/IMPACTS

No historic built-environment historic properties as defined by NHPA were identified in the APE. Therefore, the Project will result in no adverse effects to historic built-environment historic properties under the NHPA criteria. There will also be no damage or destruction of historical built-environment resources; therefore, there will be no impact, either adverse or beneficial, under NEPA to built-environment historic properties.

7.0 MANAGEMENT SUMMARY AND RECOMMENDATIONS

ASM performed an archaeological records search, an architectural history survey, evaluation, and analysis of effects/impacts as part of the LPOE Modernization Project to identify and document cultural resource sites that are eligible or are potentially eligible for listing in the NRHP for the purposes of compliance with NEPA and Section 106 of the NHPA, as amended (54 U.S.C. §300101).

A pedestrian survey within the APE was completed by Madeline Gonzalez, M.A. and Emily Steele, M.S. on July 18, 2023. As a result of the survey, ASM identified and documented one potential historic property in the APE. After careful consideration, ASM recommends the property as not eligible under any NRHP criteria, resulting in no historic properties located in the APE.

Therefore, because no historic properties were found within the APE, there is no potential for adverse effects and no adverse impact under NHPA and NEPA.

Records searches within one mile of the APE revealed the potential for both precontact and historic cultural resources to be below ground. As such, ASM recommends a cultural resources survey prior to any subsurface activities associated with the project.

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APPENDICES

APPENDIX A

Records Search Results

Shannon Davis

Subject: FW: [EXTERNAL] RE: Porthill LPOE NEPA CRTR (SHPO Record Search #23463)
Attachments: 23463 Reports.pdf; 23463 Sites.pdf; 23463.zip

Dear Shannon:

RE: Porthill LPOE NEPA CRTR **(SHPO Record Search #23463)**

Please refer to the SHPO Record Search number when writing up your pre-field search in your final report.

I have conducted a cultural resource file search for the above-cited project. Below is a table listing the count of previously recorded sites and previously conducted cultural resource inventories within the designated search locale **(1 mile buffer)**.

RESOURCE TYPE	COUNT
Archaeological Sites (ASI)	**0**
Historic Sites (IHSI)	**4**
Linear Sites	**2**
Historic Districts	**0**
Isolated finds	**0**
Survey Reports	**5**

The current cost for this record search is $60. You may be interested in requesting digital copies of site forms and reports. Archaeology and architectural site forms may be purchased for $4 per site. Scanned reports may be purchased for $10 per report. If a report has not been scanned and the requester would like SHPO staff to scan a report there will be a $15 per hour charge in addition to the price of the report. Each request will include a processing fee of $10 per CD or $5 per email. The cost of digital documents will be sent on one invoice.

The information contained in this database is confidential and may not be released to unauthorized individuals or organizations. There are no guarantees as to the data's accuracy or completeness, and changes will occur frequently. The absence of information concerning cultural resources in a particular location does not necessarily indicate that none exist in the area. The absence of information concerning cultural resources in a particular location may be due to a lack of survey investigations in that area.

If you have any further questions or comments you may contact me at (208) 488-7464 or by e-mail at recordsearch@ishs.idaho.gov . Thank you for consulting with us.

IDAHO STATE HISTORICAL SOCIETY

Cassie Dishman
Data Assistant

(208) 488-7460

210 W. Main St.
Boise, ID 83702

HISTORY.IDAHO.GOV

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Previous Surveys

8/21/2023

#	Title	Author	Year	AGENCY NAME	PROJECT #	Intensive	Reconn

Forest Service

2023/348

Kaniksu Over-Snow Vehicle Use Designation Project, Heritage Class I, Section 106 Review. — Chambers-Koenig, Emma & Robyn Morris — 2023 — Panhandle NF — R2023010402656 — 0 — 0

Accession No: — Scanned: Yes

Legal Location:

65N1W8

Idaho Transportation Department

2020/616

Historic Survey of Roads in Idaho's State Highway System Volume 1: Historic Context and Volume 2: Application of the National Register of Historic Places Criteria for Evaluation. — Mead & Hunt — 2019 — Idaho Transportation Department

Accession No: — Scanned: Yes

Legal Location:

65N1W16
65N1W17
65N1W8

Other

2008/810

Archaeological Survey of the Porthill (PTL), Land Port of Entry, Boundary County, Idaho. HRA Gray & Pape, LLC. — Greiser, T. Weber, Denise DeJoseph, Heather Lee Miller & Todd Ahlman — 2008 — FEMA — 4 — 0

Accession No: — Scanned: Yes

Legal Location:

65N1W8

2018/152

Porthill Land Port of Entry Intensive Survey. GSA. — Nielsen, Rebecca — 2017 — GSA — 001PorthillLPOE — 1

Accession No: 20190886 — Scanned: Yes

Legal Location:

65N1W8

Previous Surveys

8/21/2023

#	Title	Author	Year	AGENCY NAME	PROJECT #	Intensive	Reconn
Other							
2021/239							
	Evaluation of Buildings & Structures at the Land Ports of Entry in Idaho. Michael Baker Jr., Inc.	Belfast, Jesse A., Denise Grantz Bastianini & Ralph E. Newlan	2007	Other		0	0

Legal Location:

65N1W8

Accession No:

Scanned: Yes

Note: Physical copies of reports that are no longer housed in the SHPO Archaeological Survey of Idaho Repository can be accessed through the Idaho State Archives by referring to the corresponding "Accession No". You can request a PDF of reports that have been "Scanned" by listing the SHPO Report Number on the Record Search Form.

Report Count 5

Historic Sites (IHSI)

08/21/2023

IHSI #	Zone	EAST	NORTH	PROPERTY NAME	STREET	CITY	NR Ref #	Date Listed	Eligibility	Finding Date
21-1314	11	536322	5427413	Porthill Ferry site		Porthill				
21-1347	11	537122	5427313	Porthill I.O.O.F. Hall		Porthill				
21-17947	11	536716	5427519	Porthill Border Inspection Station	SH 1	Porthill	14000252		NR Listed	5/22/2014
21-18028	11	536581	5427447	Land Port of Entry	Highway 95	Porthill			Ineligible	12/11/2017
									Total Count	4

Linear Sites Inventory

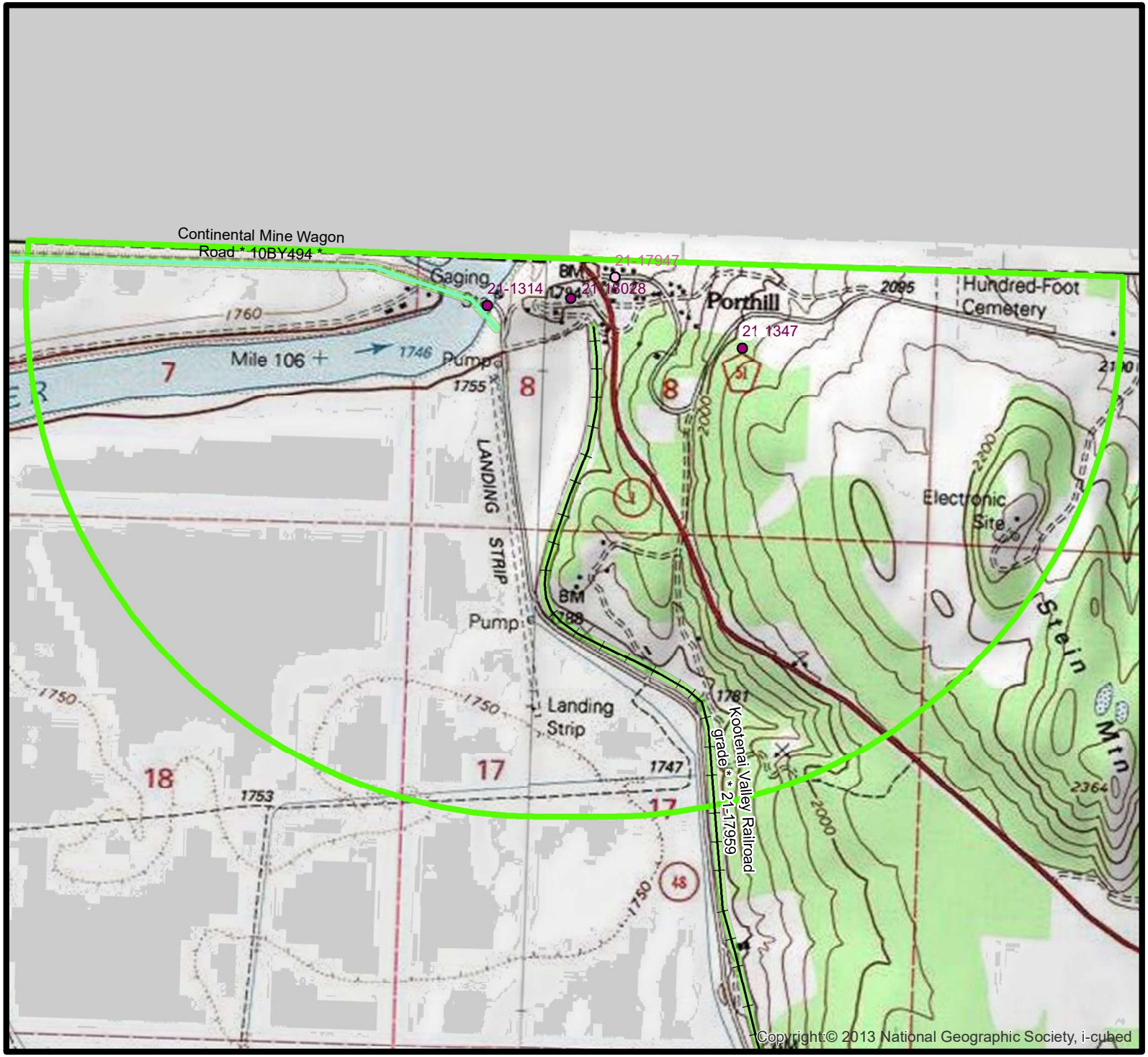
8/21/2023

SMITHSONIAN	IHSI	SITE NAME	TYPE	COMMENTS	ELIGIBILITY	Elig DATE
Old Roads						
10BY494		Continental Mine Wagon Road		two separate segments	Eligible	6/29/2016
					Old Roads Count	**1**
Railroads						
	21-17959	Kootenai Valley Railroad grade	railroad grade		Eligible	6/23/2020
					Railroads Count	**1**
					Grand Total	**2**

IDAHO

State Historic Preservation Office

Cultural Resource Database



Legend

- Historic (IHSI) NR Listed
- Historic (IHSI)
- Old Roads
- Railroads

Site_Polygon_lyr

SITE_CLASS

- Historic

PROJECT #

- 23463

STATE HISTORIC PRESERVATION OFFICE / IDAHO STATE HISTORICAL SOCIETY

Date: 8/21/2023

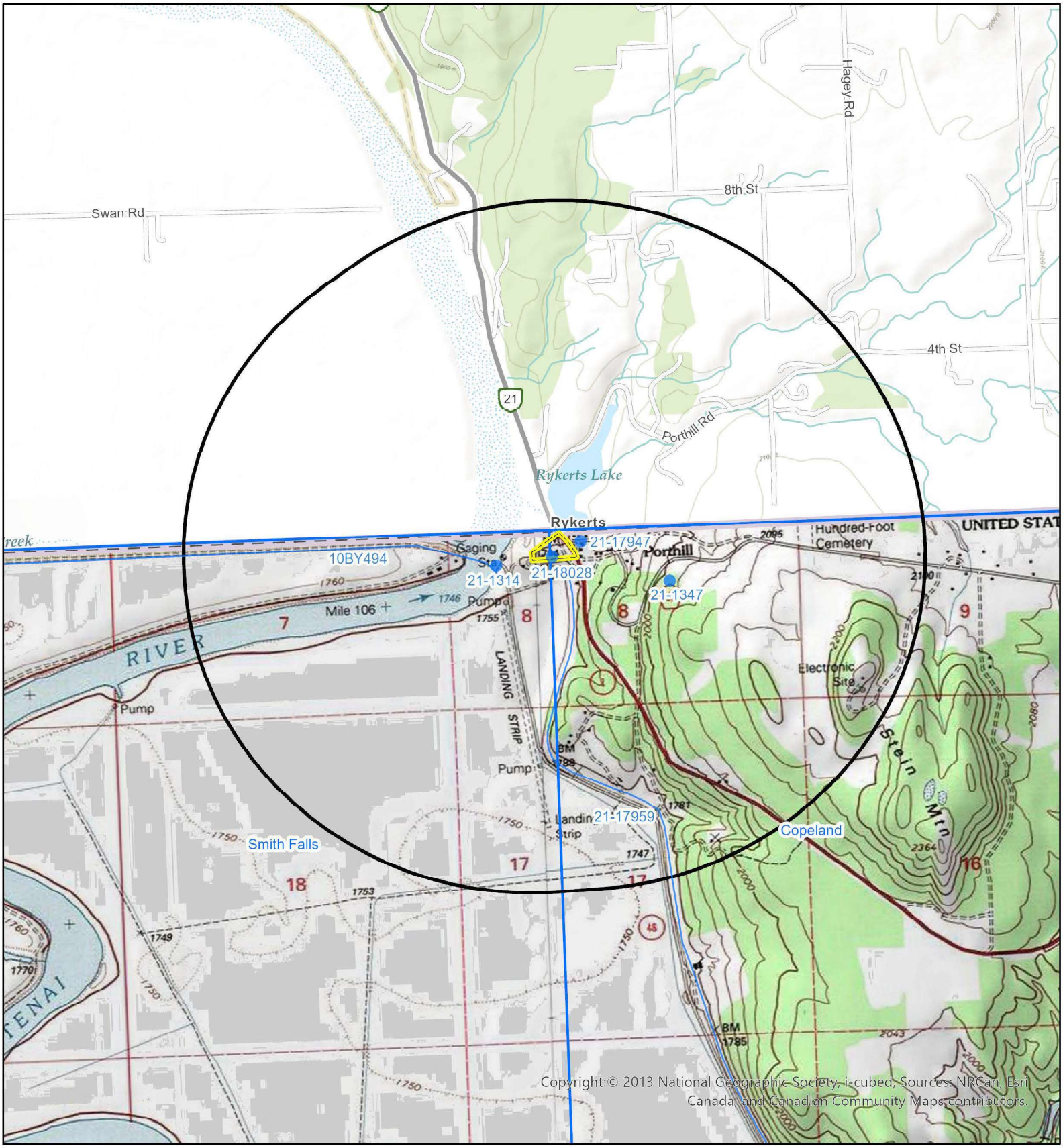
Author: Cassie Dishman

T65N R1W | Boundary County

Copeland, ID 7.5' USGS Quad

1:17,000

0 340 680 1,360 Meters



Legend

- APE
- One Mile Buffer
- Primary Cultural Resource
- Primary Cultural Resource
- USGS 7.5' Quad

0 0.25 0.5 1 Miles

0 0.25 0.5 1 Kilometers

N

1:24,000

ASM affiliates

Archaeology • History • Ethnography • Architectural History

APPENDIX B

Idaho Historic Sites Inventory Form

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME: 147 Trading Post Road | FIELD#: NA

STREET: Trading Post Road | RESTRICT: ☐

CITY: Bonners Ferry | VICINITY: ☑ | COUNTY CD: 21 | COUNTY NAME: Boundary

SUBNAME: Port Hill | BLOCK: 3 | SUBLOT: 14-24 | ACRES: 1 | LESS THAN: ☐

TAX PARCEL #: | UTMZ: 11 | EASTING: 536533 | NORTHING: 5427463

TOWNSHIP: 65 | N_S: N | RANGE: 1 | E_W: W | SECTION: 8 | ¼, ¼ | ¼

QUADRANGLE: SMITH FALLS | OTHERMAP:

SANBORN MAP: N/A | SANBORN MAP#: N/A | PHOTO#:

PROPERTY TYPE: Building | CONST/ACT1: Original Construction | ACTDATE1: 1965 | CIRCA1: ☐

CONST/ACT2: | ACTDATE2: | CIRCA2: ☐

ASSOCIATED FEATURES: Two storage sheds constructed on property. One storage shed consturcted 2012 and another constructed 2013 | TOTAL # FEATURES: 2

ORIGINAL USE	Domestic	WALL MATERIAL	CONCRETE: Block
ORIGSUBUSE	single dwelling	FOUND. MATERIAL	CONCRETE: Block
CURRENT USE	Domestic	ROOF MATERIAL	METAL: Steel
CURSUBUSE	single dwelling	OTHER MATERIAL	WOOD: Log siding (faux)

ARCHSTYLE: Minimal Traditional | PLAN: rectangular | CONDITION: Good

---

NR REF #: | NPS CERT: | ACTIONDATE: | FUTURE ELIG DATE:

DIST/MPLNAME1: | DIST/MPLNAME2:

Individually Eligible	☐	Contributing in a potential district	☐	Noncontributing	☐	Future eligibility	☐
Not Eligible	☑	Multiple Property Study	☐	Not evaluated	☐		

CRITERIA: A ☑ B ☑ C ☑ D ☑ | CRITERIA CONSIDERATION: A ☑ B ☑ C ☑ D ☑ E ☐ F ☐ G ☐

AREA OF SIGNIF: Social History | AREA OF SIGNIF: Architecture

---

COMMENTS: 147 Trading Post Road is located west of the current U.S. Inspection Building, atop a hill that faces the Kootenai River to the north. Based on a comparison to historic photographs, the area of 147 Trading Post Road appears to have been part of Porthill's early commercial development that was devastated by the 1915 fire (Figures 4 and 5). 108 Trading Post Road, located across the street and to the south of 147 Trading Post Road, is the International Order of Odd Fellows building that survived the

PROJ/RPT TITLE: Cultural Resrouces Technical Report for the LPOE, Porthill, Idaho Modernization Project | SVY DATE: 07/18/23 | SVY LEVEL: Intensive

RECORDED BY: Madeline Gonzalez | PH: 760-804-5757 | ADDRESS: 20 N Raymond Ave., St. 220, Pasadena CA 91103

SUBMITTED PHOTOS ☑ NEGS ☐ SLIDES ☐ SKETCH MAP ☑

SVY RPT #: | MS RPT #: | IHPR #: | HABS NO. ID-: | HAER NO. ID-: | REV#:

********** FOR ISHPO USE ONLY **********

IHSI#: NA | SITS#: | REV#:

CS #: | IHSI# REF: | NR REF# 2: | REV# REF:

SVY RPT# 1: | SVY RPT# 2: | SVY RPT# 3: | MS RPT# 1: | MS RPT# 2:

ADD'L NOTES:

MORE DATA ☑

ATTACH ☑

OF PHOTOS: | NEGBOX#: | # OF SLIDES: | SHPO DETER: | DETER DATE:

INITIALED: | ENTRY DATE: | REVISE1: | REVISE2: | REVISE3:

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME: 147 Trading Post Road | IHSI#: NA

FIELD#: NA | COUNTY NAME: Boundary

OTHER NAME:

COUNTY CD: 21 | CITY: Bonners Ferry | VICINITY: ☑

UTM REF2: | UTM REF3: | UTM REF4:

OTHER MATERIAL2: | SUB-SIGNIF: | AGENCYCERT:

SIGNIFDATE: | SIGNIFPERIOD: | SIGNIFPERSON:

ARCH/BUILD: | ARCHPLANS: ☐ | TAXEASE: ☐ | TAXCERT: ☐

OWNERSHIP: Private | PROPOWN: Diane Jacobson

MORE DATA: ☑ | ATTACH: ☑

DOCSOURCE:

ADD'L NOTES:

COMMENTS:

147 Trading Post Road is located west of the current U.S. Inspection Building, atop a hill that faces the Kootenai River to the north. Based on a comparison to historic photographs, the area of 147 Trading Post Road appears to have been part of Porthill's early commercial development that was devastated by the 1915 fire (Figures 4 and 5). 108 Trading Post Road, located across the street and to the south of 147 Trading Post Road, is the International Order of Odd Fellows building that survived the fire and stands in its original location.

Historic aerials, historic maps, and census records did not reveal that a residence or business was constructed or operated within the property until the present residence was constructed in 1965 (Boundary County Assessor's Office 2023a). Boundary County did not require the maintenance of permits or property information until later in the twentieth century, and therefore there is limited information on the history of ownership of the property and changes enacted to the property over time. It was discovered by the Boundary County Assessor's Office in 2008 that the residence and its associated structures were not situated on one parcel as previously thought, but on two parcels of land (Parcel RP00840003024AA and Parcel RP00840003010AA).

PHOTO LOG: ☐ | IHSI# REF: | INITIALED: | DATEENTERED:

SKETCH: ☑

REV# | SITS# | IHSI#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME 147 Trading Post Road IHSI# NA

FIELD# NA COUNTY NAME Boundary

COMMENTS:

147 Trading Post Road is located west of the current U.S. Inspection Building, atop a hill that faces the Kootenai River to the north. Based on a comparison to historic photographs, the area of 147 Trading Post Road appears to have been part of Porthill's early commercial development that was devastated by the 1915 fire (Figures 4 and 5). 108 Trading Post Road, located across the street and to the south of 147 Trading Post Road, is the International Order of Odd Fellows building that survived the fire and stands in its original location.

ATTACH ☑

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After the 1965 construction of the residence on the property, the next notable addition to the property occurred in 2006, when a cargo storage container was placed to the east of the residence, along the eastern boundary of Parcel RP00840003010AA (Boundary County Assessor's Office 2023b). A second cargo storage container was placed adjacent to the first in 2013, and in the same year, what the Boundary County Assessor's office refers to as a hay cover was constructed between the two storage containers. Presently, this structure acts as a storage area and a pen for farm animals, and is the only structure that is fully constructed within Parcel RP00840003010AA.
There appear to have been no additions to the residence, which likely maintains the same footprint presently as it did in 1965. Boundary County Assessor's records reveal some improvements to the residence, however. In 2012, a wood deck was constructed on the eastern side of the residence and a lean-to shed was constructed as well.

Many exterior features appear to have been replaced, notably windows and doors. These replacements appear to be recent and could be a result of the improvements to the property in 2012, or at a later date. Notably, only the basement area door and windows appear to be original, or at least not as recently replaced as the others.

Ancestry information and permit records reveal some past and current owners of the property. Various members of the Sheppard family (Ploman E., Amanda M., Yvonne R.) are associated with the property from at least the early 2000s to 2008, along with the property of 107 Trading Post Road, located across the street from the residence (Ancestry.com 2010, 2020a, 2020b). In all cases it appears that the Sheppard family owned both Trading Post Road properties but did not actively live in Porthill, rather running the business from Bonners Ferry and renting the residence. This remains true for the Jacobson family (Diane Jacobson and Lars Jacobson) who are property owners of both 147 Trading Post Road and 107 Trading Post Road and are associated with the property from 2008 until the present day (Ancestry.com 2020c; Brooks 2019).

The Boundary County Assessor's information reveals that there were long-time owners of the property until 2008, pointing to the Sheppard family as occupying the property for an extended period of time. However, with a lack of city directories, available ancestry information, and limited newspaper mentions, it is unclear for exactly how long the Sheppard family owned the property.

ASM carefully considered whether the residence at 147 Trading Post Road is individually eligible under the NRHP Criteria.

Criterion A: 147 Trading Post Road was evaluated under NRHP Criterion A for its potential association to a specific historic event or a pattern of events that made a significant contribution to the surrounding community, the state of Idaho, or the nation. The building is a single-family residence constructed in 1965, and therefore is related to the residential development of the unincorporated community of Porthill in Boundary County, Idaho. The peak of Porthill's historically significant residential and commercial development occurred between 1892 and 1915, beginning with Charles P. Hill's arrival to the area and the founding of a U.S. Customs station, and encompassing the booming growth of hotels, saloons, and store to support travelers crossing the border. After a devastating fire in 1915 leveled the majority of businesses in the community, Porthill's relevance as a border community ceased and never fully recovered. Historic photographs reveal the presence of multiple residences from before the 1915 fire, including log houses and vernacular farmhouses, none of which are extant in the present landscape of Porthill. The residences that were constructed in the general area of 147 Trading Post Road likely disappeared as a result of the fire, either having been burned or abandoned in the aftermath and deconstructed. No significant era of residential development occurred in Porthill in the mid-twentieth century. Significant contributions to Porthill's development occurred with the construction of the U.S. Inspection Stations in 1938 and 1967; however, the construction of these stations did not result in further residential development in the area. Furthermore, Porthill's significance to Idaho and the U.S. is tied to the fur trade in the late 1800s, the mining of local materials around the turn of the twentieth century, farming practices, and logging practices. 147 Trading Post Road was constructed outside of the period of significance for these events, and as a residence, does not reflect the agricultural landscape of the area, the mining history of the area, nor the logging practices of the area. Neither is 147 Trading Post Road associated with the historic port of entry, which does have historical significance to the community, state, and nation. Research did not reveal any significant events occurred on or within the property. Therefore, because the residence was constructed outside of the period of significance of Porthill's historically significant residential development, and because the residence is not directly associated with nor reflects the community's history of the fur trade, mining, logging, or farming practices, nor the port of entry, ASM recommends 147 Trading Post Road not eligible under NRHP Criterion A.

Criterion B: 147 Trading Post Road was evaluated under NRHP Criterion B for its potential association to the life of a person or persons significant to the history of the community, the state of Idaho, or the nation. None of the occupants or owners of 147 Trading Post Road appear to be historically significant individuals. One family occupied the residence for a number of years until the twenty-first century; however, research did not reveal that they made any significant contributions within their profession or field. As such, ASM recommends the residence at 147 Trading Post not eligible under NRHP Criterion B.

REV# _____ SITS# _____ IHSI# _____

Criterion C: 147 Trading Post Road was then evaluated under the theme of Architecture as a significant example of a type, period, or method of construction, representation of the work of a master, a building of high artistic values, or a building that represents a significant and distinguishable entity whose components may lack individual distinction. It is a single-family residence constructed in 1965 and can be classified architecturally as an example of Minimal Traditional style. It exhibits some character-defining features of the Minimal Traditional style such as an asymmetrical primary façade, a long rectangular layout, a recessed section along the primary façade, and a side-gabled roof. However, it lacks other character-defining features commonly associated with the style such as a stucco, wood, or stone siding, a fixed window by the primary façade entrance, fixed picture windows along the primary façade, and an asphalt shingle roof. 147 Trading Post Road is not a good representation of this style, especially in comparison to other residential examples of the Minimal Traditional style in the Porthill area. One such residence constructed in Boundary County, the Russell and Pearl Soderling House (217 W. Madison Street, Bonners Ferry), is an excellent example of Minimal Traditional style (Stagliano-Starnes 1992); the property was subsequently listed in the NRHP under Criterion C in 1997. It retains significance as a unique representation of local vernacular Minimal Traditional style, where elements important to Minimal Traditional style were represented while incorporating several unique features such as a chimney constructed with rocks from the Kootenai River, an oriel window, and a porthole window. Additionally, two Minimal Traditional style residences were identified and catalogued as potential historic properties by the Idaho Architecture Project, and both can be found in Boise, Ada County (2630 Kootenai Street and 2708 Kootenai Street) (Idaho Architecture Project 2023a, 2023b). Although these residences are geographically distant from the subject property, they reveal the local vernacular Minimal Traditional style, which mainly features horizontal wood board siding, picture windows, a recessed front entry porch, a cross-gabled roof, and a brick accent. In comparison with the Russell and Pearl Soderling House and the two residences from Ada County, 147 Trading Post Road does not retain the majority of the characteristics associated with the local vernacular Minimal Traditional style and does not bear any features that contribute to an architecturally significant and unique representation of the style. Research did not reveal that a master builder or master architect was associated with the design and construction of the property. Therefore, because 147 Trading Post Road is not a good example of Minimal Traditional style, because the property does not represent the local vernacular iteration of the style, and because the property is not associated with a master builder or master architect, ASM recommends 147 Trading Post Road is not eligible under NRHP Criterion C.

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Lastly, the residence at 147 Trading Post Road does not appear eligible as contributor to a historic district as none was identified during the survey effort.

Integrity

Per the NRHP, “Only after significance is fully established can you proceed to the issue of integrity.” (NRHP 1997:45). Because the property does not meet any NRHP criteria and therefore historical significance is not established, an assessment of integrity is not warranted.

Sources:

Ancestry.com
2010“Ploman E. Sheppard: U.S. Public Records Index, 1950-1993, Volume 2.” Lehi, Utah.
2020“Yvonne R. Sheppard: U.S. Public Records Index, 1950-1993, Volume 2.” Lehi, Utah.
2020“Amanda M. Sheppard: U.S. Public Records Index, 1950-1993, Volume 2.” Lehi, Utah.
2020“Diane M. Jacobson: U.S. Public Records Index, 1950-1993, Volume 2.” Lehi, Utah.

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2023aResidential Valuation Record for 147 Trading Post Road (Residence).
2023bResidential Valuation Record for 147 Trading Post Road (Shed).
2023cLegal Description – Parcel Master Inquiry for 147 Trading Post Road.

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1997 How to Apply the National Register Criteria for Evaluation. National Register Bulletin No. 15. Government Printing Office, Washington, D.C.

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Woods, Helen G.
1959 "Boundary County". History of Idaho. Merrill D. Beal.

APPENDIX C

Building Records

8/03/23 **PMO100 - PARCEL MASTER INQUIRY** 10:50:54

PARCEL: RP 00840003010A A

F17=DD

JACOBSON, DIANE

+

CHANGE DATE: 06 24 2019

C/O JACOBSON, LARS
6652 CHIPPEWA DRIVE
BONNERS FERRY ID 83805
147 TRADING POST

Previous Deed Numbers
278172 WDO
248315 QD
240325 POA
240324 WDO
110946 WD

R CD
DE
E 010AT

CAT/ST#	RY	QUANTITY	UN	VA
15 1	2023	400	AC	26
32 1	2023			8

OTHER

F3=Exit F12=Cancel

TOTALS 400 34

ENTER NEXT PARCEL NUMBER RP _____ A

FKeys: F2=TX F3=Exit F5=SS F6=NM F7=LG
F8=CT F13=TM F18=HS F20=Srch F22=EU

8/03/23 **PMO100 - PARCEL MASTER INQUIRY** **10:50:54**

PARCEL: RP 00840003010A A

F17=DD

JACOBSON, DIANE

LEGAL DESCRIPTION
PART OF LOTS 1 THRU 10,
10 FT OF VAC ALLEY
BLK 3 +

ProVal Area Number 1

C/O JACOBSON, LARS
6652 CHIPPEWA DRIVE
BONNERS FERRY ID 83805
147 TRADING POST RD 83805

CODE AREA 4-0000 **OWNER CD**
PARC TYPE **LOC CODE**
EFFDATE 5012008 **EXPDATE**
PREV PARCEL RP00840003010AT

CAT/ST#	RY	QUANTITY	UN	VALUE	HO MRKT	HO EXMP	CB MRKT	OTHER
15 1	2023	400	AC	26220				
32 1	2023			8300				
TOTALS		400		34520				

ENTER NEXT PARCEL NUMBER RP _____ A

FKeys: F2=TX F3=Exit F5=SS F6=NM F7=LG
F8=CT F13=TM F18=HS F20=Srch F22=EU

ADMINISTRATIVE INFORMATION

PARCEL NUMBER
RP00840003010AA

Parent Parcel Number

Property Address
147 TRADING POST RD

Neighborhood
2100 Rural Subdivisions

Property Class
515 515- Rural resid subdivisions

TAXING DISTRICT INFORMATION

Jurisdiction 11
Area 001
District 004000

OWNERSHIP

JACOBSON, DIANE
C/O JACOBSON LARS
BONNERS FERRY, ID 83805

PART OF LOTS 1 THRU 10,
10 FT OF VAC ALLEY
BLK 3
PORT HILL
SEC 8 T65N R1W

Printed 08/03/2023 Card No. 1 of 1

TRANSFER OF OWNERSHIP

Date

RESIDENTIAL

VALUATION RECORD

Assessment Year		01/01/2017	01/01/2018	01/01/2019	01/01/2020	01/01/2021	01/01/2022	01/01/2023
Reason for Change		Value Update	5Y Reval	5Y Reval	5Y Reval	5Y Reval	5Y Reval	5Y Reval
VALUATION	L	9780	9780	9780	9780	10760	20170	26220
Market Value	B	0	6260	6400	6730	6830	8560	8300
	T	9780	16040	16180	16510	17590	28730	34520

Site Description

Topography:

Public Utilities:

Street or Road:

Neighborhood:

Zoning:

Legal Acres:
0.4000

LAND DATA AND CALCULATIONS

Land Type	Rating Soil ID -or- Actual Frontage	Measured Acreage -or- Effective Frontage	Table Effective Depth	Prod. Factor -or- Depth Factor -or- Square Feet	Base Rate	Adjusted Rate	Extended Value	Influence Factor	Value
1 Homesite		0.4000		1.00	65555.00	65555.00	26220		26220

NOTE: APPRAISER COMMENTS
A house on this parcel was discovered
with a new aerial map to have been put
on the wrong parcel. Moved to
RP00840003024AA on 1/10/2008.
PREVIOUSLY MISSED HAYCOVER W/CARGO CONTAINERS MOVED TO THIS
PARCEL FROM RP00840003024AA FOR 2018. TG
RY23: Review Year 2023

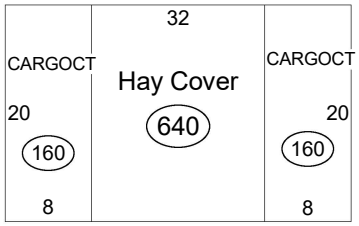
Supplemental Cards
MEASURED ACREAGE 0.4000

Supplemental Cards
TRUE TAX VALUE 26220

Supplemental Cards
TOTAL LAND VALUE 26220

IMPROVEMENT DATA

PHYSICAL CHARACTERISTICS



(LCM: 100.00)

SPECIAL FEATURES

Description	Value

SUMMARY OF IMPROVEMENTS

ID	Use	Stry Hgt	Const Type	Grade	Year Const	Eff Year	Cond	Base Rate	Feat-ures	Adj Rate	Size or Area	Computed Value	Phys Depr	Obsol Depr	Market Adj	% Comp	Value
02	CARGOCT	0.00		Avg	2006	2006	AV	0.00	N	0.00	8x 20	0	0	SV	0	100	2250
03	CARGOCT	0.00		Avg	2013	2013	AV	0.00	N	0.00	8x 20	0	0	SV	0	100	2250
04	HAYCOVER	10.00	1	Avg	2013	2013	AV	2.35	N	2.35	20x 32	1500	8	0	275	100	3800

Data Collector/Date
MK 08/05/2022

Appraiser/Date
MK 02/15/2023

Neighborhood
Neigh 2100 AV

Supplemental Cards
TOTAL IMPROVEMENT VALUE 8300

ADMINISTRATIVE INFORMATION

PARCEL NUMBER
RP00840003024AA

Parent Parcel Number

Property Address
147 TRADING POST RD

Neighborhood
2100 Rural Subdivisions

Property Class
515 515- Rural resid subdivisions

TAXING DISTRICT INFORMATION

Jurisdiction 11
Area 001
District 004000

OWNERSHIP

JACOBSON, DIANE
C/O LARS JACOBSON
BONNERS FERRY, ID 83805

LOTS 14 THRU 24
BLK 3
PORT HILL
SEC 8 T65N R1W

Printed 08/03/2023 Card No. 1 of 2

TRANSFER OF OWNERSHIP

Date

RESIDENTIAL

VALUATION RECORD

Assessment Year		01/01/2017	01/01/2018	01/01/2019	01/01/2020	01/01/2021	01/01/2022	01/01/2023
Reason for Change		Value Update	5Y Reval	5Y Reval	5Y Reval	5Y Reval	5Y Reval	5Y Reval
VALUATION	L	37800	37800	37800	49300	52090	78830	96040
Market Value	B	90470	83950	90950	141590	150720	264910	251200
	T	128270	121750	128750	190890	202810	343740	347240

Site Description

Topography:
Rolling

Public Utilities:
All

Street or Road:
Unpaved

Neighborhood:
Static

Zoning:

Legal Acres:
0.7580

LAND DATA AND CALCULATIONS

	Land Type	Rating Soil ID -or- Actual Frontage	Measured Acreage -or- Effective Frontage	Table Effective Depth	Prod. Factor -or- Depth Factor -or- Square Feet	Base Rate	Adjusted Rate	Extended Value		Influence Factor		Value
1	Homesite		0.7580		1.00	65555.00	65555.00	49690	Y	50%		74540
2	TSBAMENITIES	PSW	0.0		1.00	21500.00	21500.00	21500			SV	21500

NOTE: APPRAISER COMMENTS
A house added to this parcel for 2008
has been valued on the contiguous
parcel in error for decades. The owner
was always the same for both so it was
not discovered until now.
Added wood deck w/ leanto, shed and cargo container for
2013 per KC notes and pics.
MOVED CARGO CONTAINERS/HAY COVER TO RP00840003010AA PER AERIAL.
RY23: Review Year 2023

Supplemental Cards
MEASURED ACREAGE 0.7580

Supplemental Cards
TRUE TAX VALUE 96040

Supplemental Cards
TOTAL LAND VALUE 96040

IMPROVEMENT DATA

PHYSICAL CHARACTERISTICS

Style: newer 1 story w/basement
Occupancy: Single family - Tenant

Story Height:	1.0
Finished Area:	1848
Attic:	None
Basement:	1/2

ROOFING
Material: Metal
Type: Gable
Framing: Std for class
Pitch: Not available

FLOORING

Slab	B
Sub and joists	1.0
Base Allowance	1.0

EXTERIOR COVER

Conc block	1.0
Masonry	B

INTERIOR FINISH

Drywall	1.0

ACCOMMODATIONS

Finished Rooms	6
Bedrooms	2
Formal Dining Rooms	1
Rec Type: 1	
Room Area: 672	
Fireplaces:	2

HEATING AND AIR CONDITIONING
Primary Heat: No heat-wood stove/insert

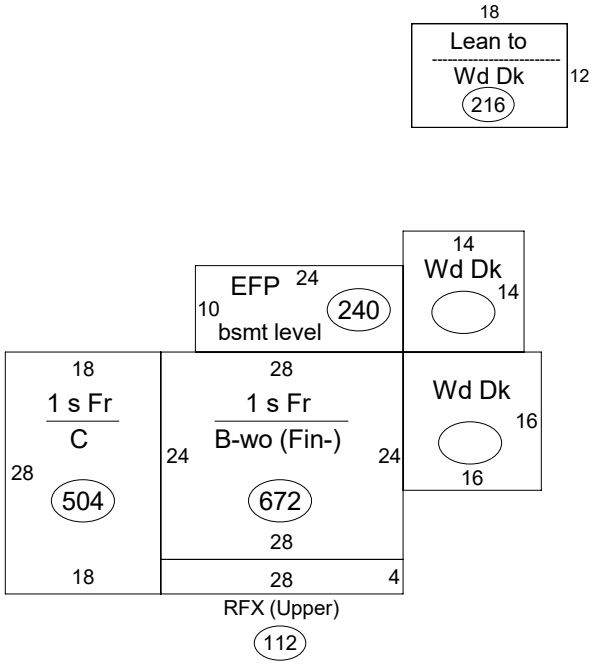
	Lower /Bsmt	Full	Part
	1	Upper	Upper

PLUMBING

	#	
3 Fixt. Baths	1	3
Kit Sink	1	1
Water Heat	1	1
TOTAL		5

REMODELING AND MODERNIZATION

	Amount	Date



(LCM: 100.00)

SPECIAL FEATURES

Description	Value
D :1CHMMASO	465
BASIC	1725
MAS	1925

SUMMARY OF IMPROVEMENTS

ID	Use	Stry Hgt	Const Type	Grade	Year Const	Eff Year	Cond	Base Rate	Feat-ures	Adj Rate	Size or Area	Computed Value	Phys Depr	Obsol Depr	Market Adj	% Comp	Value
D	DWELL	0.00	1	Fair	1965	1965	F	0.00	Y	0.00	1848	95060	0	10	275	100	235270
02	WDDK	0.00		Avg	2012	2012	AV	0.00	N	0.00	216	1850	0	0	275	0	5090
03	LEANTO	12.00	0	Avg	2012	2012	AV	4.17	N	4.17	12x 18	900	0	0	275	100	2480

Data Collector/Date
MK 08/05/2022

Appraiser/Date
MK 02/15/2023

Neighborhood
Neigh 2100 AV

Supplemental Cards
TOTAL IMPROVEMENT VALUE 242840

ADMINISTRATIVE INFORMATION **OWNERSHIP**

Printed 08/03/2023 Card No. 2 of 2

TRANSFER OF OWNERSHIP

Date

VALUATION RECORD

Assessment Year

Reason for Change

VALUATION

Site Description

LAND DATA AND CALCULATIONS

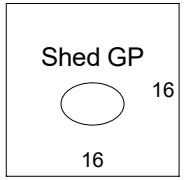
Land Type	Rating Soil ID -or- Actual Frontage	Measured Acreage -or- Effective Frontage	Table Effective Depth	Prod. Factor -or- Depth Factor -or- Square Feet	Base Rate	Adjusted Rate	Extended Value	Influence Factor	Value

Supplemental Cards

TOTAL LAND VALUE

IMPROVEMENT DATA

PHYSICAL CHARACTERISTICS



(LCM: 100.00)

SPECIAL FEATURES

Description	Value

SUMMARY OF IMPROVEMENTS

ID	Use	Stry Hgt	Const Type	Grade	Year Const	Eff Year	Cond	Base Rate	Feat-ures	Adj Rate	Size or Area	Computed Value	Phys Depr	Obsol Depr	Market Adj	% Comp	Value
01	SHEDGP	8.00	1	Good	2012	2012	AV	9.13	N	11.87	16x 16	3040	0	0	275	100	8360

Data Collector/Date
MK 08/05/2022

Appraiser/Date
MK 02/15/2023

Neighborhood
Neigh 2100 AV

Supplemental Cards

TOTAL IMPROVEMENT VALUE 8360

APPENDIX C: SECTION 7 INFORMAL CONSULTATION CORRESPONDENCE

October 20, 2023

U.S. Fish and Wildlife Service
IFWO-Coeur d'Alene
3232 W. Nursery Rd.
Coeur d'Alene, ID 83815

RE: United States General Services Administration (GSA) – Section 7 Consultation for Expansion and Modernization of the Land Port of Entry (LPOE) in Porthill, Idaho

Dear Christina Hacker,

The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) for the expansion and modernization of the Porthill Land Port of Entry (LPOE) located in Boundary County, Idaho (Attachment 1). The EA is being prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended (Public Law 91-190, 42 United States Code [U.S.C] §4321 et. seq.), the Council on Environmental Quality (CEQ) NEPA implementation regulations (40 Code of Federal Regulations [CFR] §§1500-1508), and other relevant federal and state laws and regulations.

GSA contracted with Solv LLC (Solv) to assist in the development of this EA, which will address the proposed action over a multi-year planning period beginning in 2023. We request your agency's acknowledgment of our effects determinations for the five species that may occur within the proposed project location as determined by the USFWS Information for Planning and Consultation (IPaC) website: bull trout (*Salvelinus confluentus*), white sturgeon (*Acipenser transmontanus*), grizzly bear (*Ursus arctos horribilis*), North American wolverine (*Gulo luscus*), and Monarch butterfly (*Danaus plexippus*). The proposed action would be implemented through one of the following two action alternatives:

Proposed LPOE Expansion and Modernization with Partial Demolition of Existing Facility

- The project would be sited in an approximately 4-acre developed residential/commercial area. This area consists of disturbed area and early successional roadside vegetation and landscaped grassy areas;
- This alternative consists of the demolition of all existing aboveground structures and the construction of impervious surfaces or structures, including buildings, canopies, parking lots, and traffic lanes;
- This alternative retains and reuses the existing foundations and utilities to the greatest extent possible;
- Construction equipment and vehicles would be routed through previously disturbed areas to the greatest extent possible; and
- Any areas where vegetation is removed from the periphery of the project site during construction would be re-planted with native species to mitigate habitat loss.

Proposed LPOE Expansion and Modernization with Full Demolition of Existing Facility

- This alternative would be implemented through identical mechanisms and magnitudes and at the same location as the above alternative, with the exception that all aboveground structures, foundations, and utilities would be demolished;
- This alternative would be implemented via one of two options:
    - Option A – construction of a one-story LPOE facility; or
    - Option B – construction of a two-story LPOE facility;
- Option B would have a marginally smaller construction footprint than Option A.

Attachment 2 is an aerial view of the proposed expanded and modernized LPOE project area and surrounding areas, applicable to both action alternatives. Attachment 3 contains the official species list from USFWS Information for Planning and Consultation (IPaC) for Proposed LPOE Project Area.

The Kootenai River, habitat for both white sturgeon and bull trout, flows southwest-to-northeast at least 160 m west of the project site (see Attachment 1). There is no bull trout critical habitat in or near the project site, nor does bull trout critical habitat occur in a tributary or distributary of the Kootenai River. The portion of the Kootenai River designated as white sturgeon critical habitat extends from river mile (RM) 159.7 in Bonners Ferry to RM 141.4 near Shorty's Island, a minimum of 15.9 mi upstream of the project area. Construction earthwork activities could result in construction stormwater runoff. This runoff would be unlikely to adversely impact white sturgeon critical habitat upstream of the project site, and BMPs such as silt fence installation around the construction site, placement of gravel or rip-rap for heavy vehicle transit, and an Erosion Prevention and Sediment Control (EPSC) plan development would be implemented to minimize erosion and avoid potential impacts of construction activities to bull trout or white sturgeon. Adverse impacts to upstream white sturgeon critical habitat due to increased stormwater runoff from impervious surfaces are unlikely. Therefore, GSA concludes that the proposed action would have "no effect" on bull trout, white sturgeon, or white sturgeon critical habitat.

There are no documented cases of grizzly bears occurring in the LPOE area, and the LPOE project area has minimal, low-quality bear habitat. Furthermore, any bears in the area likely avoid the existing LPOE due to its operational noise and visual disturbance. Therefore, grizzly bears are unlikely to occur onsite or in the vicinity outside of temporary, incidental occurrences. Further development on the site would not appreciably alter the amount of habitat or prey available to grizzly bears. There is no designated or proposed grizzly bear critical habitat in or near the project site. As such, GSA concludes that the proposed action would have "no effect" on grizzly bear.

There are no documented cases of North American wolverine occurring in the LPOE area. Wolverines may occur incidentally in the vicinity due to the presence of deep, persistent winter snow cover in the general region, but occurrence is unlikely due to the level of development and activity at the LPOE. As with grizzly bears, further onsite development would not appreciably alter the amount of habitat or prey available to wolverines. There is no designated or proposed wolverine critical habitat in or near the project area. As such, GSA concludes that the proposed action would have "no effect" on North American wolverine.

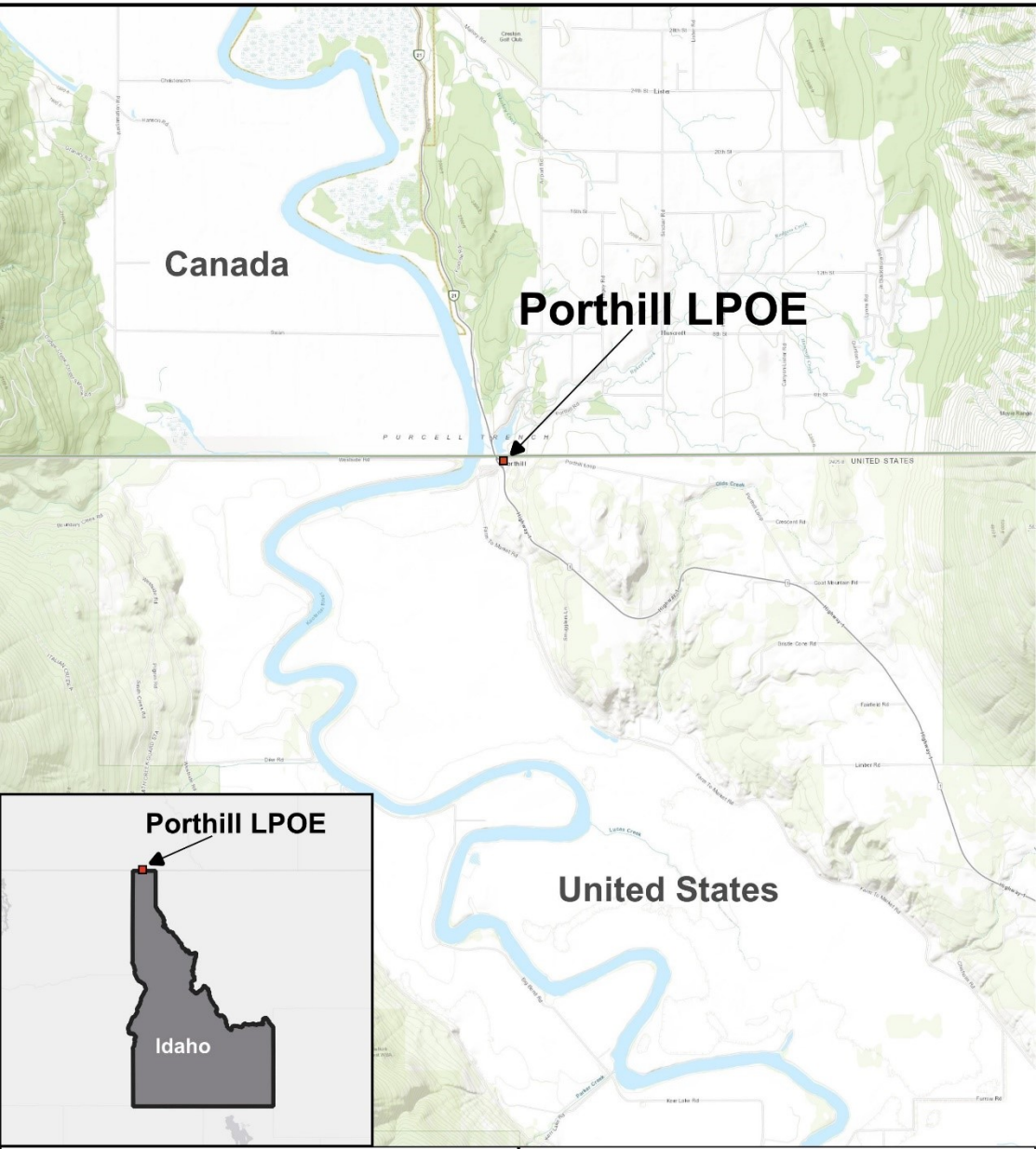
The monarch butterfly may occur transiently in the vicinity due to the presence of grassy and roadside habitats, but occurrence is unlikely due to the level of disturbance. As such, GSA concludes that the proposed action would have "no effect" on monarch butterfly.

We intend to provide a copy of the Draft EA to your office once it is completed. If you have any comments or information you wish to bring to our attention, please provide your input no later than November 13, 2023.

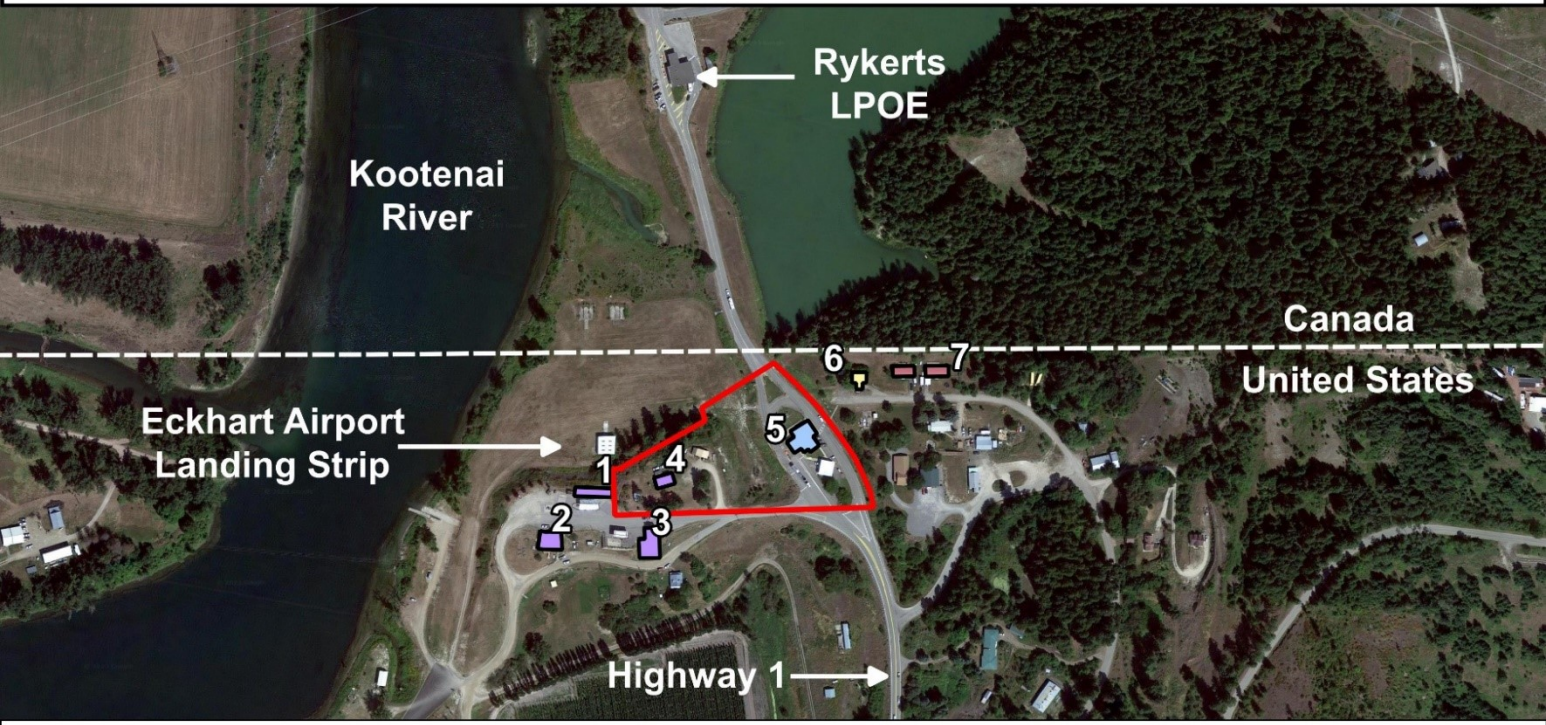
Sincerely,
Amelia Waring
Solv LLC
8201 Greensboro Drive #700
McLean, VA 22102
(540) 958-6197
e-mail: amelia.waring@solvllc.com

Enclosed:
Attachment 1: Location of the LPOE in Porthill, ID
Attachment 2: Aerial View of the Proposed LPOE Project Area and Surrounding Area
Attachment 3: IPaC Results for Proposed LPOE Project Area

Porthill Land Port of Entry Expansion and Modernization Project



Porthill Land Port of Entry
Expansion and Modernization Project



Legend

- 1. Gas Station and Store
- 2. Restaurant
- 3. Merchant Shop and Gas Station
- 4. Private Residence
- 5. GSA Porthill LPOE
- 6. Historic LPOE
- 7. CBP Residences
- Porthill Project Area

PROJECT LOCATION

0 0.1 0.2 mi

Porthill, Idaho

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Idaho Fish And Wildlife Office
1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657
Phone: (208) 378-5243 Fax: (208) 378-5262

In Reply Refer To:
Project Code: 2023-0121628
Project Name: GSA LPOE Porthill EA

August 25, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Idaho Fish And Wildlife Office
1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657
(208) 378-5243

PROJECT SUMMARY

Project Code: 2023-0121628
Project Name: GSA LPOE Porthill EA
Project Type: New Constr - Above Ground
Project Description: The U.S. General Services Administration (GSA) is preparing an Environmental Assessment (EA) for the expansion and modernization of the Porthill Land Port of Entry (LPOE) located in Boundary County, Idaho. The EA is in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended (Public Law 91-190, 42 United States Code [U.S.C] §4321 et. seq.), the Council on Environmental Quality (CEQ) NEPA implementation regulations (40 Code of Federal Regulations [CFR] §§1500-1508), and other relevant federal and state laws and regulations.

GSA contracted with Solv, LLC (Solv) to assist in the development of this EA. This EA will address one proposed action implemented through one of two alternatives over a multi-year planning period beginning in 2023. Both alternatives acquire a 1.16-acre private parcel abutting the existing LPOE for a total construction footprint of approximately 5.96 acres. Alternative 1 consists of partial demolition of all existing LPOE aboveground structures and construction of new facilities utilizing existing foundations and utilities (to the extent possible). Alternative 2 consists of full demolition of all existing LPOE aboveground structures, foundations, and utilities, and construction of new facilities under one of two options: Option A, a one-story facility, and Option B, and two-story facility.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@48.999259499999994,-116.49943366200714,14z

Counties: Boundary County, Idaho

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Grizzly Bear *Ursus arctos horribilis* Population: U.S.A., conterminous (lower 48) States, except where listed as an experimental population There is **proposed** critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/7642	Threatened
North American Wolverine *Gulo gulo luscus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5123	Proposed Threatened

FISHES

NAME	STATUS
Bull Trout *Salvelinus confluentus* Population: U.S.A., conterminous, lower 48 states There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8212	Threatened
White Sturgeon *Acipenser transmontanus* Population: U.S.A. (ID, MT), Canada (B.C.), Kootenai R. system There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8241	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus*	Candidate

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/9743

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

MIGRATORY BIRD INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

MIGRATORY BIRDS FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very

helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?
The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects
For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of

certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPAC USER CONTACT INFORMATION

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LEAD AGENCY CONTACT INFORMATION

Lead Agency: General Services Administration