DRAFT

Environmental Assessment for the New Houlton Border Patrol Station
U.S. Border Patrol, Houlton Sector, Maine
U.S. Customs and Border Protection
Department of Homeland Security
Washington, D.C.

November 2021

FINDING OF NO SIGNIFICANT IMPACT
FOR
CONSTRUCTION OF THE NEW HOULTON BORDER PATROL STATION
U.S. BORDER PATROL HOULTON STATION, HOULTON SECTOR, MAINE
U.S. CUSTOMS AND BORDER PROTECTION
DEPARTMENT OF HOMELAND SECURITY
WASHINGTON, D.C.

INTRODUCTION: United States (U.S.) Customs and Border Protection (CBP) prepared an Environmental Assessment (EA) that addresses the potential effects, beneficial and adverse, resulting from the proposed construction of a new U.S. Border Patrol Station (BPS) in Houlton, Maine.

The new BPS would replace the current facility which does not have the capacity to meet current and future needs for USBP operations in the area. The new BPS would be constructed to accommodate the existing agents (42) and up to an additional 8 agents. The new BPS and associated supporting infrastructure are designed for continuous operation in support of the Border Patrol Strategic Plan to gain and maintain effective control of the borders of the United States.

The Houlton BPS's Area of Responsibility (AOR) covers 98 miles of international border with the Canadian Province of New Brunswick (CBP 2021). Of these 98 miles, approximately 40 miles are land border and the remaining 58 miles are water border. The Houlton BPS plays an integral part in the overall Border Patrol Strategic Plan as a primary line of defense between the border of Canada and the interior of the U.S.

The proposed new station would include some or all of the following components:

- Main administration building (approximately 16,100 square foot [sf]) and approximately 23,000 sf of support space
- 2-bay vehicle maintenance facility, one with a lift and one without a lift
- Security borders
- Command Center (C2)
- Canine kennels (3)
- Squad room
- Training facility
- FIPS201/HSPD-12 compliant security systems
- Security lighting
- 8-foot-high chain link security fencing
- ATV/Snowmobile storage for 14 vehicles
- Marine patrol storage for 4 boats
- Heliport
- Two lane firing range (approximately 4,089 sf) with training area and 3 parking spaces

PROJECT LOCATION: The proposed new Houlton BPS would be constructed within the town of Houlton, Maine with ready access to Interstate 95 (I-95). The new Houlton BPS would be constructed on an approximately 15-acre parcel of land along Access Road in Houlton, Maine. Houlton is located northeast Maine within Aroostook County.

PURPOSE AND NEED: CBP and USBP propose the construction, operation, and maintenance of a new Houlton BPS for the purpose of facilitating the primary goals and objectives of USBP's strategy. The current Houlton BPS lacks sufficient space which is a safety hazard and has a substantial impact on USBP's operational effectiveness. The installation of a new Houlton BPS would address the occupational health, safety, security, and operational deficiencies that are found at the existing Houlton BPS and would effectively anticipate and adapt to future law enforcement challenges. The Proposed Action would enhance the overall safety and efficiency of current and future operations within the USBP Houlton BPS AOR, as well as the safety of communities in the area.

The need for the Proposed Action includes provision of the following:

- Appropriate facilities to allow the USBP to operate more efficiently, safely, and securely - resulting in more effective deployment of required assets in the area of responsibility to prevent illegal activities - and ensure chain of custody;
- Appropriate facilities that enable USBP to attain and maintain compliance with USBP standards, regulations, and mandates;
- Provide additional space and facilities for expansion of the Houlton BPS to a 50-agent station plus support staff;
- Facilities necessary for increased effectiveness of an expanded number of USBP agents in the performance of their duties (e.g., vehicle maintenance shop, fuel storage, vehicle parking, secure vehicle seizure lot, dog kennels, ATV/Snowmobile storage); and
- Provide an opportunity for future expansion, as necessary.

ALTERNATIVES: Two action alternatives and the No Action Alternative, as required by CEQ, have been evaluated in the EA. The alternative descriptions are presented in the following paragraphs.

Alternative 1 is the North Miller Tract, which is located between Hidden Road and Access Road, east of U.S. Route 1 (North Street). This tract consists of a mix of open fields and wooded area, which is zoned for Highway Business, thus the new Houlton BPS would be an applicable building for this zone. Although this tract is approximately 133 acres, CBP has chosen to evaluate approximately 15 acres of this tract. The 15-acre portion of the 133-acre tract is located at the northeast end of Access Road near the water treatment plant. The remaining acreage within the tract would remain private property. If this alternative is chosen, CBP would make a direct purchase from the current private owner.

Alternative 2 is the South Miller Tract (Preferred Alternative) and consists of 73.5 acres and is located south of Access Road. This tract is also located within a Highway Business zone and is applicable for use as the new Houlton BPS. This tract was classified as farmland in 1995 and is still in use as agricultural lands today. Although this tract is 73.5 acres, CBP has chosen to

evaluate approximately 15-acres of the tract for siting purposes. The remaining acreage within the tract would remain private property. If this alternative is chosen, CBP would make a direct purchase from the current private owner.

Alternative 3 is the No Action Alternative, which would preclude the construction, operation, and maintenance of a new BPS. The existing station would continue to be inadequate for the support of operations within the Houlton AOR, and would have to accommodate the projected increase in USBP agents, but would not be able to do so while operating in an effective manner. Consequently, this alternative would hinder USBP's ability to respond to high-levels of illegal border-related activity. The No Action Alternative does not meet the purpose and need for the proposed project, but was carried forward for analysis, as required by CEQ regulations. The No Action Alternative describes the existing conditions in the absence of the Proposed Action.

ENVIRONMENTAL CONSEQUENCES: No effects would occur to cultural resources as none were found within the boundaries of the Proposed Action. Effects to biological resources such as soils, vegetation, and wildlife would range from none to minor, and temporary to long-term. No effects to protected species would occur as no habitat or individuals are located at either alternative site. The Proposed Action would have minimal impacts on ground water resources. Alternative 1 would have permanent impacts to wetlands (1.4 acres); however, these impacts would be mitigated to a no net loss of wetlands if chosen. Alternative 2 would have no impacts to wetlands or waters of the U.S. as none are present.

Temporary and minor increases in air pollution and noise would occur during construction activities. Negligible increases in demands on utilities would be expected as a result of the new BPS. Construction of the BPS would create long-term, minor impacts on roadways and traffic within the region. Vehicular traffic would increase near the proposed site to transport materials and work crews during construction activities. An increase in the number of personnel traveling to the new BPS would also occur after construction was completed.

The Proposed Action would have minor to negligible impacts on socioeconomics through increased taxes, salaries, and buying of supplies during construction and operation of the BPS. Further, the Proposed Action would not result in disproportionately high and adverse human health or environmental effects on minority populations or low-income populations.

BEST MANAGEMENT PRACTICES: Best Management Practices were identified for each resource category that could be potentially affected. Many of these measures have been incorporated as standard operating procedures by CBP in similar past projects. The BMPs to be implemented are found below and in Section 4.0 of the EA.

GENERAL PROJECT PLANNING CONSIDERATIONS

1. If required, night-vision-friendly strobe lights necessary for CBP operational needs will use the minimum wattage and number of flashes per minute necessary to ensure operational safety.

2. Avoid contamination of ground and surface waters by storing concrete wash water, and any water that has been contaminated with construction materials, oils, equipment residue, etc., in closed containers on-site until removed for disposal. This wash water is toxic to wildlife. Storage tanks must have proper air space (to avoid rainfall-induced overtopping), be on-ground containers, and be located in upland areas instead of washes.

3. Avoid lighting impacts during the night by conducting construction and maintenance activities during daylight hours only. If night lighting is unavoidable, 1) use special bulbs designed to ensure no increase in ambient light conditions, 2) minimize the number of lights used, 3) place lights on poles pointed down toward the ground, with shields on lights to prevent light from going up into sky, or out laterally into landscape, and 4) selectively place lights so they are directed away from all native vegetative communities.

4. CBP will avoid the spread of non-native plants by not using natural materials (e.g., straw) for on-site erosion control. If natural materials must be used, the natural material would be certified weed and weed-seed free. Herbicides not toxic to listed species that may be in the area can be used for non-native vegetation control. Application of herbicides will follow Federal guidelines and can be used according to in accordance with label directions.

5. CBP will ensure that all construction will follow DHS Directive 025-01 for Sustainable Practices for Environmental, Energy, and Transportation Management.

6. CBP will place drip pans under parked equipment and establish containment zones when refueling vehicles or equipment.

SOILS

1. Clearly demarcate the perimeter of all new areas to be disturbed using flagging or temporary construction fencing. Do not allow any disturbance outside that perimeter.

2. The area of disturbance will be minimized by limiting deliveries of materials and equipment to only those needed for effective project implementation.

3. Within the designated disturbance area, grading or topsoil removal will be limited to areas where this activity is needed to provide the ground conditions necessary for construction or maintenance activities.

4. Rehabilitation will include revegetating or the distribution of organic and geological materials (i.e., boulders and rocks) over the disturbed area to reduce erosion while allowing the area to naturally vegetate.

BIOLOGICAL RESOURCES

1. Materials used for on-site erosion control will be free of non-native plant seeds and other plant parts to limit potential for infestation.

2. Identify by its source location any fill material, sandbags, hay bales, and mulch brought in from outside the project area. These materials will be free of non-native plant seeds and other plant parts to limit potential for infestation.

3. Native weed free seeds or plants will be used to revegetate temporarily disturbed areas.

4. Obtain materials such as gravel, topsoil, or fill from existing developed or previously used sources that are compatible with the project area and are from legally permitted sites. Do not use materials from undisturbed areas adjacent to the project area.

5. To prevent entrapment of wildlife species, ensure that excavated, steep-walled holes or trenches are either completely covered by plywood or metal caps at the close of each workday or provided with one or more escape ramps (at no greater than 1,000-foot intervals and sloped less than 45 degrees) constructed of earthen fill or wooden planks.

6. Each morning, before the start of construction or maintenance activities and before such holes or trenches are filled, ensure that they are thoroughly inspected for trapped animals. Ensure that any animals discovered are allowed to escape voluntarily (by escape ramps or temporary structures), without harassment, and before construction activities resume, or are removed from the trench or hole by a qualified person and allowed to escape unimpeded.

7. The Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712, [1918, as amended 1936, 1960, 1968, 1969, 1974, 1978, 1986 and 1989]) requires that Federal agencies coordinate with the USFWS if a construction activity would result in the take of a migratory bird. If construction or clearing activities are scheduled during nesting season (March 1 through September 1) within potential nesting habitats, surveys will be performed to identify active nests. If construction activities will result in the take of a migratory bird, then coordination with the USFWS and TPWD will be required and applicable permits would be obtained prior to construction or clearing activities. Other mitigation measures that would be considered are to install visual markers on any guy wires used, and to schedule all construction activities outside nesting season, negating the requirement for nesting bird surveys. The proposed RVSS and relay towers would also comply with USFWS guidelines for reducing fatal bird strikes on communications towers (Clark 2000), to the greatest extent practicable.

8. Anti-perching devices will be incorporated into the site design and installed on the tower.

9. CBP will not, for any length of time, permit any pets inside the project area or adjacent native habitats. This BMP does not pertain to law enforcement animals.

CULTURAL RESOURCES

1. In the event that unanticipated archaeological resources are discovered during construction or any other project-related activities, or should known archaeological resources be inadvertently affected in a manner that was not anticipated, the project proponent or contractor shall immediately halt all activities in the immediate area of the discovery and take steps to stabilize and protect the discovered resource until it can be evaluated by a qualified archaeologist.

2. In the event that human remains are inadvertently discovered all ground-disturbing activity would cease immediately. The Project Manager would immediately notify CBP. CBP would notify state police within 24 hours of the discovery and follow their directions for securing the site pending examination of a medical examiner/coroner. Law enforcement and the coroner would determine whether or not the discovery constitutes a crime scene. CBP would coordinate with the state police and the coroner regarding where construction activities can resume. No work may proceed without the written authorization of CBP. CBP would notify the Advisory Council on Historic Preservation, the appropriate SHPO or Tribal Historic Preservation Officer, any impacted Indian Tribe, and any impacted federal agency of the discovery in writing within two business days. NAGPRA would be followed if the discovery is determined to be of Native American origin. CBP's established standard operating procedures for inadvertent discoveries would be adhered to in all cases.

AIR QUALITY

1. Soil watering will be utilized to minimize airborne particulate matter created during construction activities. Bare ground may be covered with hay or straw to lessen wind erosion during the time between construction and the revegetation of temporary impact areas with a mixture of native plant seeds or nursery plantings (or both). All construction equipment and vehicles will be kept in good operating condition to minimize exhaust emissions.

WATER RESOURCES

1. Wastewater is to be stored in closed containers on-site until removed for disposal. Wastewater is water used for project purposes that is contaminated with construction materials or from cleaning equipment and thus carries oils or other toxic materials or other contaminants as defined by Federal or state regulations.

2. Avoid contamination of ground and surface waters by collecting concrete wash water in open containers and disposing of it off-site.

3. Avoid contaminating natural aquatic and wetland systems with runoff by limiting all equipment maintenance, staging, and laydown and dispensing hazardous liquids, such as fuel and oil, to designated upland areas.

4. Cease work during heavy rains and do not resume work until conditions are suitable for the movement of equipment and materials.

5. Erosion control measures and appropriate BMPs, as required and promulgated through a site-specific SWPPP and engineering designs, will be implemented before, during, and after soil-disturbing activities.

6. Areas with highly erodible soils will be given special consideration when preparing the SWPPP to ensure incorporation of various erosion control techniques, such as straw bales, silt fencing, aggregate materials, wetting compounds, and rehabilitation, where possible, to decrease erosion.

7. All construction and maintenance contractors and personnel will review the CBP-approved spill protection plan and implement it during construction and maintenance activities.
8. Wastewater from pressure washing must be collected. A ground pit or sump can be used to collect the wastewater. Wastewater from pressure washing must not be discharged into any surface water.

9. If soaps or detergents are used, the wastewater and solids must be pumped or cleaned out and disposed of in an approved facility. If no soaps or detergents are used, the wastewater must first be filtered or screened to remove solids before being allowed to flow off-site. Detergents and cleaning solutions must not be sprayed over or discharged into surface waters.

NOISE

1. Avoid noise impacts during the night by conducting construction and maintenance activities during daylight hours only.

2. All Occupational Safety and Health Administration (OSHA) requirements will be followed. To lessen noise impacts on the local wildlife communities, construction will only occur during daylight hours. All motor vehicles will be properly maintained to reduce the potential for vehicle-related noise.

SOLID AND HAZARDOUS WASTES

1. BMPs will be implemented as standard operating procedures during all construction activities, and will include proper handling, storage, and/or disposal of hazardous and/or regulated materials. To minimize potential impacts from hazardous and regulated materials, all fuels, waste oils, and solvents will be collected and stored in tanks or drums within a secondary containment system that consists of an impervious floor and bermed sidewalls capable of containing the volume of the largest container stored therein. The refueling of machinery will be completed in accordance with accepted industry and regulatory guidelines, and all vehicles will have drip pans during storage to contain minor spills and drips. Although it is unlikely that a major spill would occur, any spill of

reportable quantities will be contained immediately within an earthen dike, and the application of an absorbent (e.g., granular, pillow, sock) will be used to absorb and contain the spill.

2. CBP will contain non-hazardous waste materials and other discarded materials, such as construction waste, until removed from the construction and maintenance sites. This will assist in keeping the project area and surroundings free of litter and reduce the amount of disturbed area needed for waste storage.

3. CBP will minimize site disturbance and avoid attracting predators by promptly removing waste materials, wrappers, and debris from the site. Any waste that must remain more than 12 hours should be properly stored until disposal.

4. All waste oil and solvents will be recycled. All non-recyclable hazardous and regulated wastes will be collected, characterized, labeled, stored, transported, and disposed of in accordance with all applicable Federal, state, and local regulations, including proper waste manifesting procedures.

5. Solid waste receptacles will be maintained at the project site. Non-hazardous solid waste (trash and waste construction materials) will be collected and deposited in on-site receptacles. Solid waste will be collected and disposed of by a local waste disposal contractor.

6. Disposal of used batteries or other small quantities of hazardous waste will be handled, managed, maintained, stored, and disposed of in accordance with applicable Federal and state rules and regulations for the management, storage, and disposal of hazardous materials, hazardous waste and universal waste. Additionally, to the extent practicable, all batteries will be recycled locally.

7. All rainwater collected in secondary containment will be pumped out, and secondary containment will have netting to minimize exposure to wildlife.

8. A properly licensed and certified hazardous waste disposal contractor will be used for hazardous waste disposal, and manifests will be traced to final destinations to ensure proper disposal is accomplished.

ROADWAYS AND TRAFFIC

1. Construction vehicles will travel and equipment will be transported on established roads with proper flagging and safety precautions.

FINDING: On the basis of the findings of the EA, which is incorporated by reference, and which has been conducted in accordance with the National Environmental Policy Act, the Council on Environmental Quality regulations, and DHS Directive Number 023-01, Rev.01, and DHS Instruction Manual 023-01-001-01, Rev. 01, Implementation of the National Environmental Policy Act and after careful review of the potential environmental impacts of implementing the proposal, we find there would be no significant impact on the quality of the human or natural environments; therefore, there is no requirement to develop an Environmental Impact Statement. Further, we commit to implement BMPs and environmental design measures identified in the EA and supporting documents.

Mackenzie Spradlin — Date
Director
Facilities Division
Air and Marine Operations (AMO)
U.S. Customs and Border Protection

Dennis M. Counihan — Date
Acting Director
Facilities Management and Engineering Division
U.S. Customs and Border Protection

DRAFT

ENVIRONMENTAL ASSESSMENT FOR THE NEW HOULTON BORDER PATROL STATION U.S. BORDER PATROL, HOULTON SECTOR, MAINE U.S. CUSTOMS AND BORDER PROTECTION DEPARTMENT OF HOMELAND SECURITY WASHINGTON, D.C.

November 2021

Project Proponent:	Department of Homeland Security U.S. Customs and Border Protection U.S. Border Patrol
Points of Contact:	Mr. John Petrilla U.S. Customs and Border Protection Border Patrol & Air and Marine Program Management Office 24000Avila Road, Suite 5020 Laguna Niguel, CA 92677

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF PHOTOGRAPHS

LIST OF APPENDICES

EXECUTIVE SUMMARY

INTRODUCTION

U.S. Customs and Border Protection (CBP) is the law enforcement component of the Department of Homeland Security (DHS) responsible for securing the border and facilitating lawful international trade and travel. U.S. Border Patrol (USBP) is the uniformed law enforcement component within CBP responsible for securing the Nation's borders against the illegal entry of people and goods between ports of entry.

CBP is proposing to construct a new Border Patrol Station (BPS) in Houlton, Maine. The new BPS would replace the current facility which does not have the capacity to meet current and future needs for USBP operations in the area. The new BPS and associated supporting infrastructure are designed for continuous operation in support of the Border Patrol Strategic Plan to gain and maintain effective control of the borders of the United States.

PROJECT LOCATION

The proposed BPS would be constructed within the town of Houlton, Maine with ready access to Interstate 95 (I-95). Based on potential site designs, a 15-acre project site is sufficient to construct the BPS main administrative building and associated infrastructure including a fueling station, communications building, parking area, and maintenance facility.

PURPOSE AND NEED

CBP proposes construction, operation, and maintenance of a new Houlton BPS for the purpose of facilitating the primary goals and objectives of USBP's strategy. Based upon the increasing trends in illegal border activities and the currently insufficient facilities at the Houlton BPS, additional USBP agents and other resources are required to enhance the operational capabilities of USBP within the Houlton Station Area of Responsibility (AOR). The site for the Proposed Action is approximately 1.5 miles south of the existing station. The proposed construction of an upgraded permanent facility would address the occupational health, safety, security, and operational deficiencies that are found at the existing Houlton BPS.

The need for a new Houlton BPS is due to the original station being built in 1989 and being designed to support a maximum of eight USBP agents. Currently, approximately 42 personnel are assigned to the station, and it is woefully overcrowded and unable to accommodate the existing agents and mission support staff. In addition, the current facility does not have a vehicle maintenance facility (VMF), which increases vehicle service times and decreases operational effectiveness. The distance (30 to 45 miles) of the Houlton Station from the patrol area affects operations and the effectiveness. Security is severely lacking, and the facility has numerous health and safety issues. The facility parking lot is on a negative grade towards the facility, which has resulted in snowmelt and rainwater infiltrating the facility on numerous occasions. Most specialty equipment (i.e., vessels, trailers, snowmobiles, and all-terrain vehicles [ATVs]) are stored off-site or at other stations located 1.5 to 2 hours away. The new facilities would be

able to accommodate the growth in staffing due to existing and near-future operational demands placed upon the Houlton BPS.

PROPOSED ACTION AND ALTERNATIVES

Two action alternatives and the No Action Alternative were identified and considered during the planning stages of the proposed project. The Proposed Action consists of the construction and operation of a new Houlton BPS and associated infrastructure that meet the purpose of and need for the project. As required by National Environmental Policy Act (NEPA) and Council on Environmental Quality (CEQ) regulations, the No Action Alternative reflects conditions within the project site should the Proposed Action not be implemented. Two potential BPS sites are carried forward for evaluation in the EA.

AFFECTED ENVIRONMENT AND CONSEQUENCES

No effects would occur to cultural resources as none were found within the boundaries of the Proposed Action. Effects to biological resources such as soils, vegetation, and wildlife would range from none to minor, and temporary to long-term. No effects to protected species would occur as no habitat or individuals are located at either alternative site. The Proposed Action would have minimal impacts on ground water resources. Alternative 1 would have permanent impacts to wetlands (1.4 acres); however, these impacts would be mitigated to a no net loss of wetlands if chosen. Alternative 2 would have no impacts to wetlands or waters of the U.S. as none are present.

Temporary and minor increases in air pollution and noise would occur during construction activities. Negligible increases in demands on utilities would be expected as a result of the new BPS. Construction of the BPS would create long-term, minor impacts on roadways and traffic within the region. Vehicular traffic would increase near the proposed site to transport materials and work crews during construction activities. An increase in the number of personnel traveling to the new BPS would also occur after construction was completed.

The Proposed Action would have minor to negligible impacts on socioeconomics through increased taxes, salaries, and buying of supplies during construction and operation of the BPS. Further, the Proposed Action would not result in disproportionately high and adverse human health or environmental effects on minority populations or low-income populations.

FINDINGS AND CONCLUSIONS

Based upon the analyses of the Environmental Assessment (EA) and the Best Management Practices (BMPs) to be implemented, the Proposed Action would not have a significant effect on the environment. Therefore, no further analysis or documentation (i.e., Environmental Impact Statement [EIS]) is warranted. CBP, in implementing this decision, would employ all practical means to minimize the potential for adverse impacts on the human and natural environments.

1.0 PURPOSE OF AND NEED FOR THE PROPOSED ACTION

1.1 INTRODUCTION

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) that will address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in Houlton, Maine. The proposed new Houlton BPS would be constructed to accommodate 50 agents and would replace the current BPS which lacks the capacity to meet current and future needs for USBP operations in the area. The new BPS and associated supporting infrastructure are designed for continuous operation in support of the Border Patrol Strategic Plan to gain and maintain effective control of the borders of the U.S. (CBP 2020).

The Houlton BPS's Area of Responsibility (AOR) covers 98 miles of international border with the Canadian Province of New Brunswick (CBP 2021). Of these 98 miles, approximately 40 miles are land border and the remaining 58 miles are water border. The Houlton BPS plays an integral part in the overall Border Patrol Strategic Plan as a primary line of defense between the border of Canada and the interior of the U.S.

1.2 PROJECT LOCATION

The proposed new Houlton BPS would be constructed within the town of Houlton, Maine with ready access to Interstate 95 (I-95) (Figure 1-1). Houlton is located in the northeastern portion of Maine, in Aroostook County.

1.3 PURPOSE OF THE PROPOSED ACTION

CBP and USBP propose the construction, operation, and maintenance of a new Houlton BPS for the purpose of facilitating the primary goals and objectives of USBP's strategy. The current Houlton BPS lacks sufficient space which is a safety hazard and has a substantial impact on USBP's operational effectiveness. The installation of a new Houlton BPS would address the occupational health, safety, security, and operational deficiencies that are found at the existing Houlton BPS and would effectively anticipate and adapt to future law enforcement challenges. The Proposed Action would enhance the overall safety and efficiency of current and future operations within the USBP Houlton BPS AOR, as well as the safety of communities in the area.

1.4 NEED FOR THE PROPOSED ACTION

The existing Houlton BPS was built in 1989 and was designed to support a maximum of eight USBP agents. Currently, approximately 42 personnel are assigned to the station, and it is woefully overcrowded and unable to accommodate the existing agents and mission support staff assigned. The current facilities would not be able accommodate the projected increase in USBP agents and would hinder USBP's ability to respond to high-levels of illegal border-related activity.

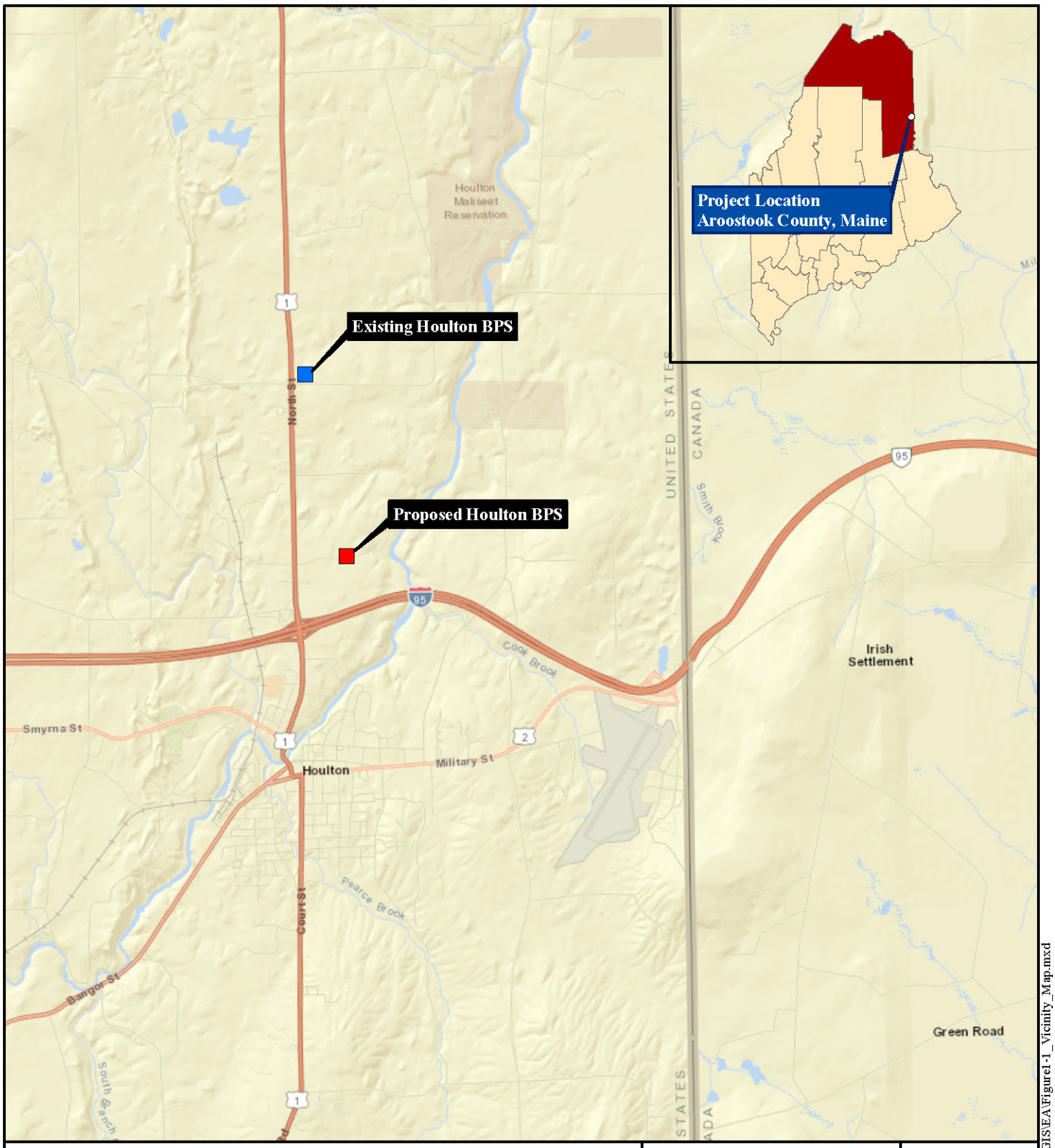


Figure 1-1. Vicinity Map

The location of the current Houlton Station is approximately 30 to 45 miles from the patrol area, which affects operations and effectiveness. The current facility does not have a vehicle maintenance facility (VMF), which increases vehicle service times and decreases operational effectiveness. Most specialty equipment (i.e., vessels, trailers, snowmobiles, and all-terrain vehicles [ATVs]) are stored off-site or at other stations located 1.5 to 2 hours away.

Security is severely lacking, and the current facility has numerous health and safety issues. The facility parking lot is on a negative grade towards the facility, which has resulted in snowmelt and rainwater infiltrating the facility on numerous occasions.

These deficiencies have adversely impacted the daily field operations, communications, administrative functions, and training efficiency within the Houlton BPS AOR, as well as the safety of communities in the area. The new BPS would replace existing deficient facilities currently located in an area that does not allow for efficient USBP operations. The new facilities would be able to accommodate the growth in staffing due to existing and near-future operational demands placed upon the Houlton BPS.

The need for the Proposed Action includes provision of the following:

- Appropriate facilities to allow the USBP to operate more efficiently, safely, and securely - resulting in more effective deployment of required assets in the area of responsibility to prevent illegal activities - and ensure chain of custody;
- Appropriate facilities that enable USBP to attain and maintain compliance with USBP standards, regulations, and mandates;
- Provide additional space and facilities for expansion of the Houlton BPS to a 50-agent station plus support staff;
- Facilities necessary for increased effectiveness of an expanded number of USBP agents in the performance of their duties (e.g., vehicle maintenance shop, fuel storage, vehicle parking, secure vehicle seizure lot, dog kennels, ATV/Snowmobile storage); and
- Provide an opportunity for future expansion, as necessary.

1.5 SCOPE OF ENVIRONMENTAL ANALYSIS AND DECISIONS TO BE MADE

The scope of this EA includes an evaluation of the effects on the natural, cultural, social, economic, and physical environments resulting from the construction, installation, operation, and maintenance of a new Houlton BPS within the Houlton Sector AOR. This evaluation will review and discuss environmental trends or reasonably foreseeable planned actions within the potentially affected areas. This analysis does not include an assessment of operations conducted in the field and away from the proposed new Houlton BPS. The potentially affected natural and human environment is limited to resources associated with the City of Houlton and Aroostook County, Maine. Most potential effects will be limited to the construction site and immediately adjacent resources.

The EA assesses the environmental impacts of the Proposed Action and alternatives. The EA also allows decision makers to determine if the Proposed Action would or would not have effects on the natural, cultural, social, economic, and physical environment, as well as whether the

action can proceed to the next phase of project development or if an Environmental Impact Statement (EIS) is required. The process for developing the EA allows for input and comments on the Proposed Action from the concerned public, interested non-governmental groups, and interested government agencies to inform agency decision making. This EA has been prepared as follows:

1. Conduct interagency and intergovernmental coordination for environmental planning. The first step in the National Environmental Policy Act (NEPA) process is to solicit comments from federal, state, and local agencies, as well as federally recognized tribes, about the proposed project to ensure that their concerns are included in the analysis.

2. Prepare a draft EA. CBP will review and address relevant comments and concerns received from any federal, state, and local agencies or federally recognized tribes during preparation of the draft EA.

3. Announce that the draft EA has been prepared. A Notice of Availability (NOA) will be published in the *Houlton Pioneer Times* newspaper on November 19, 2021. to announce the public comment period and the availability of the draft EA and Finding of No Significant Impact (FONSI), if applicable.

4. Provide a public comment period. A public comment period allows for all interested parties to review the analysis presented in the draft EA and provide feedback. The draft EA will be available to the public for a 30-day review beginning November 19, 2021. The draft EA will also be available for download from the CBP internet web page at the following URL address: http://www.cbp.gov/about/environmental-cultural-stewardship/nepa-documents/docs-review.

5. Prepare a final EA. A final EA will be prepared following the public comment period. The final EA will address relevant comments and concerns received from all interested parties during the public comment period.

6. Issue a FONSI. The final step in the NEPA process is the signature of a FONSI, if the environmental analysis supports the conclusion that impacts on the quality of the human and natural environments from implementing the Proposed Action would not be significant. In this case, no EIS would be prepared.

1.6 APPLICABLE ENVIRONMENTAL GUIDANCE, STATUTES, AND REGULATIONS

CBP will follow applicable federal laws and regulations for environmental protection and management. This EA has been developed in accordance with the requirements of NEPA, updated regulations issued by the Council on Environmental Quality (CEQ) published in 40 Code of Federal Regulations (CFR) Parts 1500-1508 and 1515-1518 (CEQ 2020), and Department of Homeland Security (DHS) Directive Number 023-01, Rev.01, and DHS Instruction Manual 023-01-001-01, Rev. 01, Implementation of NEPA and other pertinent environmental statutes, regulations, and compliance requirements. This EA is the vehicle for

compliance with all applicable environmental statutes, such as the Endangered Species Act (ESA) of 1973; 16 United States Code (U.S.C.) Part §1531 et seq., as amended; and the National Historic Preservation Act (NHPA) of 1966, 16 U.S.C. §470a et seq., as amended.

1.7 PUBLIC INVOLVEMENT

In accordance with 40 CFR §1501.9, 1503, 1506.6, and 1508.1 (k), CBP initiated public involvement and agency scoping activities to identify significant issues related to the Proposed Action. CBP is consulting, and will continue to consult, with appropriate local, state, tribal, and federal government agencies throughout the EA process. Formal and informal coordination will be conducted with the following agencies:

Federal Agencies:

- U.S. Fish and Wildlife Service (USFWS)
- U.S. Environmental Protection Agency (USEPA)
- U.S. Army Corps of Engineers (USACE)
- U.S. Department of the Interior (DOI)
- Federal Highway Administration (FHWA)
- Federal Aviation Administration (FAA)

State Agencies:

- Maine Department of Inland Fisheries and Wildlife (MDIFW)
- Maine Historical Preservation Commission (MHPC)
- Maine Department of Transportation (MDOT)
- Maine Department of Environmental Protection (MDEP)

Tribal:

- Houlton Band of Maliseet Indians
- Aroostook Band of Micmacs
- Passamaquoddy Tribe
- Penobscot Nation

Local:

- Aroostook County
- City of Houlton

2.0 PROPOSED ACTION AND ALTERNATIVES

This chapter describes the Proposed Action and alternatives for siting the proposed new Houlton BPS. Two action alternatives and the No Action Alternative were identified and considered during the planning stages of the proposed project. The Proposed Action consists of the construction and operation of a new Houlton BPS and associated infrastructure that meet the purpose of and need for the project. As required by NEPA and CEQ regulations, the No Action Alternative reflects conditions within the project area should the Proposed Action not be implemented.

2.1 PROPOSED ACTION

The Proposed Action would construct a new Houlton BPS on an approximately 15-acre parcel of land along Access Road in Houlton, Maine (Figure 2-1). Based upon potential site designs, it has been determined that a 15-acre project area is sufficient to construct the new Houlton BPS and associated infrastructure. There are two alternative sites located in close proximity to one another that CBP is evaluating as part of this EA and those are discussed below in Sections 2.2 and 2.3. Once the new BPS is complete the lease for the existing BPS will be terminated and the facilities returned to the owner.

2.1.1 Proposed Station Design

It is anticipated that a total of 50 personnel would be assigned to the new Houlton BPS to meet current and future increased labor demands of the objectives of USBP in the Houlton BPS's AOR. Additionally, the site would have the capability to house vehicles, animals, equipment, and other materials necessary to meet the objectives of the new Houlton BPS. The proposed Houlton BPS design and construction would result in the new Houlton BPS meeting USBP facilities guidelines and security standards. The facilities would be designed in accordance with the *Guiding Principles for Sustainable Federal Buildings (Guiding Principles) for New Construction or Modernization* and will meet Metrics 1 to 20 of this regulatory documentation (U.S. Department of Energy [DOE] 2016). Figure 2-2 presents the currently favored conceptual plan for the new Houlton BPS layout.

The proposed new Houlton BPS would include the following components:

- Main administration building (approximately 16,100 square foot [sf]) and approximately 23,000 sf of support space
- 2-bay vehicle maintenance facility, one with a lift and one without a lift
- Security borders
- Command Center (C2)
- Canine kennels (3)
- Squad room
- Training facility
- FIPS201/HSPD-12 compliant security systems
- Security lighting
- 8-foot-high chain link security fencing

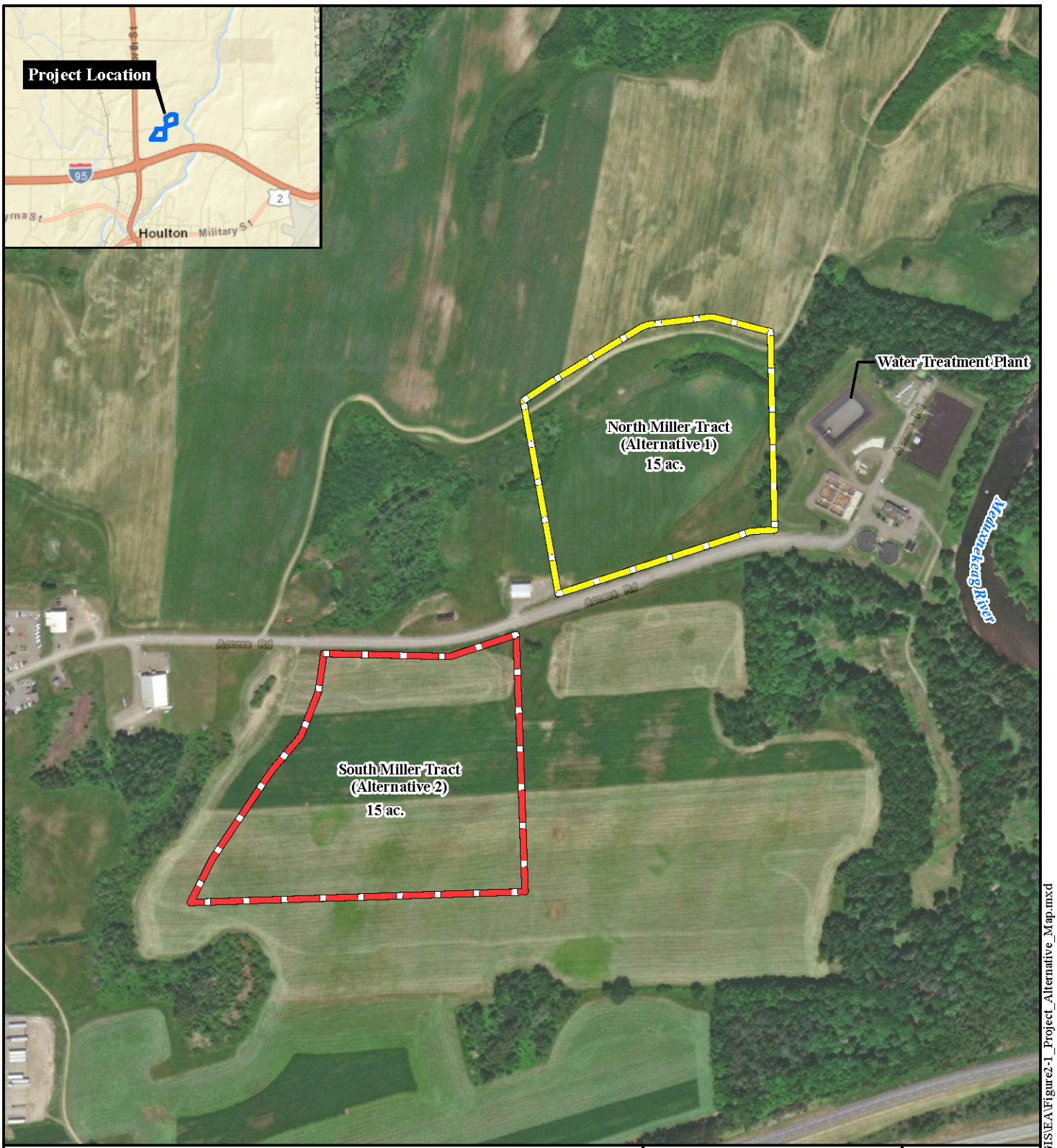
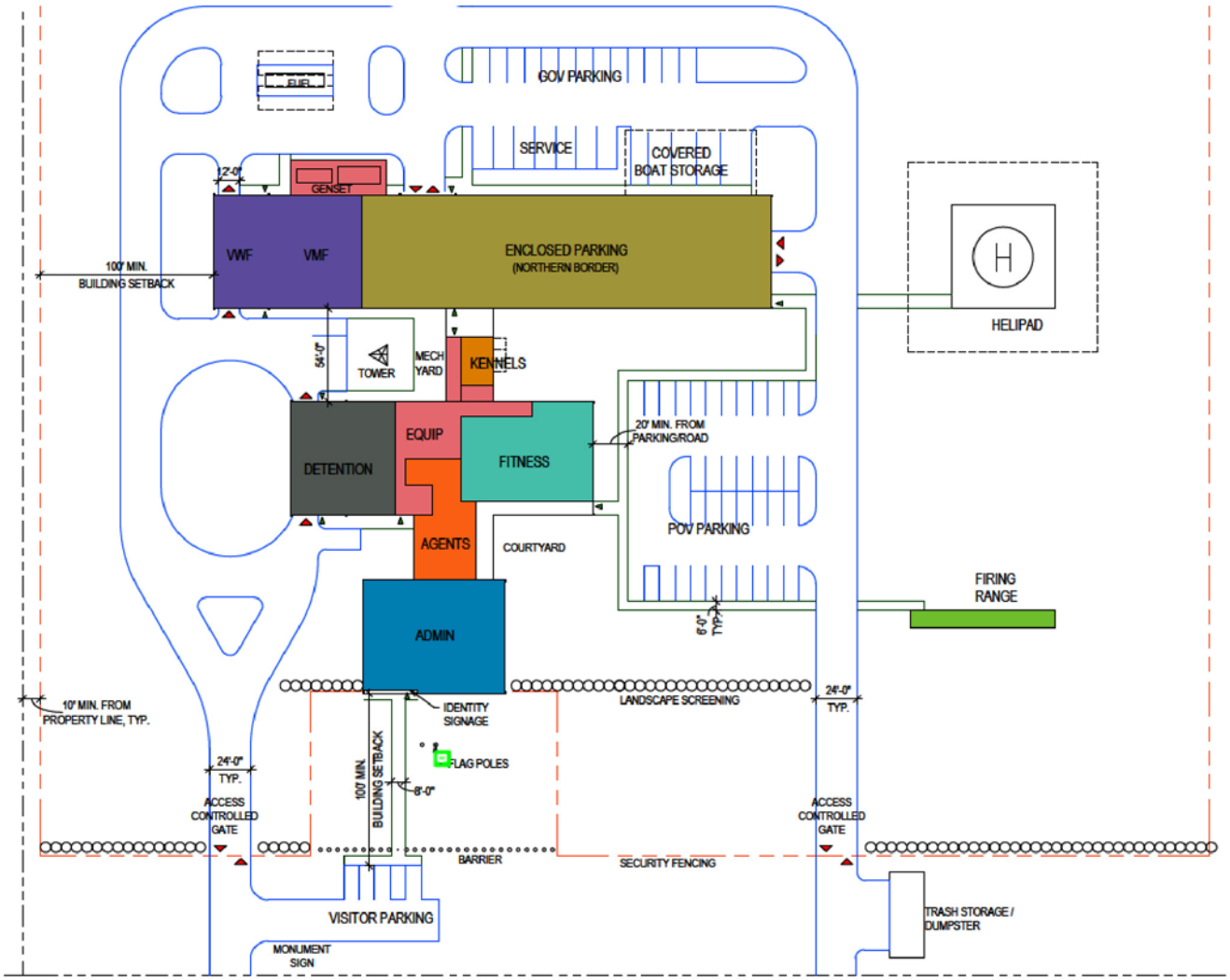


Figure 2-1. Project Alternatives Map



GSRC

October 2021

K:\Projects\80337804_Houlton_BPS_EA\GIS\EA\Figure2-2_Conceptual_Design.mxd

Figure 2-2. Conceptual Design

- ATV/Snowmobile storage for 14 vehicles
- Marine patrol storage for 4 boats
- Heliport
- Two lane firing range (approximately 4,089 sf) with training area and 3 parking spaces

2.2 ALTERNATIVES CONSIDERED

Two action alternatives and the No Action Alternative, as required by CEQ, have been evaluated in the EA. The alternative descriptions are presented in the following paragraphs.

2.2.1 Alternative 1: North Miller Tract

The North Miller Tract is located between Hidden Road and Access Road, east of U.S. Route 1 (North Street). This tract consists of a mix of open fields and wooded area, which is zoned for Highway Business, thus the new Houlton BPS would be an applicable building for this zone. Although this tract is approximately 133 acres, CBP has chosen to evaluate approximately 15 acres of this tract. The 15-acre portion of the 133-acre tract is located at the northeast end of Access Road near the water treatment plant (See Figure 2-1). The remaining acreage within the tract would remain private property. If this alternative is chosen, CBP would make a direct purchase from the current private owner.

2.2.2 Alternative 2: South Miller Tract (Preferred Alternative)

The South Miller Tract consists of 73.5 acres and is located south of Access Road. This tract is also located within a Highway Business zone and is applicable for use as the new Houlton BPS. This tract was classified as farmland in 1995 and is still in use as agricultural lands today. Although this tract is 73.5 acres, CBP has chosen to evaluate approximately 15-acres of the tract for siting purposes (See Figure 2-1). The remaining acreage within the tract would remain private property. If this alternative is chosen, CBP would make a direct purchase from the current private owner.

2.3 NO ACTION ALTERNATIVE

The No Action Alternative would preclude the construction, operation, and maintenance of a new Houlton BPS. The existing Houlton BPS facility would continue to be inadequate for the support of operations within the Houlton Sector, and would have to accommodate the projected increase in USBP agents but would not be able to do so while operating in an effective manner. Consequently, this alternative would hinder USBP's ability to respond to high-levels of illegal border-related activity. The No Action Alternative does not meet the purpose and need for the proposed project, but will be carried forward for analysis, as required by CEQ regulations. The No Action Alternative describes the existing conditions in the absence of the Proposed Action.

2.4 ALTERNATIVES SUMMARY

The three alternatives selected for further analysis include two action alternatives and the No Action Alternative. Alternative 2 is CBP's Preferred Alternative for the proposed project. Alternative 2 fully meets the purpose of and need for the project, and the preferred construction site offers the best combination of terrain, environment, land ownership, and operational

requirements to serve as a new Houlton BPS for conducting USBP's operations within the Houlton Sector. An evaluation of how the action alternatives meets the project's purpose and need is provided in Table 2-1.

Table 2-1. Alternatives Matrix of Purpose of and Need for Alternatives

Purpose and Need	Alternative 1	Alternative 2 (Preferred Alternative)	No Action Alternative
Appropriate facilities to allow the USBP to operate more efficiently, safely, and securely - resulting in more effective deployment of required assets in the area of responsibility to prevent illegal activities - and ensure chain of custody.	Yes	Yes	No
Facilities that will enable USBP to attain and maintain compliance with standards, regulations, and mandates.	Yes	Yes	No
Provide additional space and facilities for expansion of the Houlton BPS to a 50-agent station plus support staff	Yes	Yes	No
Provide facilities necessary for an increased effectiveness of USBP agents in the performance of their duties (e.g., vehicle maintenance shop, fuel storage, vehicle parking, detention and processing space, secure vehicle seizure lot, dog kennels, ATV/Snowmobile storage area)	Yes	Yes	No
Provide an opportunity for future expansion as necessary	Yes	Yes	No

2.5 RECENT, ONGOING, AND REASONABLY FORESEEABLE PROJECTS WITHIN THE GEOGRAPHIC BASELINE OF THE PROPOSED ACTION

Recent, ongoing, and reasonably foreseeable proposed projects were identified in the development of this EA. These projects include CBP projects, as well as other agencies that could have projects within the geographic baseline of the Proposed Action. If a proposed project presumptively would have effects that are reasonably foreseeable and have a close causal relationship with the Proposed Action or alternatives it is included in the affected environment and consequences section of this EA. However, if the effect of the proposed project is remote in time, geographically remote, or would be a result of a lengthy causal chain, the proposed project was not included in the affected environment and consequences section of this EA per 40 CFR §1508.1(g).

The following projects were reviewed and CBP has determined that the effects of these projects are remote in time, geographically remote, or would be a result of a lengthy causal chain, and are not included in the environmental consequences section of this EA.

CBP Projects

- Expand the apron at the Houlton Air Unit hangar to allow for safe take off and landings.
- Multiple maintenance tasks such as installing proper lightning protection, grounding electrical gates, and painting of the exterior of several buildings throughout the Houlton Sector AOR.
- Construction of a new Intelligence Facility in Houlton Sector.

CBP determined not to include these ongoing and planning projects for discussion in the environmental consequences section of this EA because the potential effects of these projects are geographically remote (i.e., over 20 miles), remote in time, or the result of a lengthy causal chain when considering effects relating to the Proposed Action.

Other Agency Projects

No other agency projects are planned or are reasonably foreseeable to occur within the next five years.

3.0 AFFECTED ENVIRONMENT AND CONSEQUENCES

3.1 PRELIMINARY IMPACT SCOPING

This section describes the natural and human environments that exist within the region of influence (ROI) and the potential impacts of the No Action Alternative and both Action Alternatives outlined in Section 2.0 of this document. The ROI for the new Houlton BPS is the City of Houlton and Aroostook County, Maine. Both Alternative 1 and Alternative 2 would be located on federal land acquired from a private seller. Only those issues that have the potential to be affected by any of the alternatives are described, per CEQ guidance (40 CFR § 1501.9 [3]).

Some topics are limited in scope due to the lack of effect from the Proposed Action on the resource or because that particular resource is not located within the project site (Table 3-1).

Table 3-1. Resources Analyzed in the Environmental Impact Analysis Process

Resource	Potential to Be Affected by Implementation of the Proposed Action	Analyzed in This EA	Rationale for Elimination
Wild and Scenic Rivers	No	No	No rivers designated as Wild and Scenic Rivers (16 U.S.C. § 551, 1278[c], 1281[d]) are located within or near the project site
Land Use	Yes	Yes	Not Applicable
Geology	No	No	No geologic resources would be affected
Soils	Yes	Yes	Not Applicable
Prime Farmlands	No	No	No prime farmlands would be affected
Water Resources	Yes	Yes	Not Applicable
Floodplains	No	Yes	Not Applicable
Vegetative Habitat	Yes	Yes	Not Applicable
Wildlife Resources	Yes	Yes	Not Applicable
Threatened and Endangered Species	No	Yes	Not Applicable
Cultural, Archaeological, and Historical Resources	No	Yes	Not Applicable
Air Quality	Yes	Yes	Not Applicable
Noise	Yes	Yes	Not Applicable
Utilities and Infrastructure	Yes	Yes	Not Applicable
Roadways and Traffic	Yes	Yes	Not Applicable
Aesthetic and Visual Resources	No	No	No aesthetic or visual resources would be affected
Hazardous Materials	Yes	Yes	Not Applicable
Unique and Sensitive Areas	No	No	No unique or sensitive areas would be affected
Socioeconomics	No	Yes	Not Applicable
Environmental Justice and Protection of Children	No	Yes	Not Applicable

Per 40 CFR §1508.1(g), effects are defined as changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and have a close causal relationship to the proposed action or alternatives, including those effects that occur at the same time and place as the proposed action or alternatives and may include effects that are later in time or farther removed in distance from the proposed action or alternatives.

For this EA, per 40 CFR §1508.1(g) effects are not considered if they are remote in time, geographically remote, or would be as a result of a lengthy causal chain. They were also not considered if CBP has no ability to prevent the effect or if the effect would occur regardless of the Proposed Action. Also, per 40 CFR §1501.3(b)(2), CBP has considered as appropriate to the Proposed Action whether effects would be short-term, long-term, beneficial or adverse. CBP also considered the effects on public health and safety and whether effects would violate federal, state, tribal, or local law protecting the environment.

Effects include ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic (such as the effects on employment), social, or health effects. Effects may also include those resulting from actions that may have both beneficial and detrimental effects, even if on balance the agency believes that the effect would be beneficial. As discussed in this section, the alternatives may create temporary, short-term, long-term, or permanent effects.

Whether an effect is significant depends on the potentially affected environment and degree of effects of the action (1501.3(b)). The potentially affected environment refers to the setting in which the impact occurs and may include society as a whole, the affected region, the affect interests, and the locality. Effects on each resource can vary in degree or magnitude from a slightly noticeable change to a total change in the environment. For the purpose of this analysis, the intensity of effects would be classified as negligible, minor, moderate, or major. The intensity thresholds are defined as follows:

- Negligible: A resource would not be affected, or the effects would be at or below the level of detection, and changes would not be of any measurable or perceptible consequence.
- Minor: Effects on a resource would be detectable, although the effects would be localized, small, and of little consequence to the sustainability of the resource. Mitigation measures, if needed to offset adverse effects, would be simple and achievable.
- Moderate: Effects on a resource would be readily detectable, long-term, localized, and measurable. Mitigation measures, if needed to offset adverse effects, would be extensive and likely achievable.
- Major: Effects on a resource would be obvious and long-term and would have substantial consequences on a regional scale. Mitigation measures to offset the adverse effects would be required and extensive, and success of the mitigation measures would not be guaranteed.

The following discussions describe and, where possible, quantify the potential effects of each alternative on the resources within or near the project site. It is assumed that the entire tract of land where the Proposed Action is located would be used by CBP resulting in a permanent

impact of 15 acres. All construction activities, staging areas, and final siting of the various BPS components would occur within the 15-acre tract of land.

3.2 LAND USE

The existing land use at either of the proposed Alternative sites is cropland. Nearby existing land uses include development, woodlands, and a waste water treatment plant.

Aroostook County encompasses approximately 4,369,920 acres, with the majority of the county being classified as woodland. A total of 766 farms are located within Aroostook County, and these farms comprise nearly 317,082 acres. Fifty-five percent of the farms in Aroostook County are classified as cropland for the production of vegetables, fruits, grains, and hay; thirty-five percent of farms are being used as woodland; four percent of farms are in use as pastureland; and the remaining seven percent of farms are classified as other (U.S. Department of Agriculture [USDA] 2017).

3.2.1 Alternative 1: North Miller Tract

Implementation of this alternative would result in a change from the current land use of cropland to a developed area in the form of the new Houlton BPS. The closest developed area is the outskirts of Houlton, Maine, which is a mile west of the proposed site. Adjacent land uses include highway businesses directly south of the proposed BPS, waste water treatment plant to the east, croplands, and woodlands. Although the Proposed Action would convert approximately 15 acres of undeveloped land to a developed use, much of the AOR would remain undeveloped woodlands and cropland, even if developed near the Proposed Action. The Proposed Action would have no significant impacts on land use within the immediate or surrounding areas.

3.2.2 Alternative 2: South Miller Tract

Implementation of this alternative would have the same impacts as those discussed for Alternative 1. No significant impacts on land use would occur if this alternative were chosen.

3.2.3 Alternative 3: No Action Alternative

The No Action Alternative would have no impacts, either beneficial or adverse, on the area's land use. The site could be potentially developed at some time in the future, regardless of whether the USBP uses the site, or the site could remain as cropland. No demolition activities would occur as part of the No Action Alternative; therefore, no land use impacts would occur.

3.3 SOILS

The Farmland Protection Policy Act (FPPA) of 1980 and 1995 was established to preserve the nation's farmland. In Section 7 of CFR Part 657.5, prime farmlands are defined as having the best combinations of physical and chemical properties to produce fiber, animal feed, and food, and are available for these uses. Of the five soil types associated with the new Houlton BPS, there is one that is considered prime farmland and three considered farmland of statewide importance.

The five soil types associated with the new Houlton BPS include: Conant silt loam, 0 to 2 percent slopes (CoA), Conant silt loam, 2 to 8 percent slopes (CoB), Mapleton shaly silt loam, 0 to 8 percent slopes (MhB), Mapleton shaly silt loam, 8 to 15 percent slopes (MhC), and Monarda-Burnham complex, 0 to 3 percent slopes (MoA).

MhB and MhC soils are found on glacial till plains, hills, and ridges. They are moderately deep, slightly alkaline, well-drained soils formed on glacial till. Surface runoff and permeability are moderate in these soil types that occur on 0 to 35 percent slopes. Mapleton silty loam soil is mostly used as cropland for potatoes, oats, grass, clover, and forestlands of sugar maple, beech, white ash, and birch (USDA 2019). MhB soils are considered prime farmland, while MhC soils are farmland of statewide importance (U.S. Department of Agriculture Natural Resources Conservation Service [NRCS] 2021).

CoA and CoB soils are formed in loamy till on till plains and ridges. They are very deep, and moderately well drained soils. Soil drainage and permeability for these soils are characterized as moderately well drained and somewhat poorly drained with moderate permeability. These soil types are primarily used for croplands or forested habitat (USDA 2019a). CoA and CoB soils are considered farmland of statewide importance (NRCS 2021).

MoA soils are located on till plains. They are very deep, poorly drained soils, formed in dense till on the lower slopes or slight depressions on till plains. MoA soils experience moderate water movement in the upper mineral surface and slow movement in the basal layers. This soil type is primarily used for forestland with few areas in pastureland (USDA 2019). MoA soils are not considered to be prime farmland or farmland of statewide importance (NRCS 2021).

3.3.1 Alternative 1: North Miller Tract

As a result of this alternative, approximately 15 acres of soils would be permanently disturbed or removed from biological production at the new BPS. The various soils and the acreage impacted are as follows: CoB, 3.1 acres; MhB, 7.2 acres; MhC, 2.6 acres; and MoA, 2.14 acres. Approximately 7.2 acres of prime farmland soils (MhB) would be permanently impacted as a result of this alternative. A Farmland Conversion Impact Rating, Form AD 1006, was completed for this project. A total of 138 out of a possible 260 points were achieved during the impact rating assessment (Appendix A); therefore, because the total score was below 160 and per guidance provided by NRCS, CBP has determined that this alternative would be in compliance with the FPPA. The impact from the disturbance and removal from biological production of approximately 15 acres of soil would be negligible due to the small size of the project footprint relative to the amount of the same soils throughout the ROI. Upon completion of construction, all temporary disturbance areas would be revegetated with a mixture of native plant seeds or nursery plantings or allowed to revegetate naturally, if applicable.

3.3.2 Alternative 2: South Miller Tract

As a result of this alternative, approximately 15 acres of soils would be permanently disturbed or removed from biological production at the new BPS. The various soils and the acres impacted by this alternative are as follows: CoA, 0.4 acre, CoB, 1.2 acre; MhB, 13.2 acres; and MhC, 0.4 acre. Approximately 13.2 acres of prime farmland soils (MhB) would be permanently impacted as a result of this alternative. A Farmland Conversion Impact Rating, Form AD 1006, was

completed for this project. A total of 139 out of a possible 260 points were achieved during the impact rating assessment (Appendix A); therefore, because the total score was below 160 and per guidance provided by NRCS, CBP has determined that this alternative would be in compliance with the FPPA. The impact from the disturbance and removal from biological production of approximately 15 acres of soil would be negligible due to the small size of the project footprint relative to the amount of the same soils throughout the ROI. Upon completion of construction, all temporary disturbance areas would be revegetated with a mixture of native plant seeds or nursery plantings or allowed to revegetate naturally, if applicable.

3.3.3 Alternative 3: No Action Alternative

No ground-disturbing activities would occur as a result of this alternative. Therefore, the No Action Alternative would have no direct or indirect impacts, either beneficial or adverse, on soils.

3.4 VEGETATIVE HABITAT

Both alternative sites are in the Aroostook Lowlands ecoregion as characterized by U.S. Forest Service (USFS) (Griffith et al. 2009). This ecoregion exists from east of the St. John River and south of the Balcones Escarpment. It has a milder climate than the surrounding ecoregions with an average temperature of 38 degrees Fahrenheit and collects 35 to 43 inches of average annual precipitation. Average annual snowfall ranges from 90 to 110 inches (National Oceanic and Atmospheric Administration [NOAA] 2021). The Aroostook Lowlands Ecoregion is a diverse ecoregion due to the presence of several converging vegetative communities including Acadian Low Elevation Spruce-Fir-Hardwood Forest, Laurentian-Acadian Northern Hardwood Forest, and Acadian Sub-boreal Spruce Flat (The Nature Conservancy 2021). There is a relatively high woody species richness in this ecoregion compared to the other northern Maine ecoregions. It is a glacially scoured and dissected peneplain characterized by gently rolling terrain and pitted outwash plains, with scattered, low, rounded mountains (Griffith et al 2009). Within the two alternative sites there were a total of three vegetation communities: croplands, scrub shrub, and emergent wetlands. The North Miller Tract consisted of croplands, scrub shrub, and emergent wetlands, while the South Miller Tract consisted of croplands.

Common tree species for the area include red spruce (*Picea rubens*), balsam fir (*Abies balsamea*), black spruce (*Picea mariana*), white spruce (*Picea glauca*), yellow birch (*Betula alleghaniensis*), paper birch (*Betula papyrifera*), red maple (*Acer rubrum*), sugar maple (*Acer saccharum*), eastern white pine (*Pinus strobus*), American elm (*Ulmus americana*), and American beech (*Fagus grandifolia*). Shrubs that are most common in this ecoregion include red osier dogwood (*Cornus sericea*), Canadian bunchberry (*Cornus canadensis*), chokecherry (*Prunus virginiana*), hobblebush (*Viburnum lantanoides*), guelder-rose (*Viburnum opulus*), European raspberry (*Rubus idaeus*), and dwarf raspberry (*Rubus pubenscens*). Common vines, grasses, and wildflowers according to the MDIFW are bristly black currant (*Ribes lacustre*), broad beech fern (*Phegopteris hexagonoptera*), mountain woodfern (*Dryopteris campyloptera*), pale jewel-weed (*Impatiens pallida*), squirrel-corn (*Dicentra canadensis*), swamp red currant (*Ribes triste*), twinflower (*Linnaea borealis*), alpine sweet-vetch (*Hedysarum alpinum*), Carolina grass-of-parnassus (*Parnassia glauca*), mountain cranberry (*Vaccinium vitis-idaea*), moose dung

moss (*Splachnum ampullaceum*), giant rattlesnake-plantain (*Goodyera oblongifolia*), and white adder's-mouth (*Malaxis monophyllos*) (The Nature Conservancy 2021a).

Vegetation observed during biological surveys of the North Miller Tract consisted of an emergent wetland and scrub shrub dominated stream head along the northern boundary with agricultural grasslands over the rest of the tract. The vegetation in the emergent wetland and scrub shrub stream head included barnyard grass (*Echinochloa crus-galli*), red osier (*Cornus sericea*), and Bebb's willow (*Salix bebbiana*).

The South Miller Tract consisted of an agricultural grassland composed of a monotypic stand of barnyard grass.

3.4.1 Alternative 1: North Miller Tract

This alternative would have a permanent, minor impact on vegetation in the project site. Approximately 13.5 acres of agricultural grasslands would be permanently impacted as a result of the construction of the proposed BPS. The remaining 1.5 acres, consisting of an emergent wetland and shrub community, would experience a similar impact. The vegetative communities that would be impacted by the construction of the proposed new Houlton BPS are both locally and regionally common, and the permanent loss of the limited amount of acreage would not adversely affect the population viability of any plant species in the region. Additionally, the majority of the North Miller Tract consisted of croplands with a minor portion representing emergent wetlands.

In order to ensure that this alternative does not actively promote the establishment of non-native and invasive species in the area, best management practices (BMPs; described in Section 4.0) would be implemented to minimize the spread and reestablishment of non-native vegetation. Upon completion of construction, all temporary disturbance areas would be revegetated with a mixture of native plant seeds or nursery plantings or allowed to revegetate naturally. These BMPs, as well as measures protecting vegetation in general, would reduce potential impacts from non-native invasive species to a negligible amount.

The Aroostook Hills and Lowlands ecoregions encompasses approximately 2,382,758 square miles in northeast Maine. Therefore, due to the permanent impact of only 15 acres on croplands and emergent wetlands, in conjunction with other past, ongoing, and proposed regional projects, this alternative would not create a significant effect on vegetative habitat in the region.

3.4.2 Alternative 2: South Miller Tract

Approximately 15 acres of agricultural grasslands would be permanently impacted as a result of the construction of the proposed BPS. The ag lands that would be impacted are both locally and regionally common, and the permanent loss of this vegetation community would not adversely affect the population viability of any plant species in the region. BMPs would be implemented for this alternative to minimize the spread and reestablishment of non-native vegetation.

3.4.3 Alternative 3: No Action Alternative

Under the No Action Alternative, no impacts on vegetative habitat would occur as construction activities would not be completed.

3.5 WILDLIFE RESOURCES

The ROI is within the Aroostook Hills and Lowlands subregion of the Laurentian Mixed Forest Province (USFS 2015). Common mammals within this province include coyote (*Canis latrans*), bobcat (*Lynx rufus*), deer mouse (*Peromyscus maniculatus*), fisher (*Pekania pennanti*), moose (*Alces alces*), porcupine (*Erethizon dorsatum*), red fox (*Vulpes vulpes*), red squirrel (*Tamiasciurus hudsonicus*), southern red-backed vole (*Myodes gapperi*), black bear (*Ursus americanus*), gray fox (*Urocyon cinereoargenteus*), northern flying squirrel (*Glaucomys sabrinus*), raccoon *(Procyon lotor)*, smoky shrew (*Sorex fumeus*), southern flying squirrel (*Glaucomys volans*), white-footed mouse (*Peromyscus leucopus*), white-tailed deer (*Odocoileus virginianus*), snowshoe hare (*Lepus americanus*), Canada lynx (*Lynx canadensis*) and woodland jumping mouse (*Napaeozapus insignis*) (USFS 2016).

Bird species are especially abundant within Maine as it is located in the center of the Atlantic Flyway and hosts numerous migratory species in the spring and fall. The state's wide variety of geographic features and vegetative habitat, which include rocky coastal islands and higher-elevation boreal forests, all support distinctly different bird populations. The abundance of food and large tracts of habitat support a high density of breeding birds, including many Neotropical migrants. Approximately 250 avian species, including Neotropical species, shorebirds, raptors, and waterfowl can occur in Aroostook County. Common birds that frequent northeastern Maine include Blackburnian warbler (*Setophaga fusca*), ruby-crowned kinglet (*Regulus calendula*), Swainson's thrush (*Catharus ustulatus*), yellow-bellied flycatcher (*Empidonax flaviventris*), yellow-rumped warbler (*Setophaga coronata*), white-throated sparrow (*Zonotrichia albicollis*), black-and-white warbler (*Mniotilta varia*), black-throated blue warbler (*Setophaga caerulescens*), black- throated green warbler (*Setophaga virens*), eastern wood pewee (*Contopus virens*), hermit thrush (*Catharus guttatus*), northern saw-whet owl (*Aegolius acadicus*), ovenbird (*Seiurus aurocapilla*), pine warbler (*Setophaga pinus*), ruffed grouse (*Bonasa umbellus*), spruce grouse (*Falcipennis canadensis)*, scarlet tanager (*Piranga olivacea*), veery (*Catharus fuscescens*), and wood thrush (*Hylocichla mustelina*) (USFS 2016).

Common reptiles and amphibians include the northern red-bellied snake (*Storeria occipitomaculata occipitomaculata*), smooth green snake (*Opheodrys vernalis*), spring salamander (*Gyrinophilus porphyriticus*), spotted salamander (*Ambystoma maculatum*), northern two-lined salamander (*Eurycea bislineata*), mink frog (*Lithobates septentrionalis*), green frog (*Lithobates clamitans*), American toad (*Anaxyrus americanus*), northern leopard frog (*Lithobates pipiens*), painted turtle (*Chrysemys picta*), and eastern garter snake (*Thamnophis sirtalis sirtalis*) (USFS 2016).

A list of wildlife observed during biological resources surveys is included in Table 3-2.

Table 3-2. Wildlife Observed During Houlton BPS Biological Resources Surveys

Common Name	Scientific Name
Mammals	
Moose	*Alces alces*
White-tailed deer	*Odocoileus virginianus*
American red squirrel	*Tamiasciurus hudsonicus*
Birds	
American crow	*Corvus brachyrhynchos*
Common raven	*Corvus corax*
Downy woodpecker	*Dryobates pubescens*
Hairy woodpecker	*Dryobates villosus*
Wilson's snipe	*Gallinago delicata*
Song sparrow	*Melospiza melodia*
Black-and-white warbler	*Mniotilta varia*
Savannah sparrow	*Passerculus sandwichensis*
Black-capped chickadee	*Poecile atricapillus*
Eastern phoebe	*Sayornis phoebe*
Northern parula	*Setophaga americana*
Yellow-rumped warbler	*Setophaga coronata*
Red-breasted nuthatch	*Sitta canadensis*
Yellow-bellied sapsucker	*Sphyrapicus varius*
White-throated sparrow	*Zonotrichia albicollis*

3.5.1 Alternative 1: North Miller Tract

Under this alternative, the permanent loss of approximately 15 acres would have a long-term, negligible impact on wildlife resources. Most of this tract consisted of agricultural lands, which are regularly disturbed; therefore, limiting the quality of the area as habitat for wildlife. Soil disturbance and operation of heavy equipment could result in reasonably foreseeable impacts to less mobile individuals such as lizards, snakes, and ground-dwelling species such as mice and rats. However, most wildlife would avoid any harm by escaping to surrounding habitat. The degradation and loss of habitat could also impact burrows and nests, as well as cover, forage, and other important wildlife resources. The loss of these resources would result in the displacement of individuals that would then be forced to compete with other wildlife for the remaining resources. Although this competition for resources could result in a reduction of total population size, such a reduction would be extremely minimal in relation to total population size and would not result in long-term effects on the sustainability of any wildlife species. The wildlife habitat present in the project site (primarily agricultural grassland) is both locally and regionally common, and the permanent loss of approximately 15 acres would not adversely affect the population viability or fecundity of any wildlife species in the region. Additionally, upon completion of construction, all temporary disturbance areas would be revegetated with a mixture of native plant seeds or nursery plantings or be allowed to revegetate naturally.

The Migratory Bird Treaty Act (MBTA) requires that federal agencies coordinate with USFWS if a construction activity would result in the "take" of a migratory bird. In accordance with compliance measures of the MBTA, BMPs identified in Section 4.0 would be implemented if construction or clearing activities were scheduled during the nesting season (typically March 1 to September 1).

Lighting would attract or repel various wildlife species within the vicinity of the project site. The presence of lights within the project site could also produce some long-term behavioral effects, although the magnitude of these effects is not presently known. Some species, such as insectivorous bats, may benefit from the concentration of insects that would be attracted to the lights. Continual exposure to light has been proven to slightly alter circadian rhythms in mammals and birds. Studies have demonstrated that under constant light, the time an animal is active, compared with the time it is at rest, increases in diurnal animals, but decreases in nocturnal animals (Carpenter and Grossberg 1984). Outdoor lighting can disturb flight, navigation, vision, migration, dispersal, oviposition, mating, feeding and crypsis in some moths. In addition, it may disturb circadian rhythms and photoperiodism (Frank 1988). It has also been shown that, within several weeks under constant lighting, mammals and birds would quickly stabilize and reset their circadian rhythms back to their original schedules (Carpenter and Grossberg 1984). While the number of lights within the boundary of the proposed BPS site is not presently known, artificial lighting concentrated around a single 15-acre developed area would not significantly disrupt activities of wildlife populations across the region, since similar habitat is readily available to the north, east, west, and south for wildlife relocation. Additionally, the urbanized area of Houlton, Maine consisting of a major highway and businesses is less than 0.5 mile from the proposed BPS location. Lighting BMPs would be applied to all outdoor lighting once construction is complete, further minimizing the potential impacts. Finally, construction activities would be limited primarily to daylight hours, whenever possible; therefore, construction impacts on wildlife would be insignificant, since the highest period of movement for most wildlife species occurs during night-time or low daylight hours.

Periodic noise from construction activities and subsequent operational activities (i.e., helicopter takeoffs and landings) would have moderate and intermittent impacts on the wildlife communities located adjacent to the project site. However, because similar habitat is readily available, wildlife would easily relocate. Vehicle traffic on U.S. Route 1 currently influences the behavioral responses of wildlife in the area. Upon completion of the proposed BPS, the number of vehicles would increase slightly, but would not result in a substantial increase in vehicle noise. Behavioral response to noise varies among species of animals and even among individuals of a particular species. Variations in response may be due to temperament, sex, age, or prior experience. Minor responses include head-raising and body-shifting. In some circumstances, more disturbed mammals may travel short distances. More severe disturbances can result in panic and escape behavior, causing the animal to leave the area entirely (Fletcher and Busnel 1978). Over the long term, wildlife populations that have not already habituated to noise generated by U.S. Route 1 would adapt to the normal operation of the new BPS and would typically avoid human interaction. BMPs, as outlined in Section 4.0, would reduce noise associated with operation of the construction equipment and everyday vehicle traffic associated with the new BPS.

3.5.2 Alternative 2: South Miller Tract

Implementation of this alternative would have the same impacts but to a lesser degree as those discussed for Alternative 1 due to this tract consisting entirely of agricultural grasslands. The permanent loss of approximately 15 acres would have a long-term, negligible impact on wildlife resources. BMPs would be implemented for this alternative to minimize the level of disturbance to local wildlife resources.

3.5.3 Alternative 3: No Action Alternative

Under the No Action Alternative, no impacts on wildlife resources would occur as construction activities would not be completed.

3.6 THREATENED AND ENDANGERED SPECIES

The ESA was enacted to protect and recover imperiled species and the ecosystems upon which these species (endangered and threatened) depend for their survival. All federal agencies are required to implement protective measures for designated species and to use their authorities to further the purposes of the ESA. The Secretary of the Interior and the Secretary of Commerce (marine species) are responsible for the identification of threatened or endangered species and development of any potential recovery plan. USFWS is the primary agency responsible for implementing the ESA and is responsible for birds and other terrestrial and freshwater species. USFWS responsibilities under the ESA include (1) the identification of threatened and endangered species; (2) the identification of critical habitats for listed species; (3) implementation of research on, and recovery efforts for, these species; and (4) consultation with other federal agencies concerning measures to avoid harm to listed species.

An endangered species is a species officially recognized by USFWS as being in danger of extinction throughout all or a significant portion of its range. A threatened species is a species likely to become endangered within the foreseeable future throughout all or a significant portion of its range. Proposed species are those that have been formally submitted to Congress for official listing as threatened or endangered. Species may be considered eligible for listing as endangered or threatened when any of the five following criteria occur: (1) current/imminent destruction, modification, or curtailment of their habitat or range; (2) overuse of the species for commercial, recreational, scientific, or educational purposes; (3) disease or predation; (4) inadequacy of existing regulatory mechanisms; and (5) other natural or human-induced factors affecting their continued existence.

In addition, USFWS has identified species that are candidates for listing as a result of identified threats to their continued existence. The candidate designation includes those species for which USFWS has sufficient information to support proposals to list as endangered or threatened under the ESA; however, proposed rules have not yet been issued because such actions are precluded at present by other listing activity. Although not afforded protection by the ESA, candidate species may be protected under other federal or state laws.

Federally Listed Species

There are five federally-listed threatened or endangered species with the potential to occur within Aroostook County (USFWS 2020). A list of these species is presented in Table 3-3. The monarch butterfly (*Danaus plexippus*), a candidate species for federal listing, has the potential to occur within the project area but is not discussed below. Biological surveys of the proposed BPS site were conducted by Gulf South Research Corporation in May 2021. These investigations included surveys for all federal and state-listed species potentially occurring at or near the proposed BPS site. During the investigations, no federally-listed species were observed. CBP has coordinated with USFWS regarding the potential impacts as they relate to the construction of the Proposed Action (see Appendix A).

Table 3-3. Federally Listed Species for Aroostook County, Maine

Common Name	Status	Habitat	Potential to Occur at Site	Effect Determination
Mammals				
Canada lynx (*Lynx canadensis*)	*T*	Moist, cool, boreal spruce-fir forests, with gently rolling terrain.	Yes	No effect.
Northern long-eared bat (*Myotis septentrionalis*)	*T*	Mature, intact interior forests, with caves or abandoned mines for hibernation.	Yes	No effect.
Fish				
Atlantic salmon (*Salmo salar)*	*E*	Atlantic Coast streams and rivers.	No	No effect.
Flowering Plants				
Eastern prairie fringed orchid (*Platanthera leucophaea*)	*T*	Mesic prairie to wetlands with little or no woody encroachment.	No	No effect.
Furbish Lousewort (*Pedicularis furbishiae*)	*E*	North-facing river banks along the St. John River.	No	No effect.

Source: USFWS 2021

Canada Lynx (*Lynx canadensis*)

The Canada lynx (Photograsph 3-1) is a medium-sized cat that occurs within boreal forests across North America. They average approximately 33.5 inches in length and 25 pounds for males and 32 inches in length and 19 pounds for females (USFWS 2013). Their winter pelage is light gray and faintly spotted, and their summer pelage is much shorter with a reddish-brown cast. Physical attributes that characterize lynx include long ear tufts, distinct facial ruffs, long legs, large paws, and a black-tipped tail. Lynx are morphologically well adapted for living in colder climates with a lot of snowfall. They have large, well-furred feet relative to their body mass that makes traveling through snow easier. Lynx are highly specialized to hunt snowshoe hare, which comprise over 75 percent of their diet. In the summer, their diet is more varied and may include grouse, small mammals, and squirrels (USFWS 2013).

Photograph 3-1. Canada lynx
Source: Wikipedia commons

Canada lynx are common throughout the boreal forest of Alaska and Canada. The southern portion of their range once extended into the U.S. in the Rocky Mountains, Great Lakes states, and the Northeast. Today, resident breeding populations of lynx are found in Montana, Washington, Maine, Minnesota, and have been reintroduced to Colorado. In Maine, lynx are most common in the spruce/fir flats of Aroostook and Piscataquis counties as well as in northern Penobscot, Somerset, Franklin and Oxford Counties where snow depths are often the highest in the state (MDIFW 2012). Although lynx are more common in northern and western Maine, lynx have begun to expand into eastern sections. Current estimates suggest between 750 and 1,000 adult lynx likely occupy the northern and western Maine spruce/fir flats (MDIFW 2012).

Northern Long-eared Bat (*Myotis septentrionalis*)

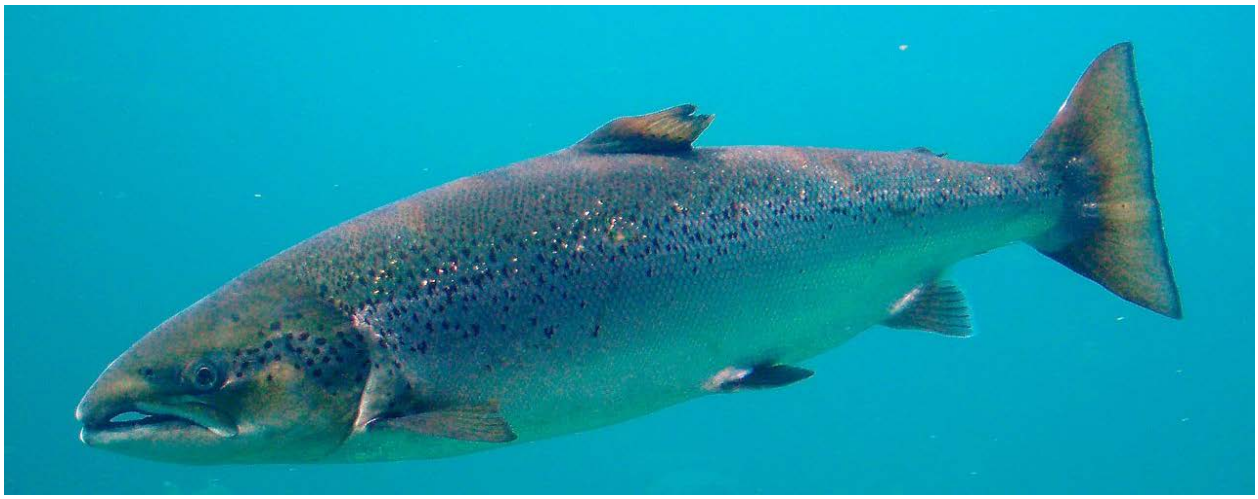
The northern long-eared bat (NLEB) (Photograph 3-2) is a small, insectivorous bat distinguished from other Myotis species by their long ears, longer pointed tragus, large wing area, and long tail (USFWS 2020). They are most active at pre-dawn and dusk, and are primarily found in mature interior forests, utilizing trees as sites to roost, forage, and raise young. From late fall to early spring, the NLEB hibernates, primarily in caves or abandoned mines, which provide constant temperature and humidity (New York State Department of Environmental Conservation [NYSDEC] 2020).

Photograph 3-2. Northern long-eared bat (Source: USFWS)

The biggest threat to NLEB populations in Maine is white-nose syndrome (WNS), a fungus that thrives in the cold environments where bats hibernate, and which has resulted in the death of millions of bats since its emergence in the U.S. in 2006 (USFWS 2020). As a result, the NLEB was listed by the USFWS as threatened in 2015 (USFWS 2020). Although there is currently no monitoring program specific to NLEB populations in Maine, acoustic bat surveys conducted in a variety of locations since the occurrence of WNS suggest that this species may still occur broadly across forested landscapes in Maine, but likely in much smaller numbers compared to the historic population (USFWS 2020).

Atlantic Salmon (*Salmo salar*)

Atlantic salmon (Photograph 3-3) is an anadromous fish with a relatively complex life history; it typically spends 2–3 years in rivers and other freshwater habitats (for spawning and juvenile rearing), then migrates to the ocean where it also spends 2–3 years extensively feeding, and then returns to its natal river to spawn and restart the cycle. Suitable spawning habitat consists of gravel or rubble in areas of moving water. Atlantic salmon were once native to almost every river north of the Hudson River; remnant wild populations are presently known in only 11 rivers and the 2006 status review (71 Federal Register [FR] 55431) for the species reported an estimated extinction risk of 19% to 75% within the next 100 years for the Gulf of Maine Distinct Population Segment (DPS) (NOAA National Marine Fisheries Service [NMFS] 2006).



Photograph 3-3. Atlantic salmon
Source: Wikipedia commons

The Gulf of Maine DPS of Atlantic salmon was listed as endangered on 17 November 2000 (65 FR 69459-69483). The DPS includes all naturally reproducing remnant populations of Atlantic salmon from the Kennebec River downstream of the former Edwards Dam site, northward to the mouth of the St. Croix River. At the time of listing, there were at least eight rivers in the geographic range of the DPS known to still support wild Atlantic salmon populations (Dennys, East Machias, Machias, Pleasant, Narraguagus, Ducktrap and Sheepscot rivers, and Cove Brook). In addition to these eight rivers, there are at least 14 small coastal rivers within the historic range of the DPS from which wild salmon populations have been extirpated.

Adult returns, juvenile abundance estimates, and survival have continued to decline since the listing. In 2004, total adult returns to the eight rivers still supporting wild Atlantic salmon populations within the DPS were estimated to range from 60 to 113 individuals. No adults were documented in three of the eight rivers. Declining smolt production has also been documented in recent years, despite fry stocking (NOAA NMFS and USFWS 2005).

Eastern Prairie Fringed Orchid (*Platanthera leucophaea*)

Eastern prairie fringed orchid (Photograph 3-4) is a flowering plant that grows between 8 and 40 inches in height and can be identified by its single upright, leafy stem with a vertical flower spike containing 5 to 40 creamy white flowers. Each flower has a three-part fringed lip less than one inch long and a nectar spur (tube-like structure) which is about one to two inches long. A symbiotic relationship between the seed and soil fungi, called mycorrhizae, is necessary for seedlings to become established and helps the seeds assimilate nutrients in the soil. It occurs in a wide variety of habitats, from mesic prairie to wetlands such as sedge meadows, marsh edges, even bogs. It requires full sun for optimum growth and flowering and a grassy habitat with little or no woody encroachment (USFWS 1999).

Photograph 3-4. Eastern prairie fringed orchid
Source: Wikipedia commons

Eastern prairie fringed orchid was once widespread across the upper Midwest, with additional populations in Oklahoma, Virginia, New Jersey, and Maine. After a decline in range of more than 70 percent, it was listed as threatened in 1989 (USFWS 1999). The Maine population occurs in graminoid portions of an extensive unprotected fen complex undergoing some invasion by woody vegetation (USFWS 1999). Flowering plants appear erratically within this complex, and the population size is unknown. Remaining populations continue to be threatened by succession to woody vegetation, competition from non-native species, over collecting, and drainage and development of wetland habitats.

Furbish Lousewort (*Pedicularis furbishiae*)

Furbish lousewort (Photograph 3-5) is an herbaceous perennial and member of the snapdragon family. It has distinctive, fern-like hairy leaves that grow in a basal rosette and up the stem. In late July and August, it produces a flowering spike up to one meter tall with a cluster of tubular, yellow flowers two centimeters long that are each subtended by a stout bract. Like all louseworts, the plant is hemi-parasitic, requiring connection to a host plant through haustoria on the roots to gain necessary nutrients (USFWS 2005).

Photograph 3-5. Furbish lousewort
Source: Wikipedia commons

Furbish lousewort was one of the first plants listed on the federal Endangered Species list in 1978. It is only found for 140 miles along the edge of the St. John River that forms the border of Maine and New Brunswick, Canada. Furbish lousewort prefers relatively steep, moist, north or northwest-facing slopes that are shaded for most of the day by a continuous canopy of forest trees higher up the riverbank (USFWS 2005). Furbish lousewort requires regular natural disturbance of habitat, primarily the yearly scouring by ice and flooding, to thrive. Threats to the survival of Furbish lousewort include road building, housing development, and recreational use of the shoreline. As of January 2021, Furbish lousewort is currently under review to be potentially reclassified as threatened under the ESA (USFWS 2021a).

State-Listed Species

The Maine Endangered Species Act applies only to animals; plants are not included in the legislation, although the Maine Natural Areas Program maintains an "official" list of rare and endangered plants in Maine. MDIFW lists several state-listed species that may also occur within or near the project site in Aroostook County (MDIFW 2015). No state-listed species were observed during biological surveys and through consultation with MDIFW, MDIFW has stated that no locations of state-listed species or significant wildlife habitats are within either project area (see Appendix A). Appendix B has a complete list of all state-listed species with the potential to occur in Aroostook County.

Critical Habitat

The ESA also calls for the conservation of what is termed critical habitat, the areas of land, water, and air space that an endangered species needs for survival. Critical habitat also includes such things as food and water, breeding sites, cover or shelter, and sufficient habitat area to provide for normal population growth and behavior. One of the primary threats to many species is the destruction or modification of essential habitat by uncontrolled land and water developments. Portions of Aroostook County have been designated as Critical Habitat for the Atlantic salmon and Canada lynx; however, the project area does not fall within either of these Critical Habitat areas (USFWS 2021).

3.6.1 Alternative 1: North Miller Tract

Under this alternative, there would be no reasonably foreseeable impacts on any threatened or endangered species or their habitat. The Canada lynx could potentially wander into the project site; however, it is highly unlikely that it would occupy or use the site as lynx prefer to inhabit large undeveloped blocks of dense early successional forest that do not exist at the project site. Therefore, CBP has determined that no reasonably foreseeable effects to the Canada lynx would occur as a result of the Proposed Action. The NLEB could potentially utilize forested areas surrounding the project site; the Aroostook Lowlands could provide roosting and foraging habitat for bats during the non-hibernation season, but it is highly unlikely that this bat would occupy or use the site. Therefore, CBP has determined that no reasonably foreseeable effects to the NLEB would occur as a result of the Proposed Action. It is not expected that Atlantic salmon would be present in the project site as no water bodies or habitat associated with the Atlantic salmon are present. As a result, no reasonably foreseeable effects to the Atlantic salmon would occur as a result of the Proposed Action. No eastern prairie fringed orchid or Furbish lousewort were observed during biological surveys and the habitat at the proposed site is not preferred by either

species; therefore, no reasonably foreseeable effects would occur to these plants as a result of the Proposed Action.

MDIFW lists several state-listed species that may occur within or near the project site. Under the Proposed Action, approximately 15 acres of agricultural croplands, emergent wetlands, and scrub shrub communities would be permanently impacted. MDIFW has stated that no known location of state-listed species or special habitats are located within either project area. Therefore, impacts to state-listed species would be permanent and negligible.

3.6.2 Alternative 2: South Miller Tract

Implementation of this alternative would have the same impacts as those discussed for Alternative 1. No reasonably foreseeable impacts on any threatened or endangered species or their habitat would occur if this alternative were chosen.

3.6.3 Alternative 3: No Action Alternative

Under the No Action Alternative, there would be no impacts on threatened or endangered species or their habitats as no construction activities would occur.

3.7 GROUNDWATER

The project site is located to the east of significant sand and gravel aquifers that are a primary groundwater resource for local municipal, industrial, and household needs (Locke et al. 1997, Neil and Locke 2001). Aquifers are designated as significant when they are "capable of producing 10 gallons per minute or more to a properly constructed well" (Locke et al. 1997). The greatest known well yield in Houlton is approximately 1,000 gallons per minute with two other wells yielding 700 gallons per minute (Locke et al. 1997).

Sand and gravel aquifers in Maine consist primarily of unconsolidated sand and gravel that were deposited during the last glacial episode (Maine Geological Society [MGS] 2013). The characteristics of sand and gravel aquifers, specifically good porosity and permeability, make them excellent groundwater sources. As sand and gravel aquifers are recharged locally by precipitation means, usage of these sources for groundwater only affects the water table locally (MGS 2013). Regional groundwater quality in Aroostook County ranges from slightly acidic to basic and from soft to moderately hard (Locke et al. 1997). The most abundant cations are calcium and sodium with bicarbonate being the most abundant anion (Locke et al. 1997).

No new water wells would be constructed for the new BPS as the BPS would have a municipal water supply.

3.7.1 Alternative 1: North Miller Tract

Construction of the new BPS does not require the installation of a new water well. The municipally owned Houlton Water Company (HWC) provides water to the town of Houlton and surrounding areas using three ground water wells. HWC pumps an average of 637,620 gallons per day and has the capability of pumping over 1.2 million gallons per day (HWC 2020). Water usage for the new BPS is estimated to be approximately 5,000 gallons per day for a total of approximately 1.85 million gallons per year. Because the new BPS would only use

approximately 0.44 percent of the annual groundwater capacity based on 1.2 million gallons per day, it is anticipated that impacts to groundwater availability would be long-term and negligible. No impacts on groundwater quality would occur.

3.7.2 Alternative 2: South Miller Tract

Implementation of this alternative would have the same impacts as those discussed for Alternative 1. Impacts to groundwater availability would be long-term and negligible. No impacts on groundwater quality would occur.

3.7.3 Alternative 3: No Action Alternative

Under the No Action Alternative, no construction activities would occur; therefore, no impacts to groundwater would occur.

3.8 SURFACE WATER AND WATERS OF THE UNITED STATES

The Clean Water Act (CWA) §303[d][1][A] requires that each state monitor surface waters and compile a "303[d] List" of impaired streams and lakes. The proposed BPS is located in northeast Maine and is located in the Meduxnekeag River Watershed. The Meduxnekeag River travels approximately 38 river miles from Meduxnekeag Lake to where it joins the Saint John River in Canada. The Meduxnekeag River Watershed is a subbasin of the Saint John River Watershed and covers 426 square miles within Maine, and 516 square miles total including Canadian lands (AECOM 2019). The EPA 303(d) list reports that the Meduxnekeag River to the east of the project site has impaired conditions for aquatic life as well as fish and shellfish consumption due to phosphorus and pesticide levels (USEPA 2016).

Waters of the U.S. are defined within the CWA, and jurisdiction is addressed by USACE and USEPA. There could be temporary impacts to Waters of the U.S. if drainage structures within agricultural ditches need replacement. Wetlands are a subset of the Waters of the U.S. that may be subject to regulation under Section 404 of the CWA (40 CFR 230.3). Wetlands are those areas inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. The Proposed Action site is located approximately 0.25 mile from the Meduxnekeag River, which is a jurisdictional Water of the U.S.

3.8.1 Alternative 1: North Miller Tract

This alternative would have temporary, negligible impacts on surface waters as a result of increases in erosion and sedimentation during periods of construction. Disturbed soils and hazardous substances (i.e., antifreeze, fuels, oils, and lubricants) could have the potential to impact water quality during a rain event. However, through the use of BMPs, these effects would be minimized and negligible. A Construction Stormwater General Permit as well as an approved site-specific Stormwater Pollution Prevention Plan (SWPPP) would be obtained prior to construction. A site-specific Spill Prevention, Control and Countermeasure Plan (SPCCP) would also be in place prior to the start of construction. BMPs outlined in these plans would reduce potential migration of soils, oil and grease, and construction debris into local surface waters. Once the construction project is complete, any temporary construction footprints would be

revegetated with native vegetation, as outlined in the SWPPP, which would mitigate the potential for non-point source pollution to enter local surface waters.

Portions of the North Miller Tract contain potentially jurisdictional wetlands in the form of emergent wetland and scrub-shrub communities and Waters of the U.S. in the form of a vegetated stream system that drains into the Meduxnekeag River outside of the project area. If this alternative were chosen, approximately 1.4 acres of wetlands would be permanently impacted. However, CBP would permit the fill of these wetlands through the USACE; therefore, no net loss of wetlands would occur. A long-term, minor effect on surface water resources would be anticipated under this alternative.

3.8.2 Alternative 2: South Miller Tract

This alternative does not possess any potentially jurisdictional wetlands or Waters of the U.S. As a result, no impacts on surface waters or Waters of the U.S. would occur. BMPs would be instituted to reduce the impacts of construction on surrounding surface waters outside of the project area.

3.8.3 Alternative 3: No Action Alternative

Under the No Action Alternative, no construction would occur; therefore, no impacts to surface waters or Waters of the U.S. would occur.

3.9 FLOODPLAINS

A floodplain is the area adjacent to a river, creek, lake, stream, or other open waterway that is subject to flooding when there is a major rain event. Floodplains are further defined by the likelihood of a flood event. If an area is in the 100-year floodplain, there is a 1-in-100 chance in any given year that the area will flood. Federal Emergency Management Agency (FEMA) floodplain maps were reviewed to identify if the project site is located within mapped floodplains. None of the project sites are located within the 100-year floodplain; there is minimal flood hazard within the entire project boundary (FEMA 2016).

Under Executive Order (EO) 11988, all federal agencies are directed to avoid, if possible, development and other activities in the 100-year base floodplain. Where the base floodplain cannot be avoided, special considerations and studies for new facilities and structures are needed. Design and siting are to be based on scientific, engineering, and architectural studies; consideration of human life, natural processes, and cultural resources; and the planned lifespan of the project.

3.9.1 Alternative 1: North Miller Tract

This alternative would not increase the risk or impact of floods on human safety, health, and welfare, or adversely impact the beneficial values that floodplains serve. Additionally, the alternative would not increase duration, frequency, elevation, velocity, or volume of flood events as the project site is not located within a floodplain. Therefore, this alternative would have no impacts on floodplains and would be in compliance with EO 11988.

3.9.2 Alternative 2: South Miller Tract

Implementation of this alternative would have the same impacts as those discussed for Alternative 1. This alternative would have no impacts on floodplains and would be in compliance with EO 11988.

3.9.3 Alternative 3: No Action Alternative

Under the No Action Alternative, no construction activities would occur; therefore, no impacts on floodplains would occur.

3.10 AIR QUALITY

The USEPA established National Ambient Air Quality Standards (NAAQS) for specific pollutants determined to be of concern with respect to the health and welfare of the general public. Ambient air quality standards are classified as either "primary" or "secondary." The major pollutants of concern, or criteria pollutants, are carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), ozone (O_3), particulate matter less than 10 microns (PM-10), particulate matter less than 2.5 microns (PM-2.5) and lead (Pb). NAAQS represent the maximum levels of background pollution that are considered safe, with an adequate margin of safety, to protect the public health and welfare. The NAAQS are included in Table 3-4.

Areas that do not meet these NAAQS standards are called non-attainment areas; areas that meet both primary and secondary standards are known as attainment areas. The Federal Conformity Final Rule (40 CFR Parts 51 and 93) specifies criteria and requirements for conformity determinations of Federal projects. The Federal Conformity Rule was first promulgated in 1993 by the USEPA, following the passage of Amendments to the Clean Air Act in 1990. The rule mandates that a conformity analysis be performed when a federal action generates air pollutants in a region that has been designated a non-attainment or maintenance area for one or more NAAQS.

A conformity analysis is the process used to determine whether a federal action meets the requirements of the General Conformity Rule. It requires the responsible federal agency to evaluate the nature of a Proposed Action and associated air pollutant emissions and calculate emissions that may result from the implementation of the Proposed Action. If the emissions exceed established limits, known as *de minimis* thresholds, the proponent is required to perform a conformity determination and implement appropriate mitigation measures to reduce air emissions. The USEPA has designated Aroostook County as in attainment for all NAAQS (USEPA 2020a).

Greenhouse Gases and Climate Change

Global climate change refers to a change in the average weather on the earth. Greenhouse Gases (GHG) are gases that trap heat in the atmosphere. They include CO_2, methane (CH_4), nitrous oxide (N_2O), fluorinated gases including chlorofluorocarbons (CFC) and hydrochlorofluorocarbons (HFC), and halons, as well as ground-level O_3 (California Energy Commission 2007).

Table 3-4. National Ambient Air Quality Standards

Pollutant	Primary Standards		Secondary Standards	
	Level	**Averaging Time**	**Level**	**Averaging Time**
Carbon Monoxide	9 ppm (10 mg/m^3)	8-hour [(1)]	None	None
	35 ppm (40 mg/m^3)	1-hour [(1)]	None	None
Lead	0.15 µg/m^3 [(2)]	Rolling 3-Month Average	Same as Primary	Same as Primary
	1.5 µg/m^3 [(3)]	Quarterly Average	Same as Primary	Same as Primary
Nitrogen Dioxide	53 ppb [(4)]	Annual (Arithmetic Average)	Same as Primary	Same as Primary
	100 ppb	1-hour [(5)]	None	None
Particulate Matter (PM_{10})	150 µg/m^3	24-hour [(6)]	Same as Primary	Same as Primary
Particulate Matter ($PM_{2.5}$)	12.0 µg/m^3	Annual [(7)] (Arithmetic Average)	15.0 µg/m^3	Annual [(7)] (Arithmetic Average)
	35 µg/m^3	24-hour [(8)]	Same as Primary	Same as Primary
Ozone	0.070 ppm (2015 std)	8-hour [(9)]	Same as Primary	Same as Primary
Sulfur Dioxide	75 ppb [(10)]	1-hour	0.5 ppm	3-hour [(1)]

Source: USEPA 2020b at https://www.epa.gov/criteria-air-pollutants/naaqs-table
Units of measure for the standards are parts per million (ppm) by volume, parts per billion (ppb - 1 part in 1,000,000,000) by volume, milligrams per cubic meter of air (mg/m^3), and micrograms per cubic meter of air (µg/m^3).
[(1)] Not to be exceeded more than once per year.
[(2)] Final rule signed October 15, 2008.
[(3)] In areas designated nonattainment for the Pb standards prior to the promulgation of the current (2008) standards, and for which implementation plans to attain or maintain the current (2008) standards have not been submitted and approved, the previous standards (1.5 µg/m3 as a calendar quarter average) also remain in effect.
[(4)] The official level of the annual NO_2 standard is 0.053 ppm, equal to 53 ppb, which is shown here for the purpose of clearer comparison to the 1-hour standard
[(5)] To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 100 ppb (effective January 22, 2010).
[(6)] Not to be exceeded more than once per year on average over 3 years.
[(7)] To attain this standard, the 3-year average of the weighted annual mean PM2.5 concentrations from single or multiple community-oriented monitors must not exceed 15.0 µg/m3.
[(8)] To attain this standard, the 3-year average of the 98th percentile of 24-hour concentrations at each population-oriented monitor within an area must not exceed 35 µg/m3 (effective December 17, 2006).
[(9)] (a) To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average O_3 concentrations measured at each monitor within an area over each year must not exceed 0.070 ppm. (effective December 28, 2015).
(b) The previous (2008) O3 standards (0.075 ppm) additionally remain in effect in some areas.
[(10)] The previous SO2 standards (0.14 ppm 24-hour and 0.03 ppm annual) will additionally remain in effect in certain areas: (1) any area for which it is not yet 1 year since the effective date of designation under the current (2010) standards, and (2)any area for which an implementation plan providing for attainment of the current (2010) standard has not been submitted and approved and which is designated nonattainment under the previous SO2 standards or is not meeting the requirements of a SIP call under the previous SO2 standards (40 CFR 50.4(3)). A SIP call is an EPA action requiring a state to resubmit all or part of its State Implementation Plan to demonstrate attainment of the required NAAQS.

3.10.1 Alternative 1: North Miller Tract

Temporary and minor increases in air pollution would occur from the use of construction equipment (combustion emissions) and the disturbance of soils (fugitive dust) during construction of the BPS. Particulate emissions would occur as a result of construction activities such as vehicle trips, bulldozing, compacting, truck dumping, and grading operations.

Construction activities would also generate minimal hydrocarbon, NO_2, CO_2, and SO_2 emissions from construction equipment and support vehicles. Fugitive dust would be generated during these construction activities, especially during the road improvement activities. Fugitive dust and other emissions would minimally increase during construction; however, these emissions would be temporary and return to pre-project levels upon the completion of construction. Emissions as a result of this alternative are expected to be below the *de minimus* threshold (i.e., 100 tons per year) and therefore would not be considered significant. BMPs, such as dust suppression and maintaining equipment in proper working condition would reduce the temporary construction impacts. Furthermore, due to the remote location of the proposed BPS, good wind dispersal conditions, and because Aroostook County is in attainment for all NAAQS, impacts to air quality are expected to be minimal under this alternative.

3.10.2 Alternative 2: South Miller Tract

Implementation of this alternative would have the same impacts as those discussed for Alternative 1. Impacts to air quality would be short-term and minimal. BMPs would be implemented for this alternative to minimize the impact of activities on air quality.

3.10.3 Alternative 3: No Action Alternative

The No Action Alternative would not result in any direct impacts on air quality as no construction or demolition activities would occur.

3.11 NOISE

Noise is generally described as unwanted sound, which can be based either on objective effects (i.e., hearing loss, damage to structures) or subjective judgment (e.g., community annoyance). Sound is usually represented on a logarithmic scale in a unit called the decibel (dB). Sound on the decibel scale is referred to as sound level. The perceived threshold of human hearing is 0 dB, and the threshold of discomfort or pain is around 120 dB (USEPA 1974). The A-weighted sound level (dBA) is a measurement of sound pressure adjusted to conform to the frequency response of the human ear.

Noise levels occurring at night generally produce a greater annoyance than do the same levels occurring during the day. It is generally agreed that people perceive intrusive noise at night as being 10 dBA louder than the same level of intrusive noise during the day, at least in terms of its potential for causing community annoyance. This perception is largely because background environmental sound levels at night in most areas are also about 10 dBA lower than those during the day. Long-term noise levels are computed over a 24-hour period and adjusted for nighttime annoyances to produce the day-night average sound level (DNL). DNL is the community noise metric recommended by the USEPA and has been adopted by most federal agencies (USEPA 1974).

Noise within the project site in general is elevated due to traffic volumes on U.S. Route 1 and I-95, as well as the developed areas around U.S. Route 1 and I-95.

3.11.1 Alternative 1: North Miller Tract

The construction of the proposed BPS would require the use of common construction equipment. Table 3-5 describes noise emission levels for construction equipment that range from 47 dBA to 85 dBA at a distance of 50 feet (FHWA 2007).

Table 3-5. A-Weighted (dBA) Sound Levels of Construction Equipment and Modeled Attenuation at Various Distances[1]

Noise Source	50 feet	100 feet	200 feet	500 feet	1000 feet
Bulldozer	82	76	70	62	56
Concrete mixer truck	85	79	73	65	59
Crane	81	75	69	61	55
Drill rig	85	79	73	65	59
Dump truck	84	78	72	64	58
Excavator	81	75	69	61	55
Front-end loader	79	73	67	59	53
Generator	47	41	35	26	20

Source: FHWA 2007

1. The dBA at 50 feet is a measured noise emission. The 100- to 1,000-foot results are GSRC modeled estimates.

Assuming the worst case scenario of 85 dBA from general construction equipment, the noise model predicts that noise emissions would have to travel 1,138 feet before they would be attenuated to acceptable levels equal to or below 57 dBA, which is the criterion for the National Monument and Wildlife Refuges (23 CFR § 722, Table 3-6), or 482 feet to attenuate to 65 dBA, which is the criterion for residential receptors.

The project site is located over half a mile east of the nearest residential home. All construction noises would attenuate to acceptable levels prior to reaching any residential homes. Therefore, impacts on noise would be short-term, negligible, and insignificant.

Helicopter takeoffs and landings would be periodic in nature (i.e., up to one takeoff and landing per day). Due to the site's proximity to the I-95 and U.S. Route 1, noise levels would be comparable to existing levels in the surrounding area and the Proposed Action would not increase noise levels substantially. Therefore, long-term minor impacts on the noise environment would be expected.

3.11.2 Alternative 2: South Miller Tract

Implementation of this alternative would have the same impacts as those discussed for Alternative 1. Impacts on noise would be short-term, negligible, and insignificant.

3.11.3 Alternative 3: No Action Alternative

Under the No Action Alternative, no construction would occur; therefore, no impacts on noise would occur.

3.12 CULTURAL, HISTORICAL, AND ARCHAEOLOGICAL RESOURCES

Cultural resources include historic properties, archaeological resources, and sacred sites. Historic properties are defined by the NHPA as any prehistoric or historic district site, building, structure, or object included on, or eligible for inclusion in the National Register of Historic Places (NRHP), including artifacts, records, and material remains relating to the district, site, building, structure, or object (National Park Service [NPS] 2006a). To be considered eligible for the NRHP, a property would need to possess integrity of location, design, setting, materials, workmanship, feeling, and association and must also meet at least one of the following four criteria (NPS 2002):

A. Be associated with events that made a significant contribution to the broad pattern of our history
B. Be associated with the lives of significant persons in our past
C. Embody the 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
D. Have yielded, or be likely to yield, information important in history or prehistory

A Traditional Cultural Property (TCP) is a specific type of historic property that is eligible for inclusion in the NRHP because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining and continuing the cultural identity of the community (Parker and King 1998). Given the broad range in types of historic properties, historic properties can often include other types of cultural resources such as cultural items, archaeological resources, sacred sites, and archaeological collections.

Cultural items as defined by the Native American Graves Protection and Repatriation Act (NAGPRA) are defined as human remains, as well as both associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony or objects that have an ongoing historical, traditional, or cultural importance to a Native American group or culture (NPS 2006b). Archaeological resources, as defined by the Archaeological Resources Protection Act (ARPA), consist of any material remains of past human life or activities that are of archaeological interest and are at least 100 years of age. Such items include, but are not limited to, pottery, basketry, bottles, weapons, weapon projectiles, tools, structures or portions of structures, pit houses, rock paintings, rock carvings, intaglios, graves, human skeletal remains, or any portion or piece of those items (NPS 2006c). Sacred sites are defined by EO 13007, Indian Sacred Sites, as any specific, discrete, narrowly delineated location on Federal land that is identified by a Native American tribe or Native American individual determined to be an appropriately authoritative representative of a Native American religion as sacred by virtue of its established religious significance, or ceremonial use by, a Native American religion, provided that the tribe or appropriately authoritative representative of a Native American religion has informed the Federal land-owning agency of the existence of such a site (NPS 1996).

Existing Archaeological Site and Previously Conducted Archaeological Surveys
No prior archaeological investigations have previously been conducted within a 1-mile search radius of the proposed new Houlton BPS location.

Archaeologists from Northeast Archaeology Research Center, Inc. conducted an intensive archaeological survey on of the project area from May 18 to May 27, 2021. This investigation consisted of an archaeological and aboveground resources survey of 89 acres which encompassed the proposed action sites (Hudgell et al. 2021). As part of this investigation, a Phase 0 Archaeological Assessment, Phase I Archaeological Survey, Preliminary Historic Architectural Review, and Historic Architectural Survey was conducted.

The Phase 0 Archeological Assessment was designed to identify all areas that are potentially sensitive for the presence of Native American and Euroamerican archaeological sites within the two sites (the Direct Area of Potential Effect [APE]) or to show that archaeological sites of potential significance are not likely to be present. As the proposed location was determined to possess such sensitivity, a Phase I Archaeological Survey was subsequently conducted. The Phase I Archaeological Survey included the excavation of 280 shovel test pits across both sites. No Native American cultural material was recovered from any of the excavations. Two Euroamerican items were recovered, including a piece of metal (likely farm machinery-related) and a fragment of plain ceramic; both were retrieved from the plow zone. These represent general field scatter typical of the area. Neither are regarded as historically significant.

An architectural review and survey completed by Harvey Research and Consulting identified two potential historic resources, the Houlton wastewater facility and a historic barn, within the Visual APE of the project area, but none within the Direct APE. Both of these resources are older than 50 years, but CBP has determined that neither resource is eligible for the NRHP.

3.12.1 Alternative 1: North Miller Tract
Archaeological and aboveground resources surveys were conducted within the North Miller Tract site. None of the resources identified were determined to be eligible for the NRHP and as a result, no historic properties, as defined by the NHPA, would be impacted by the Proposed Action. As a result, no significant impacts to cultural resources would occur from the implementation of the Proposed Action.

3.12.2 Alternative 2: South Miller Tract
Under this alternative, impacts to cultural resources would be similar to those listed under Alternative 1. No significant impacts to cultural resources would occur from the implementation of the proposed action.

3.12.3 Alternative 3: No Action Alternative
Under the No Action Alternative, no construction would occur; therefore, no impacts to cultural resources would be anticipated.

3.13 UTILITIES AND INFRASTRUCTURE

Emera Maine and Central Maine Power Company respectively, distribute high and low voltage electrical energy on behalf of the various Retail Electric Providers operating within the project area. Commercial grid power is currently available and would be used to power the proposed BPS.

Infrastructure near the project area includes U.S. Route 1 and I-95. No new public infrastructure would be required for ingress or egress to the proposed BPS as the sites have current access via Access Road. U.S. Route 1 and I-95 are capable of supporting any changes in road usage by the proposed BPS.

The HWC provides water and wastewater to the town of Houlton and surrounding areas using three ground water wells. HWC pumps an average of 637,620 gallons per day and has the capability of pumping over 1.2 million gallons per day (HWC 2020).

3.13.1 Alternative 1: North Miller Tract

The Proposed Action would result in negligible effects on the availability of utilities throughout the ROI because the current amperage available through the existing grid power system can withstand the anticipated electrical load of the proposed BPS. Additionally, the BPS would be tied into existing and available service transmission lines. All sewerage and potable water would be connected to the HWC system and installed with the proper permits for installation and operation of these systems. The increase in agents and infrastructure would not cause a reduction of capacity within the HWC system. Therefore, impacts on utilities and infrastructure associated with the new BPS would be long-term and negligible.

3.13.2 Alternative 2: South Miller Tract

Implementation of this alternative would have the same impacts as those discussed for Alternative 1. Impacts on utilities and infrastructure would be long-term and negligible.

3.13.3 Alternative 3: No Action Alternative

Under the No Action Alternative, the proposed BPS would not be constructed. The No Action Alternative would not affect the availability of utilities or require construction of additional facilities.

3.14 ROADWAYS AND TRAFFIC

U.S. Route 1 is the main north-south route in Aroostook County, Maine. Beginning in Key West Florida, U.S. Route 1 extends 2,369 miles to Fort Kent, Maine. The main east-west route through Aroostook County is I-95. I-95 runs 303 miles east-west ending at the United States and Canadian border in Aroostook County, Maine. The proposed BPS site would be located directly off of U.S. Route 1 just north of the town of Houlton, Maine on Access Road. According to MDOT, the annual average daily traffic (AADT) for U.S. Route 1 at the location of the proposed site was 11,620 in 2018 with a factored AADT of 11,422 in 2020 (MDOT 2020).

3.14.1 Alternative 1: North Miller Tract

With the implementation of this alternative, construction activities at the project site would have a temporary, minor impact on roadways and traffic adjacent to the project site. An increase of vehicular traffic along U.S. Route 1 and I-95 would occur from supplying materials, hauling debris, and from work crews commuting to the project site during construction activities. Upon completion of construction activities, the increase in USBP agents traveling those roads to access the BPS would increase as well. This increase in volume of traffic associated with agents coming and going from the BPS would have negligible impacts on roadways and traffic as U.S Route 1 and I-95 can withstand the projected volumes. Air traffic would not increase within the AOR due to the construction of the new BPS. It is assumed that the same helicopter that would potentially take-off and land once daily at the new BPS is the same one that USBP operates in the AOR currently. Therefore, traffic impacts associated with construction and operation of the BPS would be long-term and negligible.

3.14.2 Alternative 2: South Miller Tract

Implementation of this alternative would have the same impacts as those discussed for Alternative 1. Impacts on roadways and traffic would be long-term and negligible.

3.14.3 Alternative 3: No Action Alternative

Under the No Action Alternative, no impacts to roadways and traffic would occur.

3.15 HAZARDOUS MATERIALS

Hazardous materials are substances that cause physical or health hazards (29 CFR 1910.1200). Materials that are physically hazardous include combustible and flammable substances, compressed gases, and oxidizers. Health hazards are associated with materials that cause acute or chronic reactions, including toxic agents, carcinogens, and irritants. Hazardous materials are regulated in Maine by a combination of mandated laws promulgated by the USEPA and the Maine EPA. A Phase I Environmental Site Assessment (Phase I ESA) was conducted on both alternative tracts by Gulf South Research Corporation in July 2021. The Phase I ESA was completed accordance with the scope of work and limitations of American Society for Testing and Materials (ASTM) Standard Practice E1527-13 and the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (AAI) (40 CFR Part 312). Gulf South Research Corporation did not identify any recognized environmental conditions, nor any controlled recognized environmental conditions, nor any historical recognized environmental conditions. No environmental issues were identified during the assessment.

3.15.1 Alternative 1: North Miller Tract

Construction of the proposed BPS as described in the Proposed Action would involve the use of heavy construction equipment. There is a potential for the release of hazardous materials such as fuels, lubricants, hydraulic fluids, and other chemicals during the construction activities. The impacts from spills of hazardous materials during construction would be minimized by utilizing BMPs during construction such as fueling only in controlled and protected areas away from surface waters, maintaining emergency spill cleanup kits at all sites during fueling operations, and maintaining all equipment in good operating condition to prevent fuel and hydraulic fluid leaks.

All hazardous and regulated wastes and substances generated by operation of the new BPS would be collected, characterized, labeled, stored, transported, and disposed of in accordance with all federal, state, and local regulations, including proper waste manifesting procedures. All other hazardous and regulated materials or substances would be handled according to materials safety data sheet instructions and would not affect water, soils, vegetation, wildlife, or the safety of USBP agents and staff. The fuel island installed at the new BPS would be double walled and contained within all protective measures needed to prevent the release of any tank spills. The vehicle maintenance facility would be equipped with oil/water separators to collect any petroleum or other automotive fluids spilled, and waste automotive fluids would be collected and disposed of in accordance with state regulations. When necessary, the shooting range would be cleaned, and all collected materials would be properly handled and disposed of in accordance with federal and state regulations. Therefore, hazardous and regulated materials and substances would not impact the public, groundwater, or general environment.

The potential impacts of the handling and disposal of hazardous and regulated materials and substances during construction activities would be negligible when mitigation measures and BMPs, as outlined in Section 4.0, are implemented.

3.15.2 Alternative 2: South Miller Tract

Implementation of this alternative would have the same impacts as those discussed for Alternative 1. Impacts from the handling and disposal of hazardous and regulated materials would be negligible. BMPs would be implemented for this alternative to minimize the potential impacts of spills from hazardous and regulated materials.

3.15.3 Alternative 3: No Action Alternative

Under the No Action Alternative, no construction activities would occur; therefore, no existing hazardous materials risks would be encountered and no potential for hazardous materials spills during BPS construction would be realized. No impacts from hazardous materials would result from the No Action Alternative.

3.16 SOCIOECONOMICS

This socioeconomics section outlines the basic attributes of population and economic activity in Houlton, Aroostook County, Maine. The closest town to the proposed BPS is Houlton which is the county seat for Aroostook County. The proposed Houlton BPS would be designed to accommodate the current number of existing agents with capability of expanding to 50 agents. This would accommodate existing personnel and allow for enforcement flexibility.

Affected Environment

Demographic data, shown in Table 3-6, provide an overview of the socioeconomic environment in the ROI. In 2019, Houlton and Aroostook County had estimated populations of 5,752 and 67,055, respectively (U.S. Census Bureau 2019). From 2010 to 2019, the population of Houlton and Aroostook County declined at an average annual rate of -0.67 and -0.74, respectively. During this same time, the population of Maine grew at an average annual rate of 0.13 percent and the United States at a rate of 0.7 percent (U.S. Census Bureau 2019).

Table 3-6. Population, Income, Labor Force, and Unemployment for the Region of Interest

	2019 Population Estimate	Average Annual Growth Rate 2010-2019 (Percent)	2019 Per Capita Income (Dollars)	Per Capita Income as a Percent of the United States	2018 Unemployment Rate (Percent)
Houlton, Maine	5,752	-0.6	24,115	71	2.0
Aroostook County	67,055	-0.7	25,477	75	4.6
Maine	1,344,212	0.1	32,637	96	3.1
United States	328,239,523	0.7	34,103	100	3.9

Source: Towncharts.com 2021, U.S. Census Bureau 2019, BLS 2020a, BLS 2020b

Per capita income in the ROI is lower than that of Maine and the United States, with average per capita income in Aroostook County approximately 75 percent of the United States. The unemployment rate in Houlton (2.0 percent) is lower than that of Aroostook County (4.6 percent), Maine (3.1 percent), and the United States (3.9 percent) (U.S. Bureau of Labor Statistics [BLS] 2020a, BLS 2020b, BLS 2020c).

Impacts on socioeconomic conditions would be considered significant if they included displacement or relocation of residences or commercial buildings or increases in long-term demands for public services in excess of existing and projected capacities.

3.16.1 Alternative 1: North Miller Tract

The proposed Houlton BPS would be located within the town limits of Houlton in close proximity to I-95. The Houlton BPS currently has 42 personnel; however, with the completion of the proposed Houlton BPS USBP could add up to 8 additional personnel and their families to the area. Those agents and their families would be expected to live in Houlton, and would require homes, schools, and other public services. With an estimated population of 5,752, Houlton would be able to handle the increased demand for housing and public services. With many of the 8 additional personnel and their families expected to choose to live in Houlton, increases in the demand for public services in excess of existing and projected capacities would not be expected. No significant impacts to socioeconomics within the ROI would occur as a result of this alternative.

Temporary, minor, beneficial impacts in the form of jobs and income for area residents, revenues to local businesses, and sales and use taxes to Houlton, Aroostook County, and the State of Maine from locally purchased building materials could be realized if construction materials are purchased locally and local construction workers are hired for construction.

3.16.2 Alternative 2: South Miller Tract

The proposed Houlton BPS under this alternative would be located within the town limits of Houlton in close proximity to I-95. Impacts on socioeconomics would be the same as those under Alternative 1.

3.16.3 Alternative 3: No Action Alternative

Under the No Action Alternative, the proposed BPS would not be constructed in Aroostook County and there would be no direct socioeconomic impacts.

3.17 ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN

EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, was issued by President Clinton on February 11, 1994. It was intended to ensure that proposed federal actions do not have disproportionately high and adverse human health and environmental effects on minority and low-income populations and to ensure greater public participation by minority and low-income populations. It required each agency to develop an agency-wide environmental justice strategy. A Presidential Transmittal Memorandum issued with the EO states that "each federal agency shall analyze the environmental effects, including human health, economic and social effects, of federal actions, including effects on minority communities and low-income communities, when such analysis is required by the NEPA 42 U.S.C. section 4321, et seq."

EO 12898 does not provide guidelines as to how to determine concentrations of minority or low-income populations. However, analysis of demographic data on race, ethnicity, and poverty provides information on minority and low-income populations that could be affected by the proposed actions. The U.S Census Bureau reports numbers of minority individuals and the U.S. Department of Health and Human Services (HHS) provides the most recent poverty estimates available. Minority populations are those persons who identify themselves as Black, Hispanic, Asian American, American Indian/Alaskan Native, Pacific Islander, or Other. Poverty status is used to define low-income. Poverty thresholds vary depending on size of family and the number of dependents under the age of 18. For a family of four in 2021, the poverty threshold is $26,500 (HHS 2021).

A potential disproportionate impact may occur when the percent minority in the study area exceeds 50 percent and/or the percent low-income exceeds 20 percent of the population. Additionally, a disproportionate impact may occur when the percent minority and/or low-income in the study area are meaningfully greater than those in the region. The potential for impacts on the health and safety of children is greater in areas where projects are located near residential areas. Minority and poverty population information for the ROI is presented in Table 3-7.

Table 3-7. Minority Population and Poverty Rates for the Region of Interest

	Minority Population (Percent)	All Ages in Poverty (Percent)
Houlton, Maine	9.8	26.2
Aroostook County	5.0	15.5
Maine	5.5	10.9
United States	39.6	10.5

Source: U.S. Census Bureau 2019

3.17.1 Alternative 1: North Miller Tract

Under this alternative, the proposed Houlton BPS would be located in a rural agricultural area that is currently zoned for highway business with no residential structures located nearby. The additional approximately 42 agents and their families would be expected to live in Houlton, which is located 1.3 miles away from the proposed BPS. With no homes located in the area of the proposed BPS, the Proposed Action would not result in disproportionately high and adverse human health or environmental effects on minority populations and low-income populations. There would be no environmental health or safety risks that disproportionately affect children.

3.17.2 Alternative 2: South Miller Tract

The proposed Houlton BPS would be located in a rural agricultural area that is currently zoned for highway business with no residential structures nearby. The impacts on minority and low-income populations would be the same as those under Alternative 1. There would be no environmental health or safety risks that disproportionately affect children.

3.17.3 Alternative 3: No Action Alternative

Under the No Action Alternative, the proposed Houlton BPS would not be constructed. There would be no impacts on people, so there would not be disproportionately high and adverse human health or environmental effects on minority or low-income populations. There would be no environmental health or safety risks that could disproportionately affect children.

3.18 SUMMARY OF IMPACTS

Table 3-8 is provided to summarize the impacts of the two Action Alternatives and No Action Alternative on each of the elements discussed in this section (Affected Environment and Consequences).

Table 3-8. Summary Matrix of Potential Impacts

Affected Environment	No Action Alternative	Alternative 1: North Miller Tract	Alternative 2: South Miller Tract
Land Use	No direct impacts would occur.	Alternative 1 would have a permanent, negligible impact on land use. Approximately 15 acres of undeveloped land would be converted to a developed land use.	Alternative 2 would have the same impacts on land use as Alternative 1.
Soils	No direct impacts would occur.	Alternative 1 would have a direct, minor impact on soils. Permanent impacts on approximately 15 acres of soil would occur through the conversion of undeveloped land to use as a BPS.	Alternative 2 would have the same impacts on soils as Alternative 1.
Groundwater	No direct impacts would occur.	Alternative 1 would have minimal impact on groundwater resources.	Alternative 2 would have the same impacts on groundwater resources as Alternative 1.
Surface Waters and Waters of the United States	No direct impacts would occur	Surface water quality could be temporarily impacted during construction activities as a result of erosion and sedimentation. However, through the use of BMPs these effects would be minimized. Impacts to 1.4 acres of wetlands and waters of the U.S. would occur. However, these impacts would be mitigated and permitted prior to any construction activities.	Alternative 2 would have the same impacts on surface water quality. Alternative 2 would have no impacts on wetlands or waters of the U.S. as none are present within the project site.
Vegetative Habitat	No direct impacts would occur.	Alternative 1 would permanently alter approximately 13.5 acres of agricultural lands and 1.5 acres of wetlands and scrub shrub habitat. The plant community associated with the project site is both locally and regionally common, and the permanent loss of approximately 15 acres of vegetation would not adversely affect the population viability of any plant or animal species in the region.	Alternative 2 would permanently alter approximately 15 acres of agricultural lands. The agricultural lands associated with the project site is both locally and regionally common, and the permanent loss of approximately 15 acres of vegetation would not adversely affect the population viability of any plant or animal species in the region.
Wildlife Resources	No direct impacts would occur.	Alternative 1 would have a long term, negligible impact on wildlife resources due to the permanent removal of approximately 15 acres of habitat.	Implementation of this alternative would have the same impacts but to a lesser degree as those discussed for Alternative 1 due to this tract consisting entirely of agricultural grasslands.
Protected Species and Critical Habitats	No direct impacts would occur.	Alternative 1 would have no effect to any Federally protected species. No designated critical habitat is present within the project footprint.	Alternative 2 would have the same impacts on protected species as Alternative 1.
Cultural Resources	No direct impacts would occur.	Alternative 1 would have no effect on historic properties.	Alternative 2 would have the same impacts on historic properties as Alternative 1.

Affected Environment	No Action Alternative	Alternative 1: North Miller Tract	Alternative 2: South Miller Tract
Air Quality	No direct impacts would occur.	Temporary and minor increases in air pollution would occur from the use of construction equipment (combustion emissions) and the disturbance of soils (fugitive dust) during construction.	Alternative 2 would have the same impacts on air pollution as Alternative 1.
Noise	No direct impacts would occur.	Temporary and negligible increases in noise would occur during construction.	Alternative 2 would have the same impacts on noise as Alternative 1.
Utilities and Infrastructure	No direct impacts would occur.	Negligible demands on power utilities would be required as a result of Alternative 1.	Alternative 2 would have the same impacts on utilities and infrastructure as Alternative 1.
Roadways and Traffic	No direct impacts would occur.	Construction activities would have a temporary, minor impact on roadways and traffic within the region. The increase of vehicular traffic would occur to supply materials and work crews at the project site during construction.	Alternative 2 would have the same impacts on roadways and traffic as Alternative 1.
Hazardous Material	No direct impacts would occur.	Alternative 1 would not result in the exposures of the environment or public to any hazardous materials. The potential exists for minor releases of petroleum, oil, and lubricant during construction activities. BMPs will be implemented to minimize any potential contamination during construction activities.	Alternative 2 would have the same impacts on hazardous materials as Alternative 1.
Socioeconomics	No direct impacts would occur.	Alternative 1 would have minor to negligible impacts.	Alternative 2 would have the same impacts on socioeconomics as Alternative 1.

4.0 BEST MANAGEMENT PRACTICES

This chapter describes those measures that will be implemented to reduce or eliminate potential adverse impacts on the human and natural environments. Many of these measures have been incorporated as standard operating procedures by CBP on past projects. BMPs will be presented for each resource category that would be potentially affected. It should be emphasized that these are general BMPs and the development of specific BMPs will be required for certain activities implemented under the action alternatives. The proposed BMPs will be coordinated through the appropriate agencies and land managers/administrators, as required.

It is federal policy to reduce adverse impacts through the sequence of avoidance, minimization, and, finally, compensation. Compensation varies and includes activities such as restoration of habitat in other areas, acquisition of lands, etc., and is typically coordinated with the appropriate federal and state resource agencies.

4.1 GENERAL PROJECT PLANNING CONSIDERATIONS

1. If required, night-vision-friendly strobe lights necessary for CBP operational needs will use the minimum wattage and number of flashes per minute necessary to ensure operational safety.

2. Avoid contamination of ground and surface waters by storing concrete wash water, and any water that has been contaminated with construction materials, oils, equipment residue, etc., in closed containers on-site until removed for disposal. This wash water is toxic to wildlife. Storage tanks must have proper air space (to avoid rainfall-induced overtopping), be on-ground containers, and be located in upland areas instead of washes.

3. Avoid lighting impacts during the night by conducting construction and maintenance activities during daylight hours only. If night lighting is unavoidable, 1) use special bulbs designed to ensure no increase in ambient light conditions, 2) minimize the number of lights used, 3) place lights on poles pointed down toward the ground, with shields on lights to prevent light from going up into sky, or out laterally into landscape, and 4) selectively place lights so they are directed away from all native vegetative communities.

4. CBP will avoid the spread of non-native plants by not using natural materials (e.g., straw) for on-site erosion control. If natural materials must be used, the natural material would be certified weed and weed-seed free. Herbicides not toxic to listed species that may be in the area can be used for non-native vegetation control. Application of herbicides will follow Federal guidelines and can be used according to in accordance with label directions.

5. CBP will ensure that all construction will follow DHS *Directive 025-01* for Sustainable Practices for Environmental, Energy, and Transportation Management.

6. CBP will place drip pans under parked equipment and establish containment zones when refueling vehicles or equipment.

4.2 SOILS

1. Clearly demarcate the perimeter of all new areas to be disturbed using flagging or temporary construction fencing. Do not allow any disturbance outside that perimeter.

2. The area of disturbance will be minimized by limiting deliveries of materials and equipment to only those needed for effective project implementation.

3. Within the designated disturbance area, grading or topsoil removal will be limited to areas where this activity is needed to provide the ground conditions necessary for construction or maintenance activities.

4. Rehabilitation will include revegetating or the distribution of organic and geological materials (i.e., boulders and rocks) over the disturbed area to reduce erosion while allowing the area to naturally vegetate.

4.3 BIOLOGICAL RESOURCES

1. Materials used for on-site erosion control will be free of non-native plant seeds and other plant parts to limit potential for infestation.

2. Identify by its source location any fill material, sandbags, hay bales, and mulch brought in from outside the project site. These materials will be free of non-native plant seeds and other plant parts to limit potential for infestation.

3. Native weed free seeds or plants will be used to revegetate temporarily disturbed areas.

4. Obtain materials such as gravel, topsoil, or fill from existing developed or previously used sources that are compatible with the project site and are from legally permitted sites. Do not use materials from undisturbed areas adjacent to the project site.

5. To prevent entrapment of wildlife species, ensure that excavated, steep-walled holes or trenches are either completely covered by plywood or metal caps at the close of each workday or provided with one or more escape ramps (at no greater than 1,000-foot intervals and sloped less than 45 degrees) constructed of earthen fill or wooden planks.

6. Each morning, before the start of construction or maintenance activities and before such holes or trenches are filled, ensure that they are thoroughly inspected for trapped animals. Ensure that any animals discovered are allowed to escape voluntarily (by escape ramps or temporary structures), without harassment, and before construction activities resume, or are removed from the trench or hole by a qualified person and allowed to escape unimpeded.

7. The MBTA (16 U.S.C. 703-712, [1918, as amended 1936, 1960, 1968, 1969, 1974, 1978, 1986 and 1989]) requires that federal agencies coordinate with the USFWS if a construction activity would result in the take of a migratory bird. If construction or

clearing activities are scheduled during nesting season (March 1 through September 1) within potential nesting habitats, surveys will be performed to identify active nests. If construction activities will result in the take of a migratory bird, then coordination with the USFWS and MDIFW will be required and applicable permits would be obtained prior to construction or clearing activities. Other mitigation measures that would be considered include: if an active nest is found, a buffer zone will be established around the nest and no activities will occur within that zone until nestlings have fledged and abandoned the nest, to install visual markers on any guy wires used, and to schedule all construction activities outside nesting season, negating the requirement for nesting bird surveys.

8. CBP will not, for any length of time, permit any pets inside the project site or adjacent native habitats. This BMP does not pertain to law enforcement animals.

9. The least amount of ingress and egress roads necessary for entering and leaving the project site would be utilized to complete the construction of the project.

4.4 CULTURAL RESOURCES

1. In the event that unanticipated archaeological resources are discovered during construction or any other project-related activities, or should known archaeological resources be inadvertently affected in a manner that was not anticipated, the project proponent or contractor shall immediately halt all activities in the immediate area of the discovery and take steps to stabilize and protect the discovered resource until it can be evaluated by a qualified archaeologist.

2. In the event that human remains are inadvertently discovered, all ground-disturbing activity would cease immediately. The Project Manager would immediately notify CBP. CBP would notify state police within 24 hours of the discovery and follow their directions for securing the site pending examination of a medical examiner/coroner. Law enforcement and the coroner would determine whether or not the discovery constitutes a crime scene. CBP would coordinate with the state police and the coroner regarding where construction activities can resume. No work may proceed without the written authorization of CBP. CBP would notify the Advisory Council on Historic Preservation, the appropriate SHPO or Tribal Historic Preservation Officer, any impacted Indian Tribe, and any impacted federal agency of the discovery in writing within two business days. NAGPRA would be followed if the discovery is determined to be of Native American origin. CBP's established standard operating procedures for inadvertent discoveries would be adhered to in all cases.

4.5 AIR QUALITY

1. Soil watering will be utilized to minimize airborne particulate matter created during construction activities. Bare ground may be covered with hay or straw to lessen wind erosion during the time between BPS construction and the revegetation of temporary impact areas with a mixture of native plant seeds or nursery plantings (or both). All

construction equipment and vehicles will be kept in good operating condition to minimize exhaust emissions.

4.6 WATER RESOURCES

1. Wastewater is to be stored in closed containers on-site until removed for disposal. Wastewater is water used for project purposes that is contaminated with construction materials or from cleaning equipment and thus carries oils or other toxic materials or other contaminants as defined by federal or state regulations.

2. Avoid contamination of ground and surface waters by collecting concrete wash water in open containers and disposing of it off-site.

3. Avoid contaminating natural aquatic and wetland systems with runoff by limiting all equipment maintenance, staging, and laydown and dispensing hazardous liquids, such as fuel and oil, to designated upland areas.

4. Cease work during heavy rains and do not resume work until conditions are suitable for the movement of equipment and materials.

5. Erosion control measures and appropriate BMPs, as required and promulgated through a site-specific SWPPP and engineering designs, will be implemented before, during, and after soil-disturbing activities.

6. Areas with highly erodible soils will be given special consideration when preparing the SWPPP to ensure incorporation of various erosion control techniques, such as straw bales, silt fencing, aggregate materials, wetting compounds, and rehabilitation, where possible, to decrease erosion.

7. All construction and maintenance contractors and personnel will review the CBP-approved spill protection plan and implement it during construction and maintenance activities.

8. Wastewater from pressure washing must be collected. A ground pit or sump can be used to collect the wastewater. Wastewater from pressure washing must not be discharged into any surface water.

9. If soaps or detergents are used, the wastewater and solids must be pumped or cleaned out and disposed of in an approved facility. If no soaps or detergents are used, the wastewater must first be filtered or screened to remove solids before being allowed to flow off-site. Detergents and cleaning solutions must not be sprayed over or discharged into surface waters.

4.7 NOISE

1. Avoid noise impacts during the night by conducting construction and maintenance activities during daylight hours only.

2. All Occupational Safety and Health Administration (OSHA) requirements will be followed. To lessen noise impacts on the local wildlife communities, construction will only occur during daylight hours. All motor vehicles will be properly maintained to reduce the potential for vehicle-related noise.

4.8 SOLID AND HAZARDOUS WASTES

1. BMPs will be implemented as standard operating procedures during all construction activities, and will include proper handling, storage, and/or disposal of hazardous and/or regulated materials. To minimize potential impacts from hazardous and regulated materials, all fuels, waste oils, and solvents will be collected and stored in tanks or drums within a secondary containment system that consists of an impervious floor and bermed sidewalls capable of containing the volume of the largest container stored therein. The refueling of machinery will be completed in accordance with accepted industry and regulatory guidelines, and all vehicles will have drip pans during storage to contain minor spills and drips. Although it is unlikely that a major spill would occur, any spill of reportable quantities will be contained immediately within an earthen dike, and the application of an absorbent (e.g., granular, pillow, sock) will be used to absorb and contain the spill.

2. CBP will contain non-hazardous waste materials and other discarded materials, such as construction waste, until removed from the construction and maintenance sites. This will assist in keeping the project site and surroundings free of litter and reduce the amount of disturbed area needed for waste storage.

3. CBP will minimize site disturbance and avoid attracting predators by promptly removing waste materials, wrappers, and debris from the site. Any waste that must remain more than 12 hours should be properly stored until disposal.

4. All waste oil and solvents will be recycled. All non-recyclable hazardous and regulated wastes will be collected, characterized, labeled, stored, transported, and disposed of in accordance with all applicable federal, state, and local regulations, including proper waste manifesting procedures.

5. Solid waste receptacles will be maintained at the project site. Non-hazardous solid waste (trash and waste construction materials) will be collected and deposited in on-site receptacles. Solid waste will be collected and disposed of by a local waste disposal contractor.

6. Disposal of used batteries or other small quantities of hazardous waste will be handled, managed, maintained, stored, and disposed of in accordance with applicable federal and

state rules and regulations for the management, storage, and disposal of hazardous materials, hazardous waste and universal waste. Additionally, to the extent practicable, all batteries will be recycled locally.

7. All rainwater collected in secondary containment will be pumped out, and secondary containment will have netting to minimize exposure to wildlife.

8. A properly licensed and certified hazardous waste disposal contractor will be used for hazardous waste disposal, and manifests will be traced to final destinations to ensure proper disposal is accomplished.

4.9 ROADWAYS AND TRAFFIC

1. Construction vehicles will travel on and equipment will be transported by established roads with proper flagging and safety precautions.

5.0 REFERENCES

AECOM. 2019. Wolastoq (Saint John River) Watershed Assessment and Management Plan, Meduxnekeag Subbasin. February 2019. Internet URL: https://www.nae.usace.army.mil/Portals/74/docs/Topics/Wolastoq-Watershed-Assessment/Draft-WolastoqPlan-Feb2019.pdf. Accessed March 18, 2021.

California Energy Commission. 2007. 2007 Integrated Energy Policy Report, CEC-100-2007-008-CMF.

Carpenter, G. A. and S. T Grossberg. 1984. A neural theory of circadian rhythms: Ashoff's rule in diurnal and nocturnal mammals. American Journal of Physiology-Regulatory, Integrative and Comparative Physiology. 247(6): 1067-82.

Council on Environmental Quality (CEQ). 2020. *Update to the Regulations for Implementing the Procedural Provisions of NEPA* (40 CFR Parts 1500-1508, 1515-1518).

Department of the Army, Corps of Engineers, Department of Defense; and USEPA. 2020. (40 CFR 230.3) The Navigable Waters Protection Rule: Definition of "Waters of the United States." Internet URL: https://www.federalregister.gov/d/2020-02500.

Department of Labor. 2012 (29 CFR 1910.1200) Hazard Communication; Final Rule. Internet URL: https://www.osha.gov/laws-regs/federalregister/2012-03-26. Accessed September 14, 2021.

Federal Highway Administration (FHWA). 2007. Special Report: Highway construction Noise: Measurement, Prediction, and Mitigation, Appendix A Construction Equipment Noise Levels and Ranges. Internet URL: https://www.fhwa.dot.gov/environment/noise/construction_noise/special_report/hcn06.cfm. Accessed March 30, 2021.

Federal Register. 2000. (65 FR 69459-69483) Endangered and Threatened Species; Final Endangered Status for a Distinct Population Segment of Anadromous Atlantic Salmon (*Salmo salar*). Internet URL: https://www.govinfo.gov/app/details/FR-2000-11-17/00-29423. Accessed August 17, 2021.

Fletcher, J.L. and R.G. Busnel (eds.). 1978. Effects of Noise on Wildlife. Academic Press, Inc. New York.

Frank, K. D. 1988. Impact of outdoor lighting on moths: an assessment. Journal of the Lepidopterist's Society. 42: 63-93.

Griffith, G.E., Omernik, J.M., Bryce, S.A., Royte, J., Hoar, W.D., Homer, J.W., Keirstead, D., Metzler, K.J., and Hellyer, G., 2009. Ecoregions of New England (color poster with map, descriptive text, summary tables, and photographs): Reston, Virginia, U.S. Geological Survey (map scale 1:1,325,000).

Houlton Water Company (HWC). 2020. Annual Water Quality Report. 1 July 2020. Internet URL: http://hwco.org/wp-content/uploads/2020/06/2019-HWC-Water-Quality-Report.pdf. Accessed March 16, 2021.

Hudgell, G.J., R.N. Bartone, and B.G. Harvey. 2021. Cultural Resources Report for the Proposed Houlton Border Patrol Station Project, Houlton, Aroostook County, Maine.

Locke, D. B., C. B. Neil, W. J. Nichols Jr., and T. K. Weddle. 1997. Hydrogeology and water quality of significant sand and gravel aquifers in parts of Aroostook, Penobscot, and Washington Counties, Maine. Maine Geological Survey, Open-File Report 97-44. Internet URL: https://digitalmaine.com/cgi/viewcontent.cgi?article=1220&context=mgs_publications. Accessed March 15, 2021.

Maine Geological Society (MGS). 2013. Water Resources in Maine. Internet URL: https://www.maine.gov/dacf/mgs/explore/water/facts/water.htm. Accessed March 11, 2021.

National Oceanic and Atmospheric Administration (NOAA). 2021. Climate at a Glance: Aroostook County, Maine. Internet URL: https://www.ncdc.noaa.gov/cag/county/time-series/ME-003/pcp/ann/1/1895-2021?base_prd=true&begbaseyear=1901&endbaseyear=2021. Accessed March 9, 2021.

National Park Service (NPS). 1996. Executive Order 13007. Internet URL: https://www.nps.gov/history/local-law/eo13007.htm. Accessed August 1, 2021.

NPS. 2002. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. National Register Bulletin No. 15, prepared by the staff of the National Register of Historic Places, finalized by Patrick W. Andrus, and edited by Rebecca H. Shrimpton. Internet URL: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf. Accessed August 1, 2021.

NPS. 2006a. National Historic Preservation Act, As Amended in Federal Historic Preservation Laws published by the National Center for Cultural Resources, National Park Service, Department of the Interior. Internet URL: https://www.nps.gov/history/local-law/FHPL_HistPrsrvt.pdf. Accessed August 1, 2021.

NPS. 2006b. Native American Graves Protection and Repatriation Act, As Amended in Federal Historic Preservation Laws published by the National Center for Cultural Resources, National Park Service, Department of the Interior. Internet URL: https://www.nps.gov/history/local-law/FHPL_NAGPRA.pdf. Accessed August 1, 2021.

NPS. 2006c. Archaeological Resources Protection Act, As Amended in Federal Historic Preservation Laws published by the National Center for Cultural Resources, National Park Service, Department of the Interior. Internet URL: https://www.nps.gov/history/local-law/FHPL_ArchRsrcsProt.pdf . Accessed August 1, 2021.

Neil, C. D. (Compiler) and D. B. Locke (Compiler and Mapper). 2001. Significant sand and gravel aquifers in the Houlton North quadrangle, Maine. Maine Geological Survey, Open-File Map 01-96, map, scale 1:24,000. Internet URL: https://digitalmaine.com/cgi/viewcontent.cgi?article=2651&context=mgs_maps. Accessed March 11, 2021.

New York State Department of Environmental Conservation (NYSDEC). 2020. Northern Long-eared Bat. Internet URL: https://www.dec.ny.gov/animals/106713.html. Accessed March 3, 2021.

Maine Department of Inland Fisheries and Wildlife (MDIFW). 2015. State List of Endangered and Threatened Species. Internet URL: https://www.maine.gov/ifw/docs/Maine%20ET%20List_2015-10-15.pdf. Accessed March 10, 2021.

MDIFW. 2012. Canada Lynx Assessment. Internet URL: https://www.maine.gov/ifw/docs/species_planning/mammals/canadalynx/Lynx%20Assessment%202012_Final.pdf. Accessed March 15, 2021.

Maine Department of Transportation (MDOT). 2020. Public Map Viewer. Internet URL: https://www.maine.gov/mdot/mapviewer/. Accessed March 15, 2021.

Parker, Patricia L. and Thomas F. King. 1998. National Register Bulletin: Guidelines for Evaluating and Documenting Traditional Cultural Properties. National Register Bulletin No. 38, National Park Service. Internet URL: https://www.nps.gov/subjects/nationalregister/upload/NRB38-Completeweb.pdf. Accessed August 1, 2021.

The Nature Conservancy. 2021. Laurentian-Acadian Northern Hardwood Forest. Internet URL: https://www.conservationgateway.org/ConservationByGeography/NorthAmerica/UnitedStates/edc/Documents/HabitatGuides/42.pdf. Accessed March 9, 2021.

The Nature Conservancy. 2021a. Acadian Low Elevation Spruce-Fir-Hardwood Forest. Internet URL: http://www.conservationgateway.org/ConservationByGeography/NorthAmerica/UnitedStates/edc/Documents/HabitatGuides/2.pdf. Accessed March 9, 2021.

Towncharts. 2021. Houlton, Maine Economy Data. Internet URL: https://towncharts.com/Maine/Economy/Houlton-town-ME-Economy-data.html. Accessed March 11, 2021.

U.S. Bureau of Labor Statistics (BLS). 2020a. Local Area Unemployment Statistics. Labor Force Data by County, 2018 Annual Averages. Internet URL: https://www.bls.gov/lau/laucnty18.txt. Accessed March 10, 2021.

BLS. 2020b. Unemployment Rates for States, 2018 Annual Averages. Internet URL: https://www.bls.gov/lau/lastrk18.htm. Accessed March 10, 2021.

BLS. 2020c. Annual Unemployment Rates for the United States. Internet URL: https://data.bls.gov/timeseries/LNU04000000?years_option=all_years&periods_option=specific_periods&periods=Annual+Data. Accessed on March 10, 2021.

U.S. Census Bureau. 2019. QuickFacts. Internet URL: https://www.census.gov/quickfacts/fact/table/houltontownaroostookcountymaine,aroostookcountymaine,ME,US/PST045219. Accessed March 10, 2021.

U.S. Customs and Border Protection (CBP). 2021. Houlton Sector Maine - Border Patrol Sectors, U.S. Customs and Border Protection. Internet URL: https://www.cbp.gov/border-security/along-us-borders/border-patrol-sectors/houlton-sector-maine. Accessed September 13, 2021.

CBP. 2020. U.S. Customs and Border Protection Strategy 2021-2026. Internet URL: https://www.cbp.gov/sites/default/files/assets/documents/2020-Dec/CBP-Strategy-2021-2026.pdf. Accessed September 13, 2021.

U.S. Department of Agriculture (USDA). 2017. 2017 Census of Agriculture, County Profile. Internet URL: https://www.nass.usda.gov/Publications/AgCensus/2017/Online_Resources/County_Profiles/Maine/cp23003.pdf. Accessed March 14, 2021.

USDA. 2019. Mapleton Series. Internet URL: https://soilseries.sc.egov.usda.gov/OSD_Docs/M/MAPLETON.html. Accessed March 14, 2021.

USDA. 2019a. Connant Series. Internet URL: https://soilseries.sc.egov.usda.gov/OSD_Docs/C/CONANT.html. Accessed March 14, 2021.

U.S. Department of Energy (DOE). 2016. 2016 Guiding Principles for Sustainable Federal Buildings Updates Crosswalk: New Construction and Modernization. Prepared by the U.S. Department of Energy Federal Energy Management Program. Internet URL: https://www.energy.gov/sites/prod/files/2016/05/f32/gp_crosswalk_newconstruction.pdf. Accessed September 14, 2021.

U.S. Department of Health and Human Services [HHS]. 2021. HHS Poverty Guidelines for 2021. Internet URL: https://aspe.hhs.gov/poverty-guidelines. Accessed March 20, 2021.

U.S. Environmental Protection Agency (USEPA). 1974. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. Report 550/9-74-004.

USEPA. 2016. How's My Waterway?. Meduxnekeag River. Internet URL: https://mywaterway.epa.gov/community/Houlton,%20ME,%20USA/overview. Accessed March 18, 2021.

USEPA. 2020a. Maine Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants. Internet URL: https://www3.epa.gov/airquality/greenbook/anayo_me.html. Accessed September 14, 2021.

USEPA. 2020b. NAAQS Table. Internet URL: https://www.epa.gov/criteria-air-pollutants/naaqs-table.

U.S. Fish and Wildlife Service (USFWS). 1999. Eastern Prairie Fringed Orchid (*Platanthera leucophaea*) Recovery Plan. Internet URL: https://ecos.fws.gov/docs/recovery_plans/1999/990929.pdf. Accessed March 2021.

USFWS. 2005. Furbish lousewort (*Pedicularis furbishiae*). Internet URL: https://www.fws.gov/northeast/pdf/furbish.fs.pdf. Accessed March 2021.

USFWS. 2013. Canada Lynx (*Lynx canadensis*). Internet URL: https://www.fws.gov/mountain-prairie/es/species/mammals/lynx/CandaLynxFactSheet_091613.pdf. Accessed March 2021.

USFWS. 2020. Northern Long-Eared Bat (*Myotis septentrionalis*). USFWS Midwest Region. Internet URL: https://www.fws.gov/Midwest/endangered/mammals/nleb/index.html. Accessed March 29, 2021.

USFWS. 2021. Information for Planning and Conservation (IPaC). Proposed, Candidate, Threatened, and Endangered Species. Internet URL: https://ecos.fws.gov/ipac/. Accessed March 3, 2021.

USFWS. 2021a. Endangered and Threatened Wildlife and Plants; Reclassifying Furbish's Lousewort (*Pedicularis furbishiae*) From Endangered to Threatened Status With a Section 4(d) Rule. Internet URL: https://www.govinfo.gov/content/pkg/FR-2021-01-15/pdf/2020-28978.pdf#page=1. Accessed March 9, 2021.

United States Forest Service (USFS). 2015. Descriptions of the Ecoregions of the United States. Internet URL: https://www.fs.fed.us/land/ecosysmgmt/colorimagemap/ecoreg1_provinces.html. Accessed March 3, 2021.

USFS. 2016. Chapter 14: Ecological Subregions of the United States. Internet URL: https://www.fs.fed.us/land/pubs/ecoregions/ch14.html#212A. Accessed March 9, 2021.

6.0 ACRONYMS/ABBREVIATIONS

AADT	Annual average daily traffic
AOR	Area of Responsibility
APE	Area of Potential Effect
ARPA	Archaeological Resources Protection Act
ATV	All-terrain vehicle
BLS	U.S. Bureau of Labor Statistics
BMP	Best management practices
BPS	Border Patrol Station
C2	Command Center
CBP	U.S. Customs and Border Protection
CEQ	Council on Environmental Quality
CFC	Chlorofluorocarbons
CFR	Code of Federal Regulations
CH_4	Methane
CO	Carbon monoxide
CO_2	Carbon dioxide
CoA	Conant silt loam, 0 to 2 percent slopes
CoB	Conant silt loam, 2 to 8 percent slopes
CWA	Clean Water Act
dB	Decibel
dBA	A-weighted decibel
DHS	Department of Homeland Security
DNL	Day-night average sound level
DoD	U.S. Department of Defense
DOI	U.S. Department of the Interior
DOE	U.S. Department of Energy
DPS	Gulf of Maine Distinct Population Segment
EA	Environmental Assessment
EIS	Environmental Impact Statement
EO	Executive Order
ESA	Endangered Species Act
FPPA	Farmland Protection Policy Act
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FR	Federal Register
GHG	Greenhouse Gases

HFC	Hydrochlorofluorocarbons
HHS	U.S. Department of Health and Human Services
HWC	Houlton Water Company
I-95	Interstate 95
MBTA	Migratory Bird Treaty Act
MDIFW	Maine Department of Inland Fisheries and Wildlife
MDEP	Maine Department of Environmental Protection
MDOT	Maine Department of Transportation
MGS	Maine Geological Society
MhB	Mapleton shaly silt loam, 0 to 8 percent slopes
MhC	Mapleton shaly silt loam, 8 to 15 percent slopes
MHPC	Maine Historical Preservation Commission
MoA	Monarda-Burnham complex, 0 to 3 percent slopes
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NLEB	Northern long-eared bat
NMFS	National Marine Fisheries Service
NOA	Notice of Availability
NOAA	National Oceanic and Atmospheric Association
NO_2	Nitrogen dioxide
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NYSDEC	New York State Department of Environmental Conservation
N_2O	Nitrous oxide
OSHA	Occupational Safety and Health Administration
O_3	Ozone
Pb	Lead
PM-2.5	Particulate matter less than 2.5 microns
PM-10	Particulate matter less than 10 microns
ROI	Region of influence
SO_2	Sulfur dioxide
SPCCP	Spill Prevention, Control and Countermeasure Plan
SWPPP	Stormwater Pollution Prevention Plan
Sf	Square foot

TCP	Traditional Cultural Property
U.S.	United States
USACE	U.S. Army Corps of Engineers
USBP	U.S. Border Patrol
U.S.C.	United States Code
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USFS	U.S. Forest Service
VMF	Vehicle Maintenance Facility
WNS	White-nose syndrome

APPENDIX A
CORRESPONDENCE AND COORDINATION

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Wende Mahaney
Federal Projects, Permits, & Atlantic salmon ESA consultation
United States Fish and Wildlife Service
Ecological Services, Maine Field Office
P. O. Box A
East Orland, ME 04431

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Ms. Mahaney:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

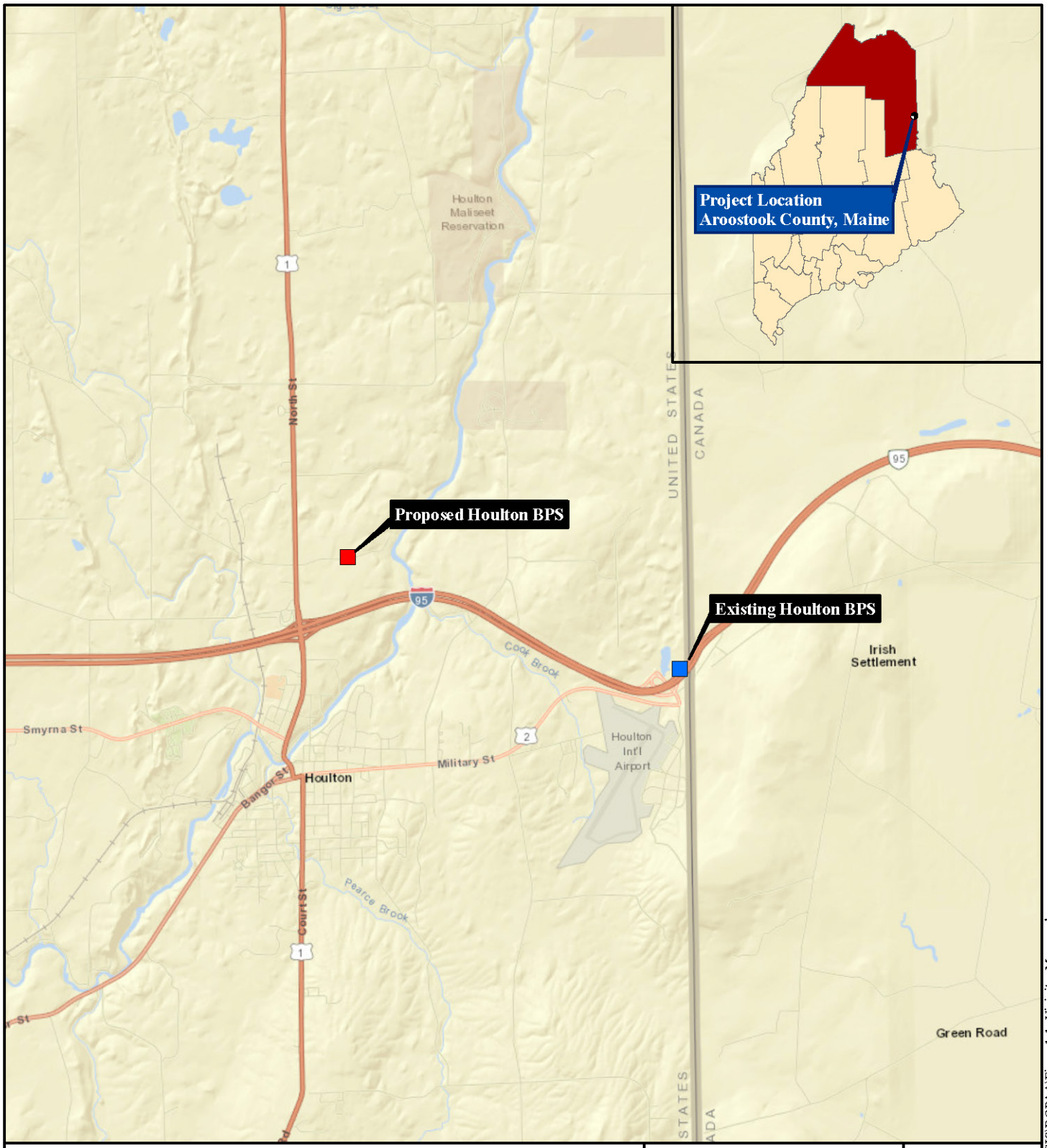


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Mark McCollough
Endangered Species Recovery & Project Review, Eagle Act
United States Fish and Wildlife Service
Ecological Services, Maine Field Office
P. O. Box A
East Orland, ME 04431

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Mr. McCollough:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

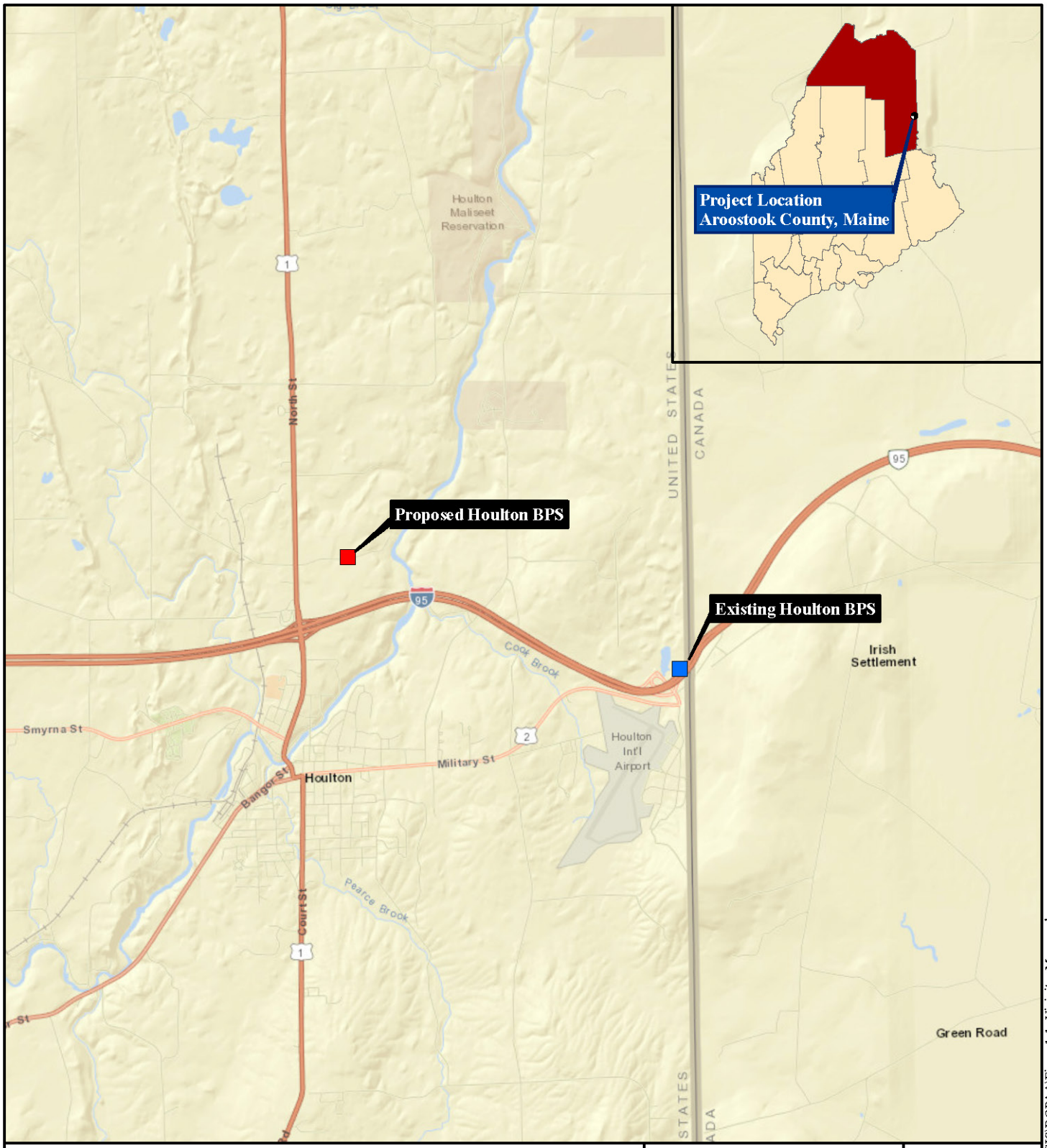


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Deborah Szaro
Acting Regional Administrator
U.S. Environmental Protection Agency, Region 1
5 Post Office Square
Suite 100
Boston, MA 02109

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Ms. Szaro:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

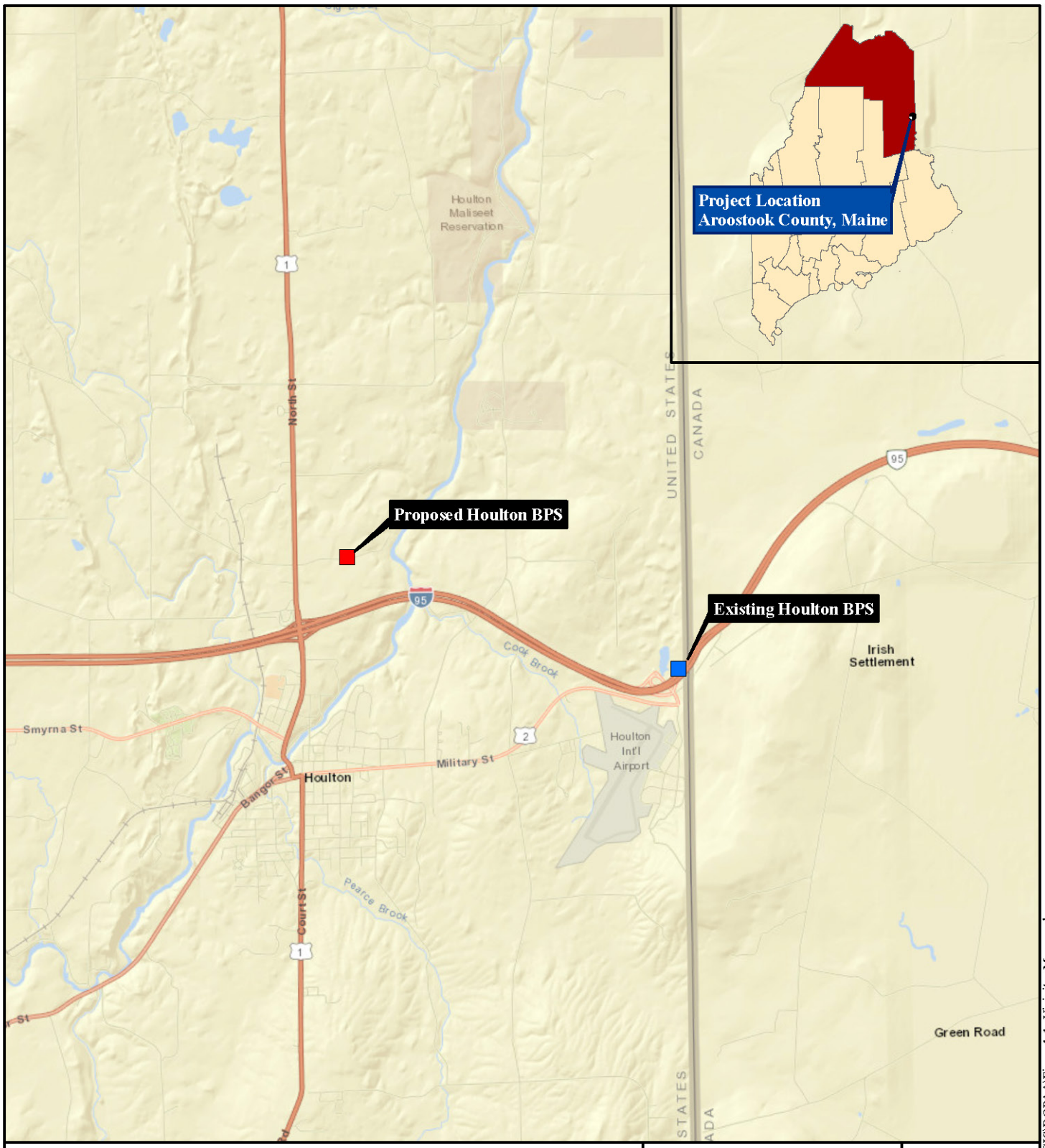
Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)



K:\Projects\80337804_Houlton_BPS_EA\GIS\DOPAA\Figure1-1_Vicinity_Map.mxd

Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Jay Clement
Permit Project Manager
U.S. Army Corps of Engineers
New England District
Maine Project Office, Regulatory Division
442 Civic Center Drive
Suite 350
Augusta, ME 04330

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Mr. Clement:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

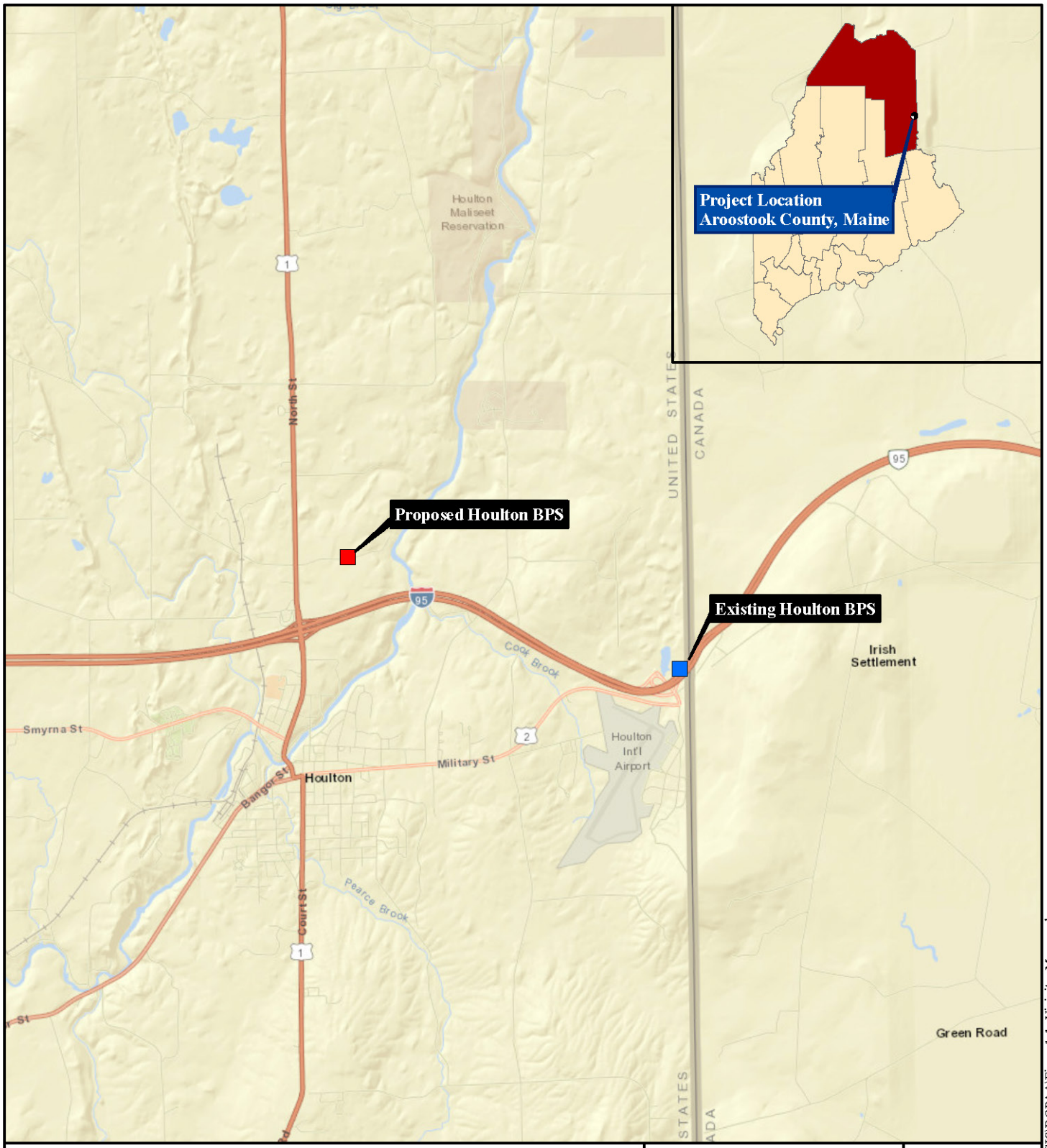


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

David Swanson
Manager
Federal Aviation Administration
82 Running Hill Road
South Portland, ME, 04106

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Mr. Swanson:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

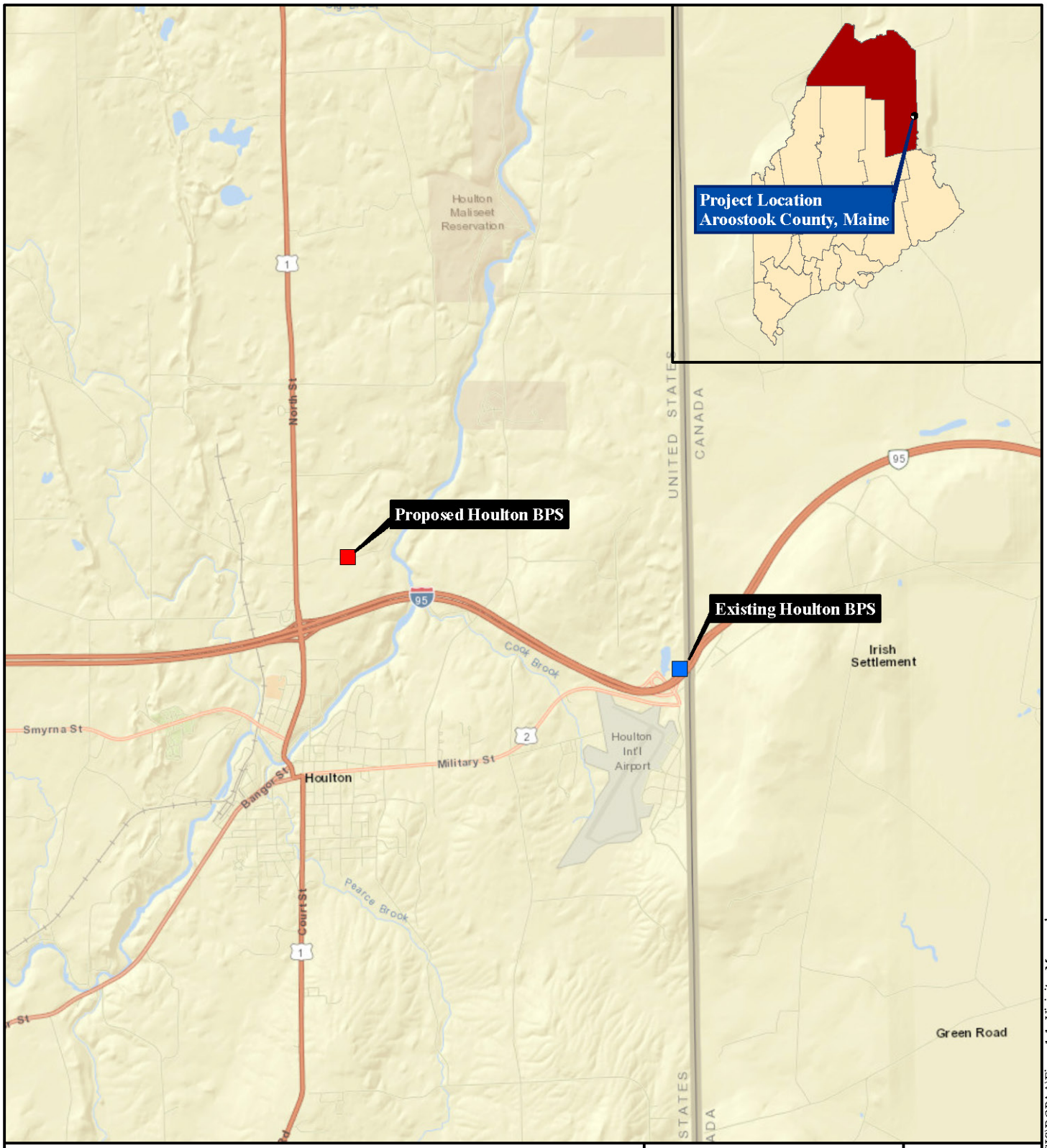


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Matt Walker
State Conservationist
Natural Resources Conservation Service, USDA
967 Illinois Ave.
Suite #3
Bangor, ME 04401

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Mr. Walker:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

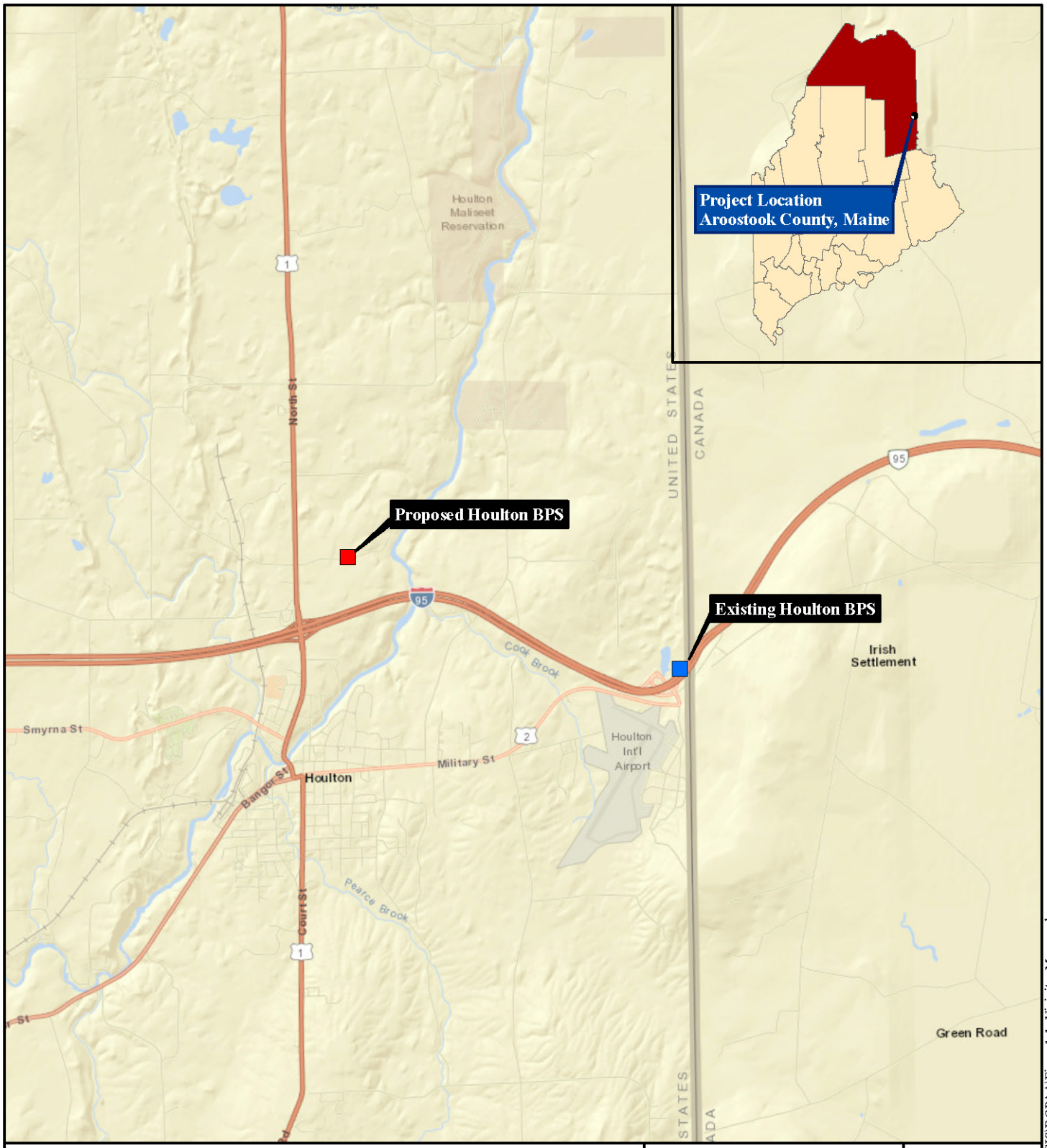


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Joyce N. Taylor, P.E.
Chief Engineer
Maine Department of Transportation
16 SHS 24 Child St.
Augusta, ME 04330

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Ms. Taylor:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

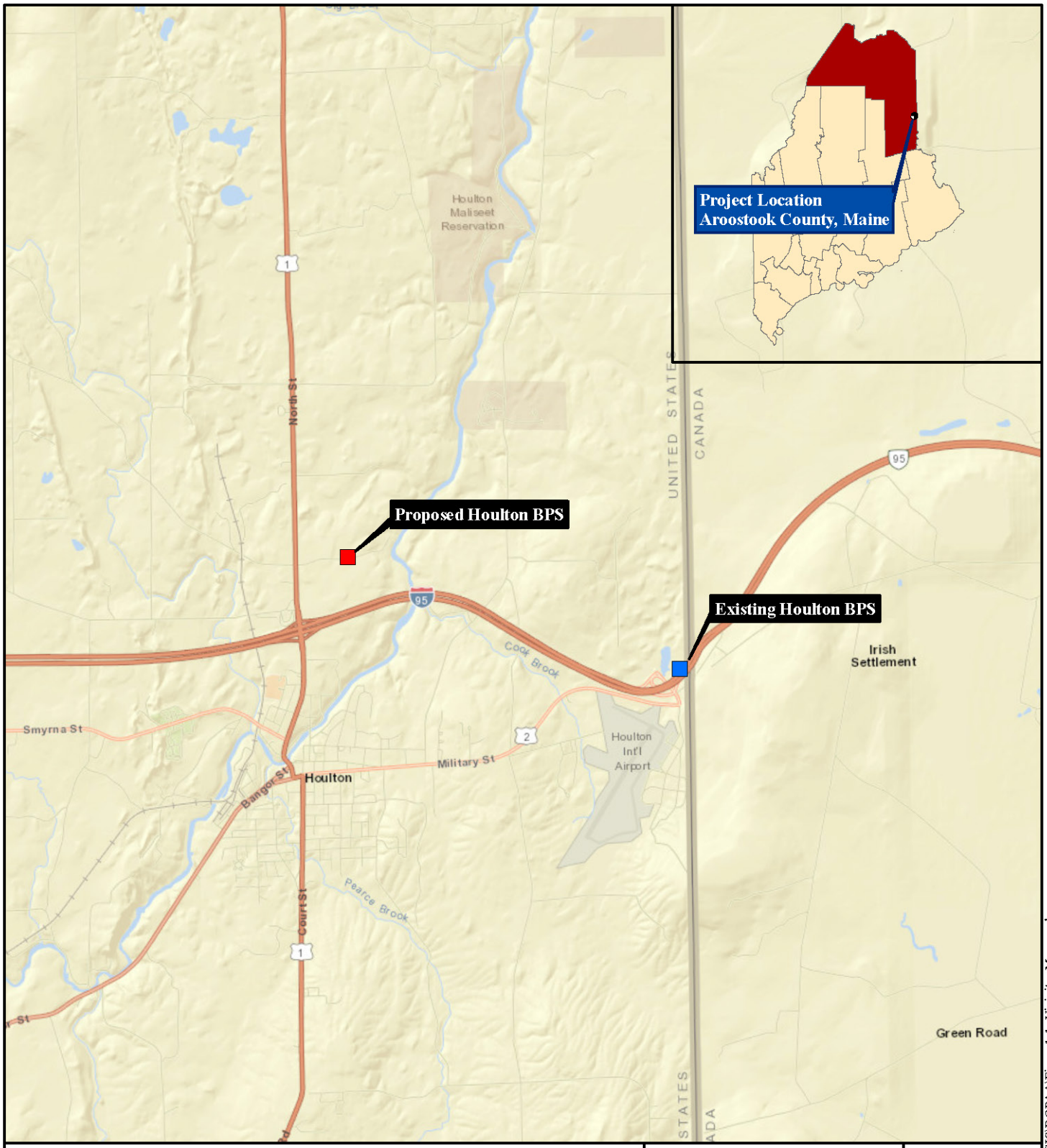


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Bill Sheehan
Director, DEP Northern Maine Regional Office
Maine Department of Environmental Protection
1235 Central Drive
Presque Isle, ME 04769

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Mr. Sheehan:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

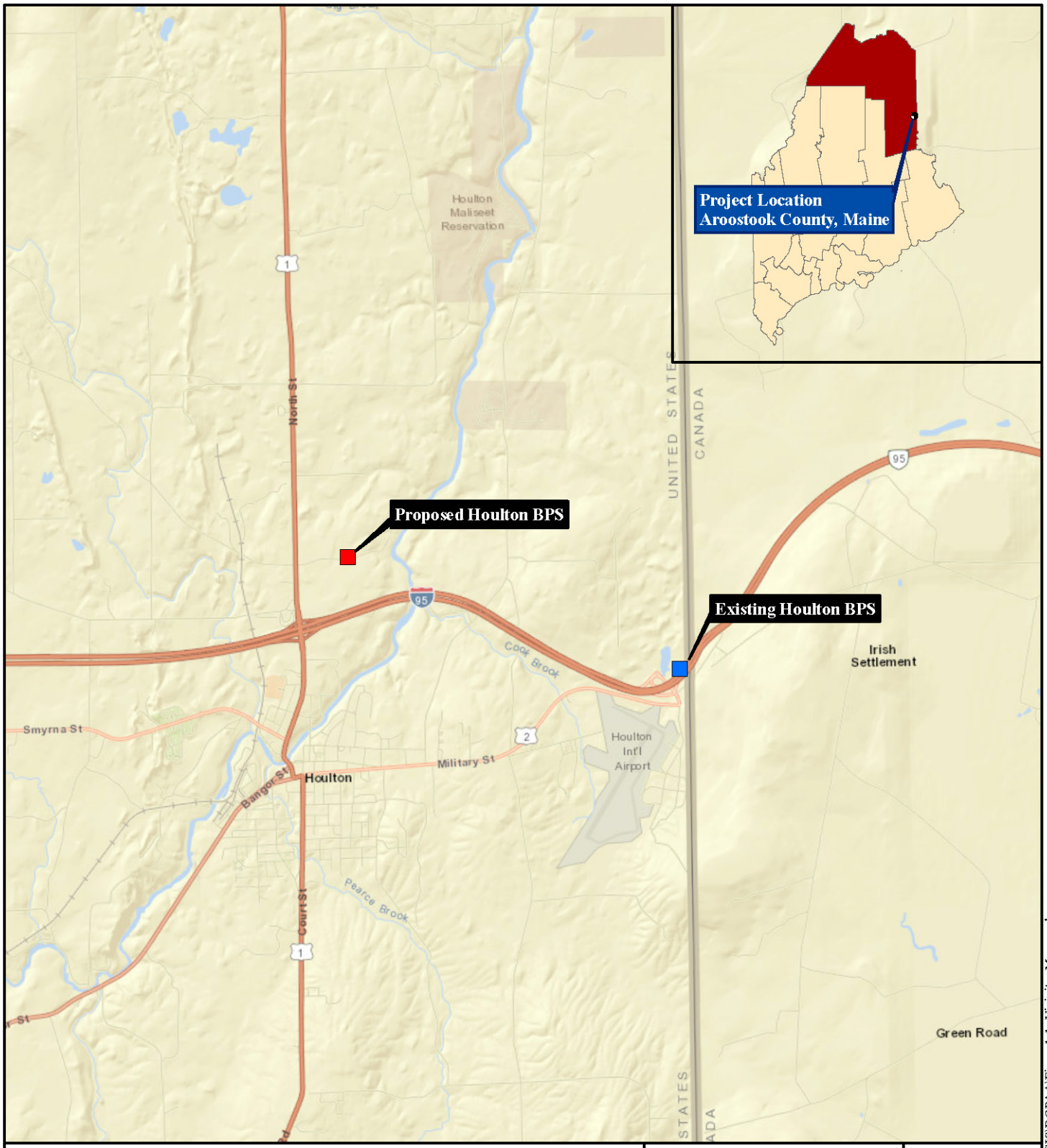


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Shawn Haskell
Regional Biologist, Wildlife
Maine Department of Inland Fisheries and Wildlife
Fisheries and Wildlife- Region G: Ashland
P.O. Box 447
Ashland, ME 04732

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Mr. Haskell:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

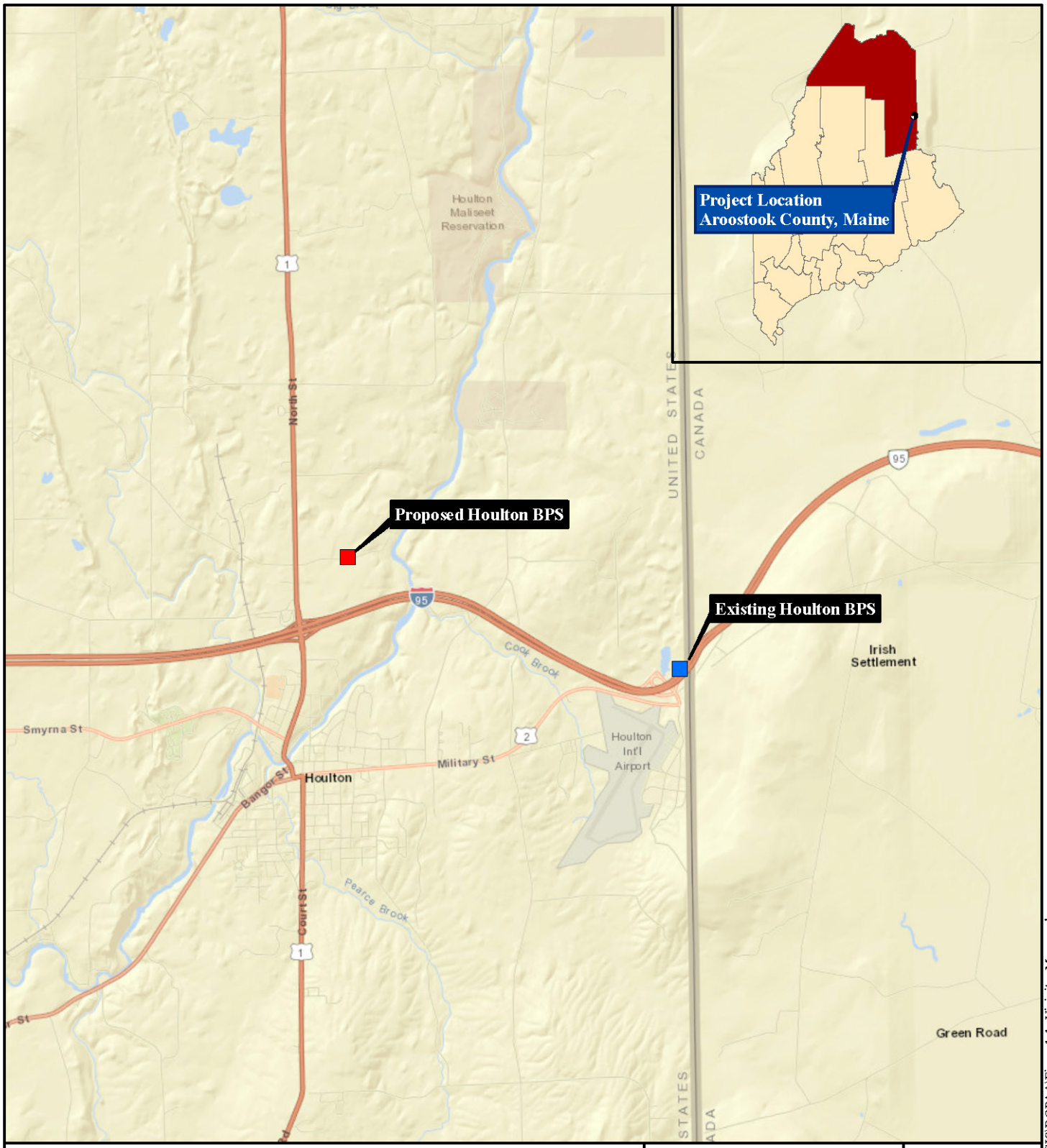


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Frank Frost
Regional Biologist, Fisheries
Maine Department of Inland Fisheries and Wildlife
Fisheries and Wildlife- Region G: Ashland
P.O. Box 447
Ashland, ME 04732

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Mr. Frost:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

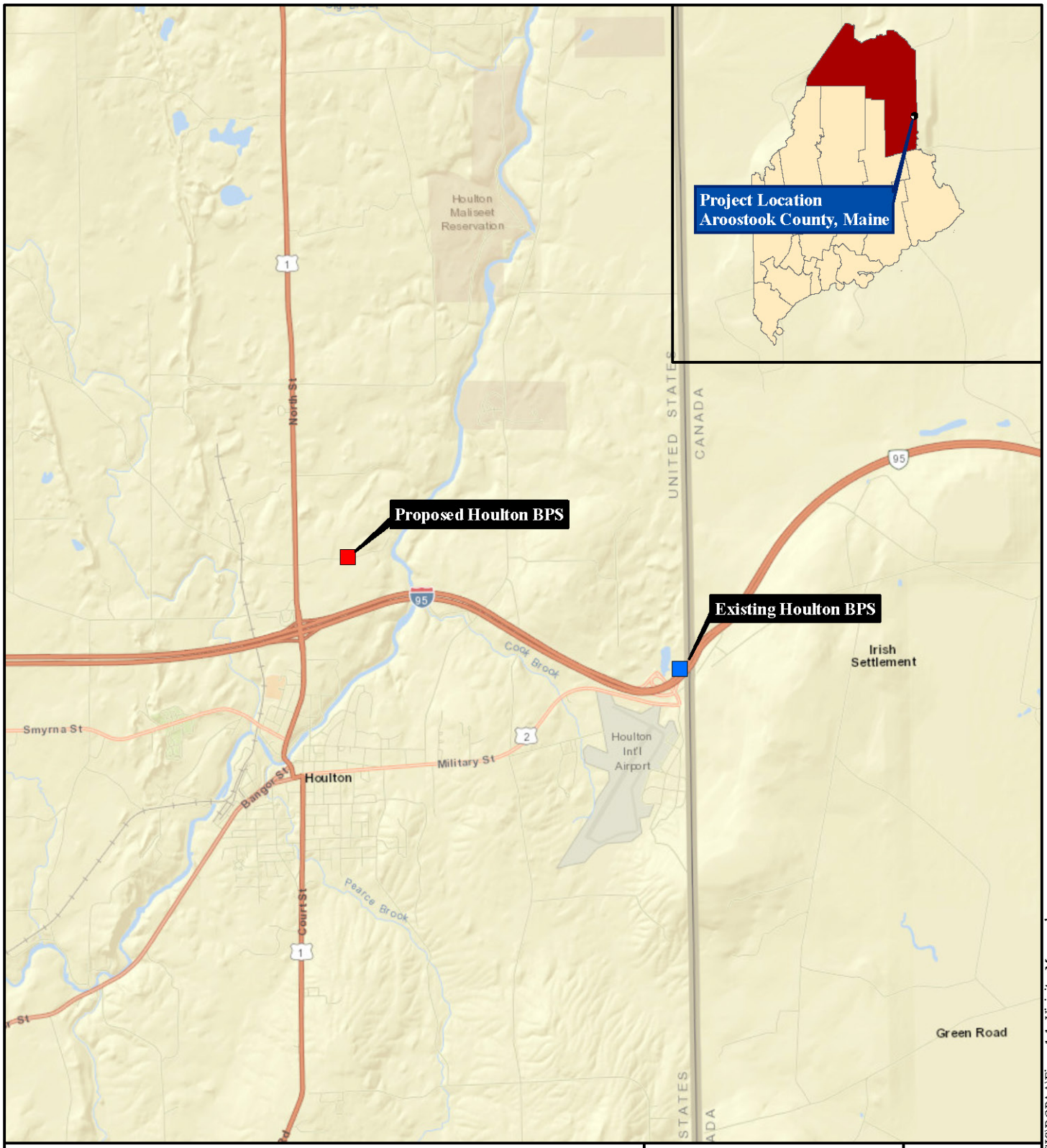


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Kirk F. Mohney
Director and State Historic Preservation Officer
Maine Historic Preservation Commission
55 Capitol Street
65 State House Station
Augusta, ME 04333-0065

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Mr. Mohney:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

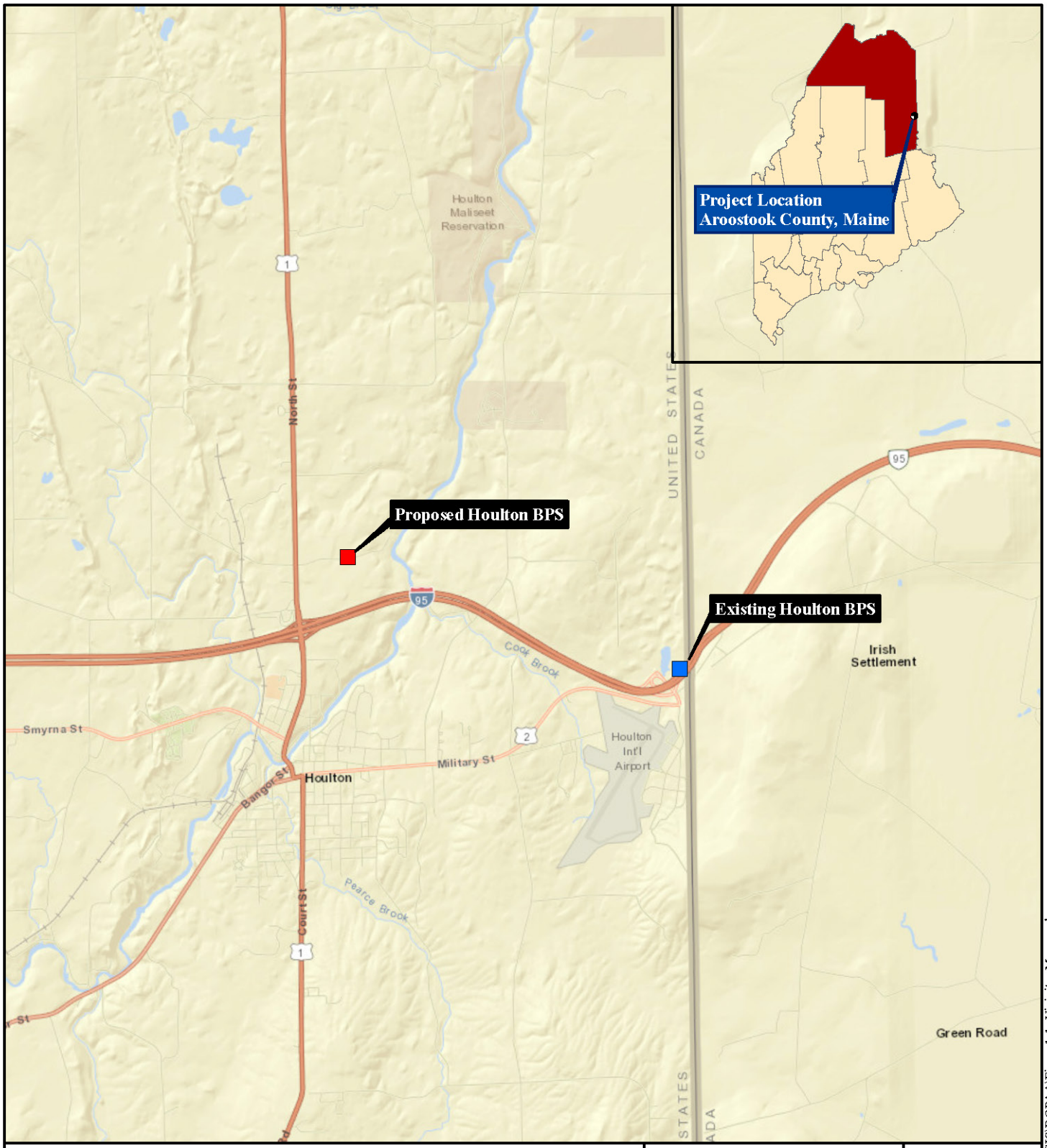


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Megan M. Rideout
Historic Preservation Coordinator, Review and Compliance
Maine Historic Preservation Commission
55 Capitol Street
65 State House Station
Augusta, ME 04333-0065

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Mr. Rideout:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

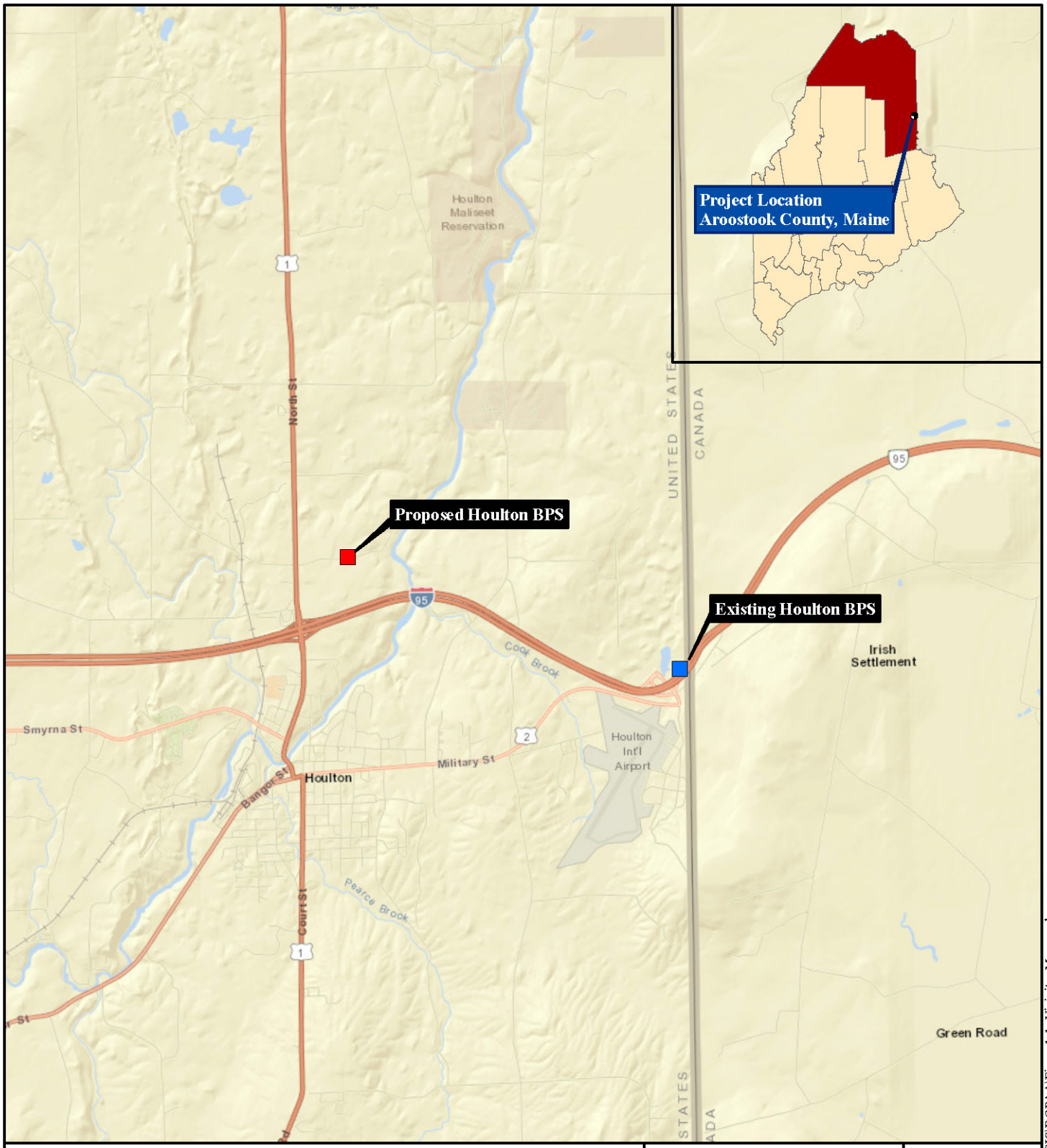


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Christian Robinson
Town Council, Chairman
City of Houlton
Houlton Town Office
21 Water Street
Houlton, ME 04730

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Mr. Robinson:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

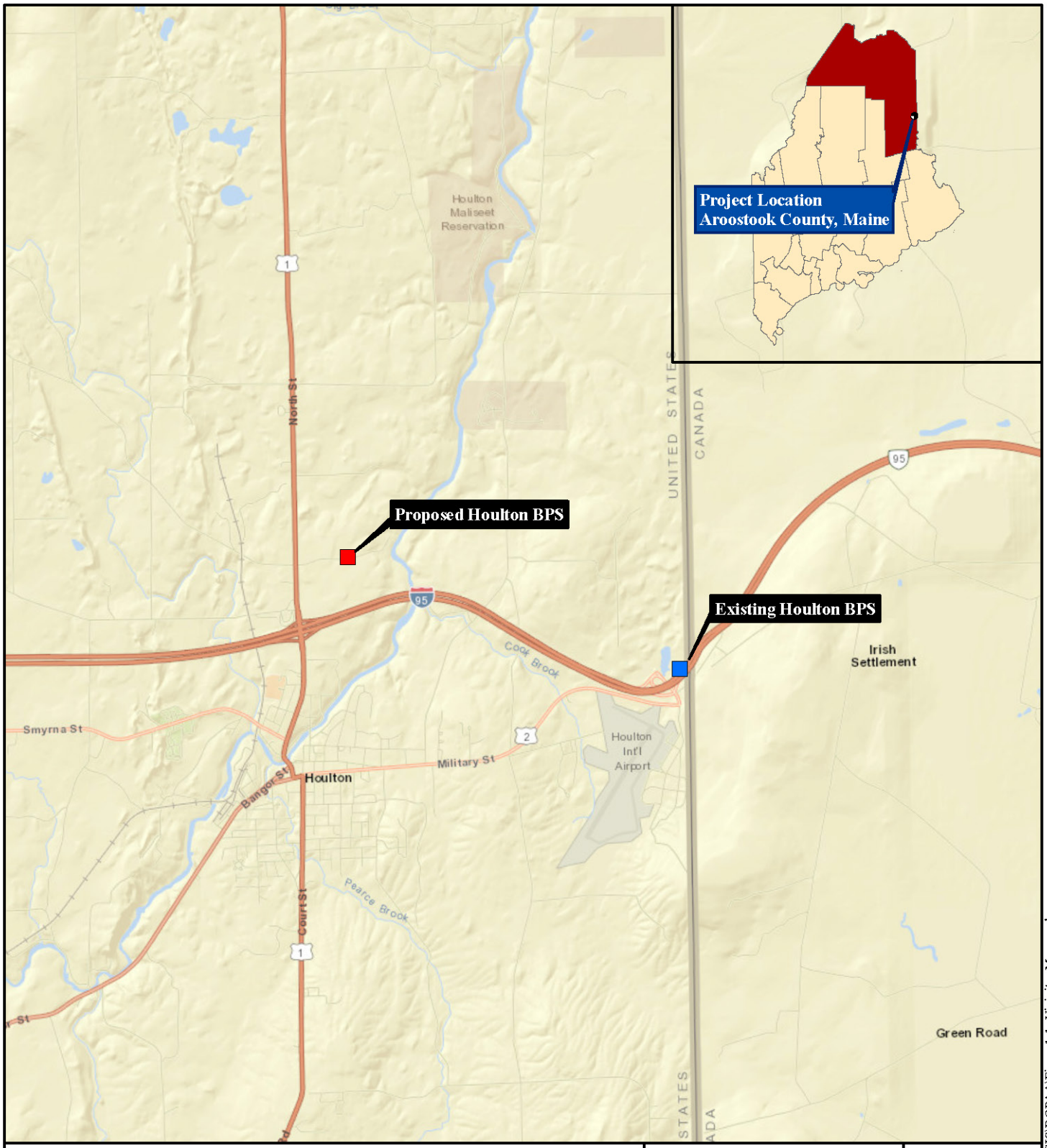


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Marian Anderson
Town Manager
City of Houlton
Houlton Town Office
21 Water Street
Houlton, ME 04730

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Ms. Anderson:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

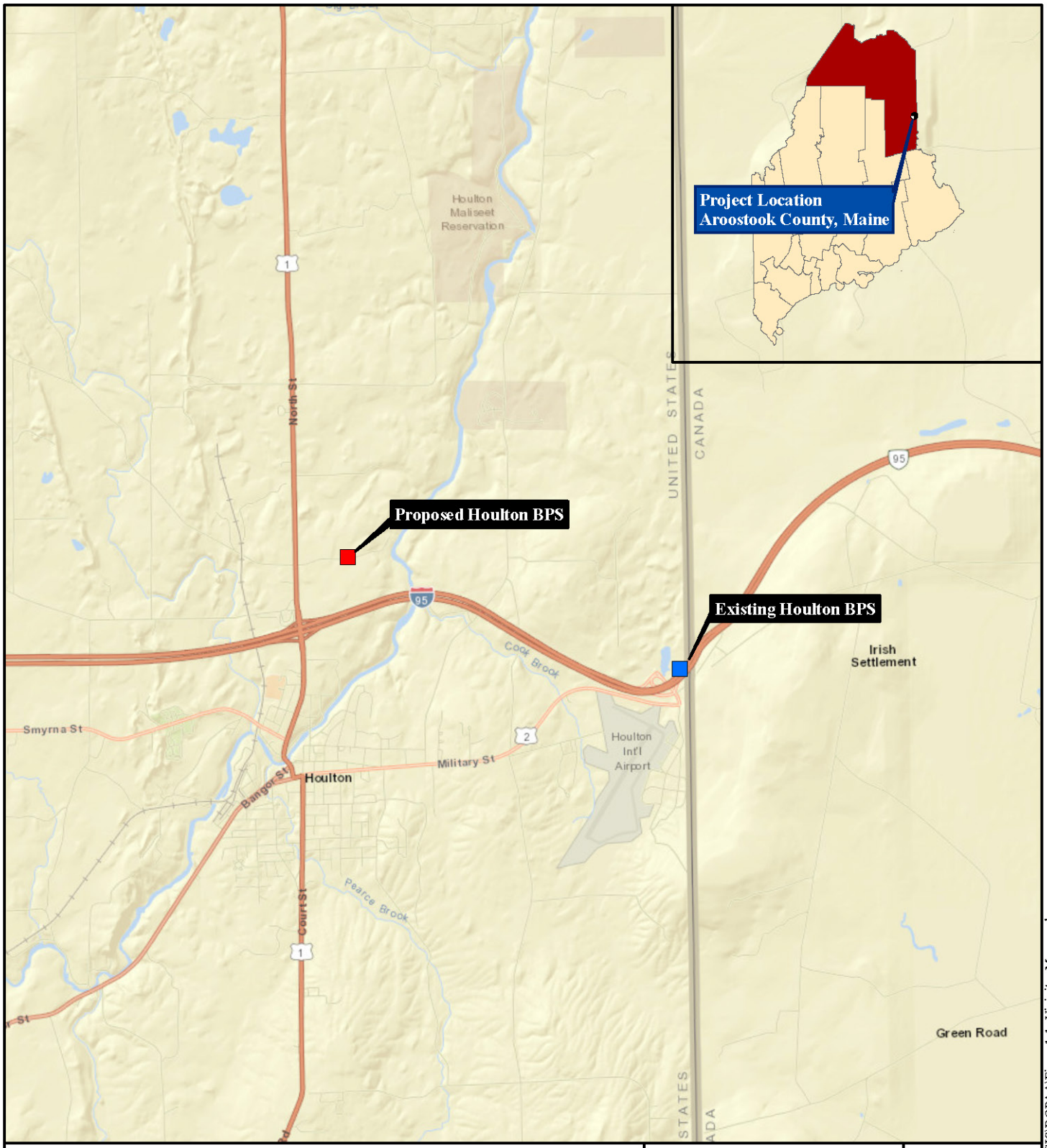


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Honorable James Dunleavy
Aroostook County Judge of Probate
Aroostook County
26 Court Street
Suite 201
Houlton, ME 04730

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Honorable Dunleavy:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

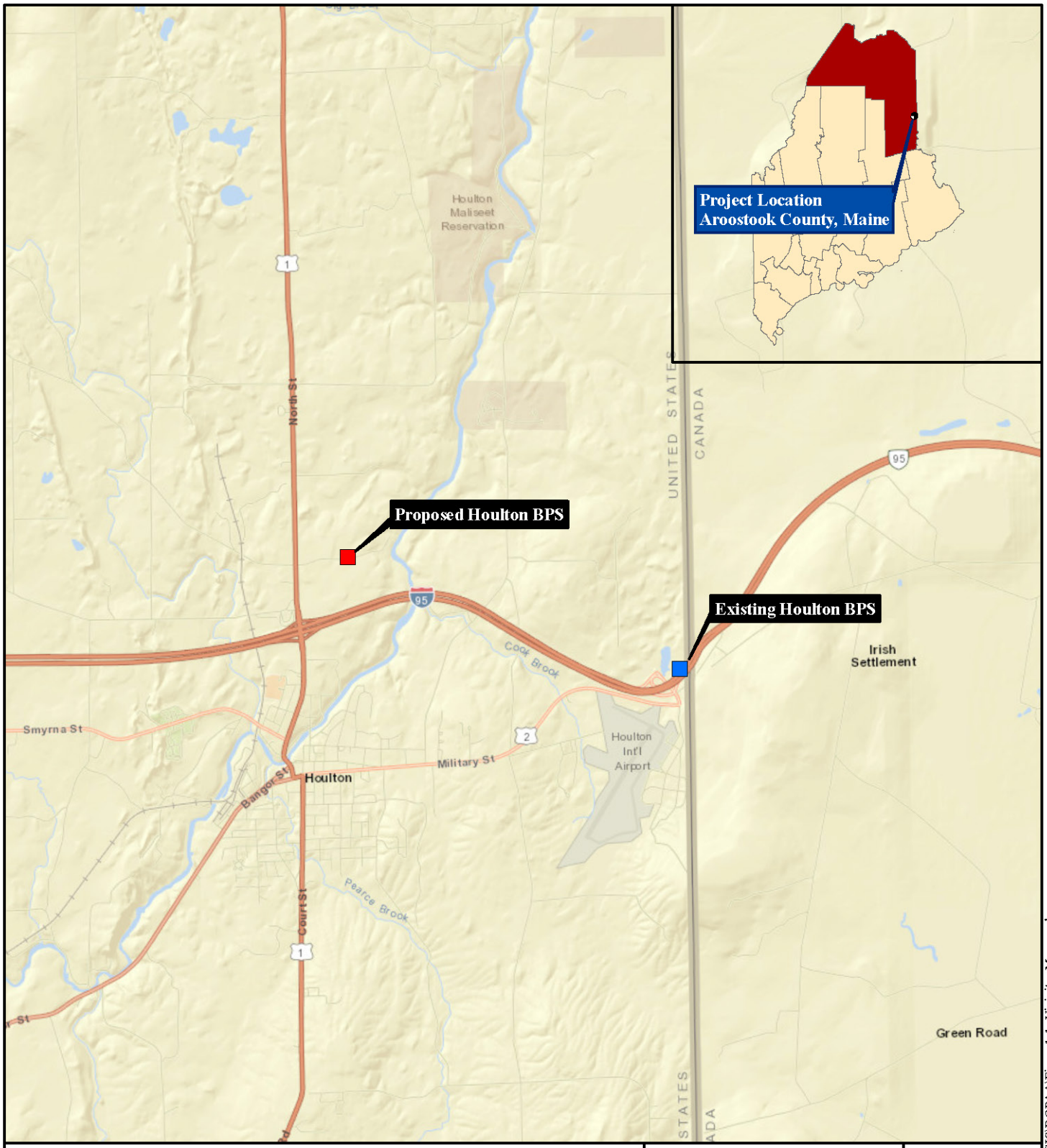


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Isaac St. John
Tribal Historic Preservation Officer
Houlton Band of Maliseet Indians
88 Bell Road
Littleton, ME 04730

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Mr. St. John:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

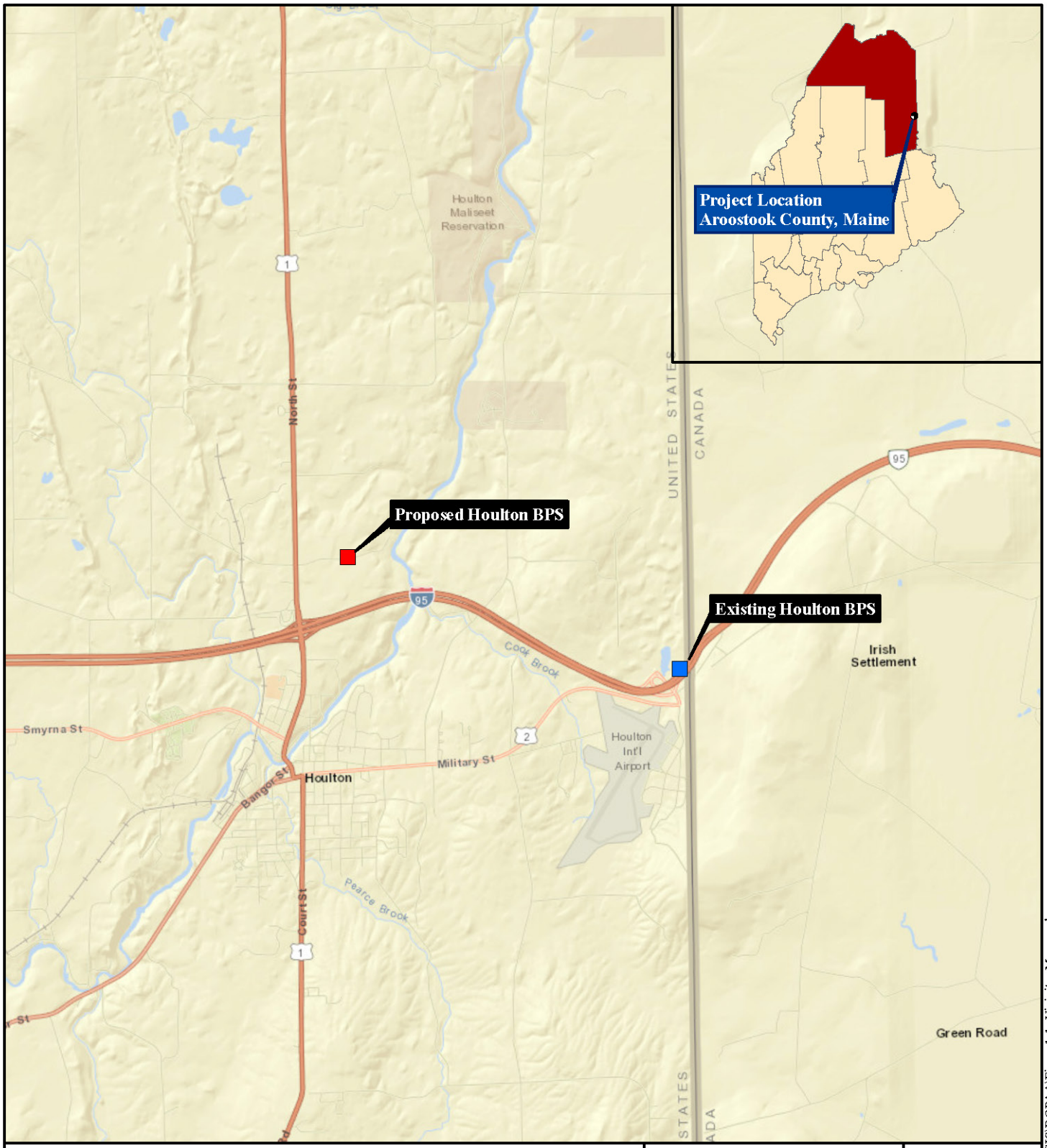


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Jennifer Pictou
Tribal Historic Preservation Officer
Aroostook Band of Micmacs
7 Northern Road
Presque Isle, ME 04769

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Ms. Pictou:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

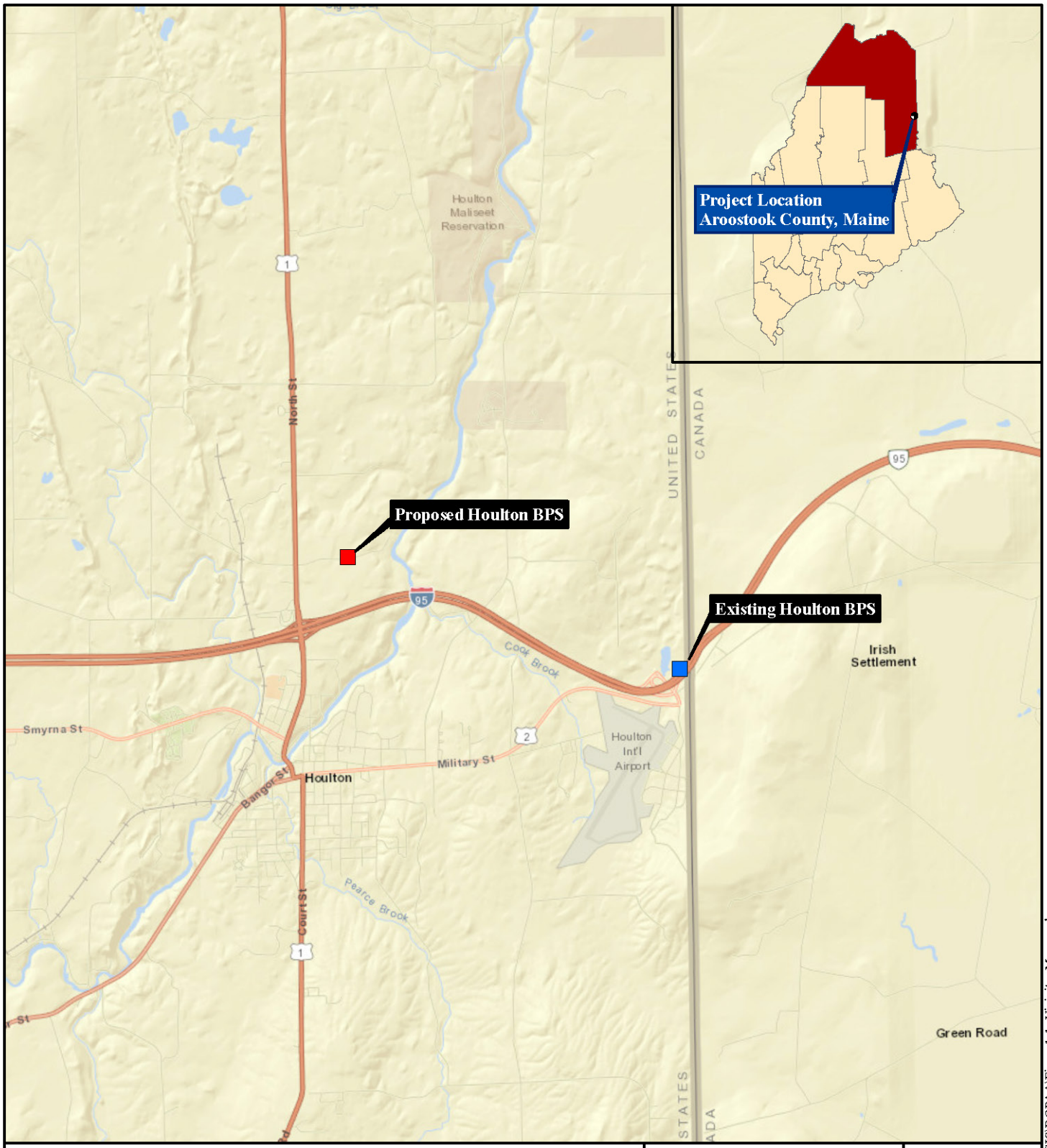


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Donald Soctomah
Cultural Resource Director
Passamaquoddy Tribe
P.O. Box 301
Tribal Office 8 Kennebsis
Princeton, ME 04668

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Mr. Soctomah:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

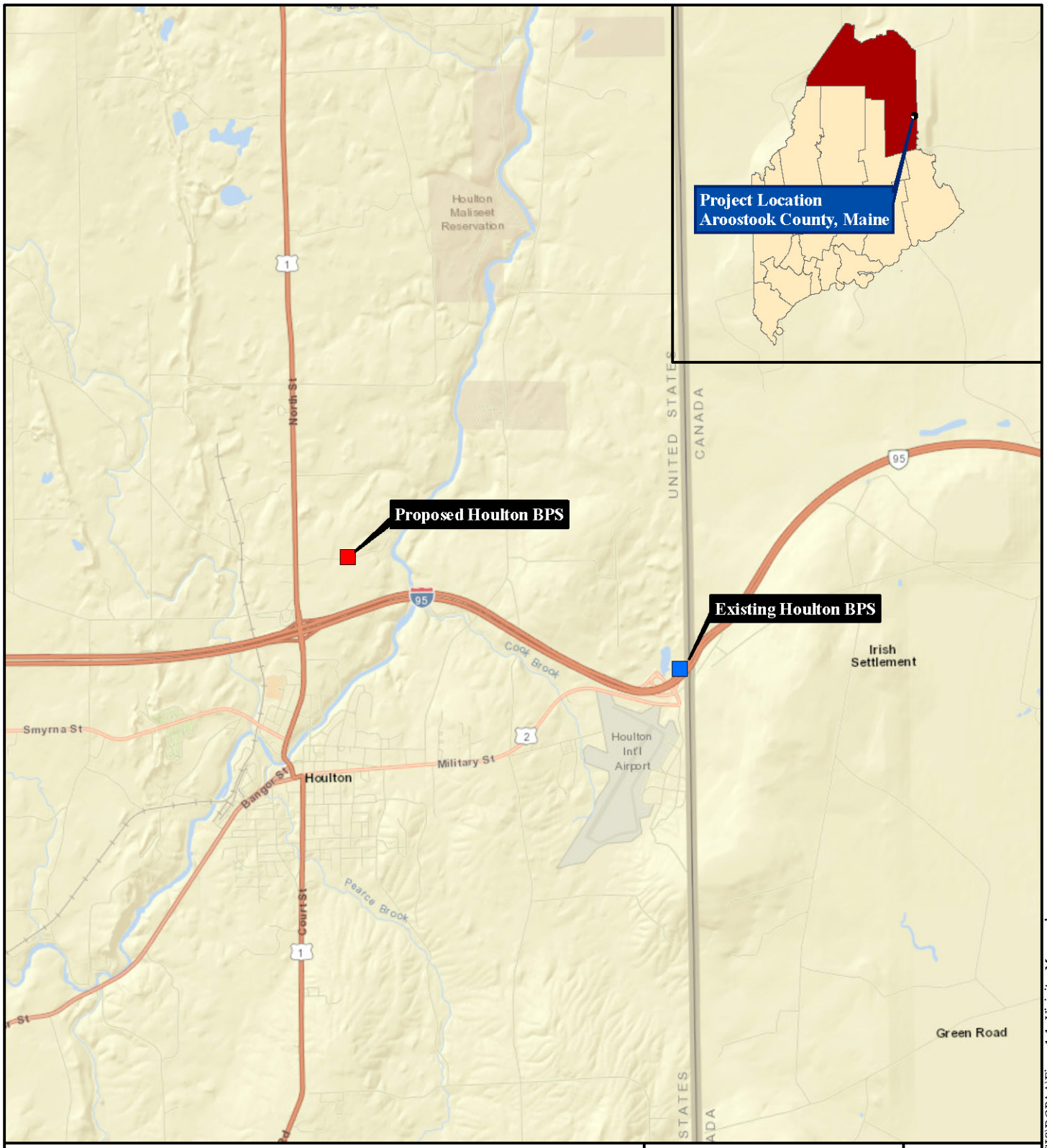


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

June 24, 2021

Chris Sockalexis
Tribal Historic Preservation Officer
Penobscot Nation
12 Wabanaki Way
Indian Island, ME 04468

RE: Proposed New Houlton Border Patrol Station, U.S. Border Patrol, Houlton Sector, Maine, U.S. Customs and Border Protection, Department of Homeland Security

Dear Mr. Sockalexis:

United States (U.S.) Customs and Border Protection (CBP) is preparing an Environmental Assessment (EA) to address the potential effects, beneficial and adverse, resulting from the proposed construction and operation of a new U.S. Border Patrol (USBP) Station (BPS) in the USBP Houlton Sector, Houlton, Maine. Currently, the USBP Houlton Station's lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness. Therefore, the purpose of the proposed new Houlton BPS would be to accommodate existing staff plus allow enforcement flexibility up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, ample vehicle parking spaces and a safe working environment for station personnel, detainees, and visitors.

The proposed new Houlton BPS would be in what is currently predominantly agricultural fields near Access Road and the water treatment plant north of Interstate 95 in Houlton, Maine (Figure 1-1). The proposed locations consist of two approximate 15 acre undeveloped parcels of land owned by a private landowner.

The proposed new Houlton BPS would accommodate up to 50 agents. The BPS would consist of an approximately 16,100 square feet (sq. ft.) main building and 23,000 sq. ft. of support space. The BPS would include a 2-bay vehicle maintenance facility, one with lift and one without, canine facility with three (3) Kennels, ATV/Snowmobile storage for 14 vehicles, marine patrol storage for four (4) boats, a heliport, a Command/Tactical/ Operations Center with two (2) consoles, a two lane firing range 4089 sf with training area and three (3) parking spaces, an emergency generator, a 1-tank fuel island, a 1-bay vehicle wash facility, an impound lot, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP is gathering data and input from state and local governmental agencies, departments, and bureaus that may be affected by, or that would otherwise have an interest in, this proposed action. Since your agency or organization may have particular knowledge and expertise

regarding potential environmental impacts from CBP's proposed action, your input is sought regarding the likely or anticipated environmental effects of this proposed action. Your response should include any state and local restrictions, permitting or other requirements with which CBP would have to comply during project siting, construction, and operation.

Per DHS Instruction Manual 023-01-001-01, Rev. 01, *Implementation of the National Environmental Policy Act*, your agency will be provided with a copy of the official Draft EA for review and comment.

Your prompt attention to this request is appreciated. If you have any questions, please contact me at (949) 643-6385 or via email at john.p.petrilla@cbp.dhs.gov. Thank you in advance for your assistance.

Sincerely,

JOHN P PETRILLA
Digitally signed by JOHN P PETRILLA
Date: 2021.06.24 08:45:56 -07'00'

John Petrilla
Environmental Branch Chief, Acting
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection

Enclosure(s)

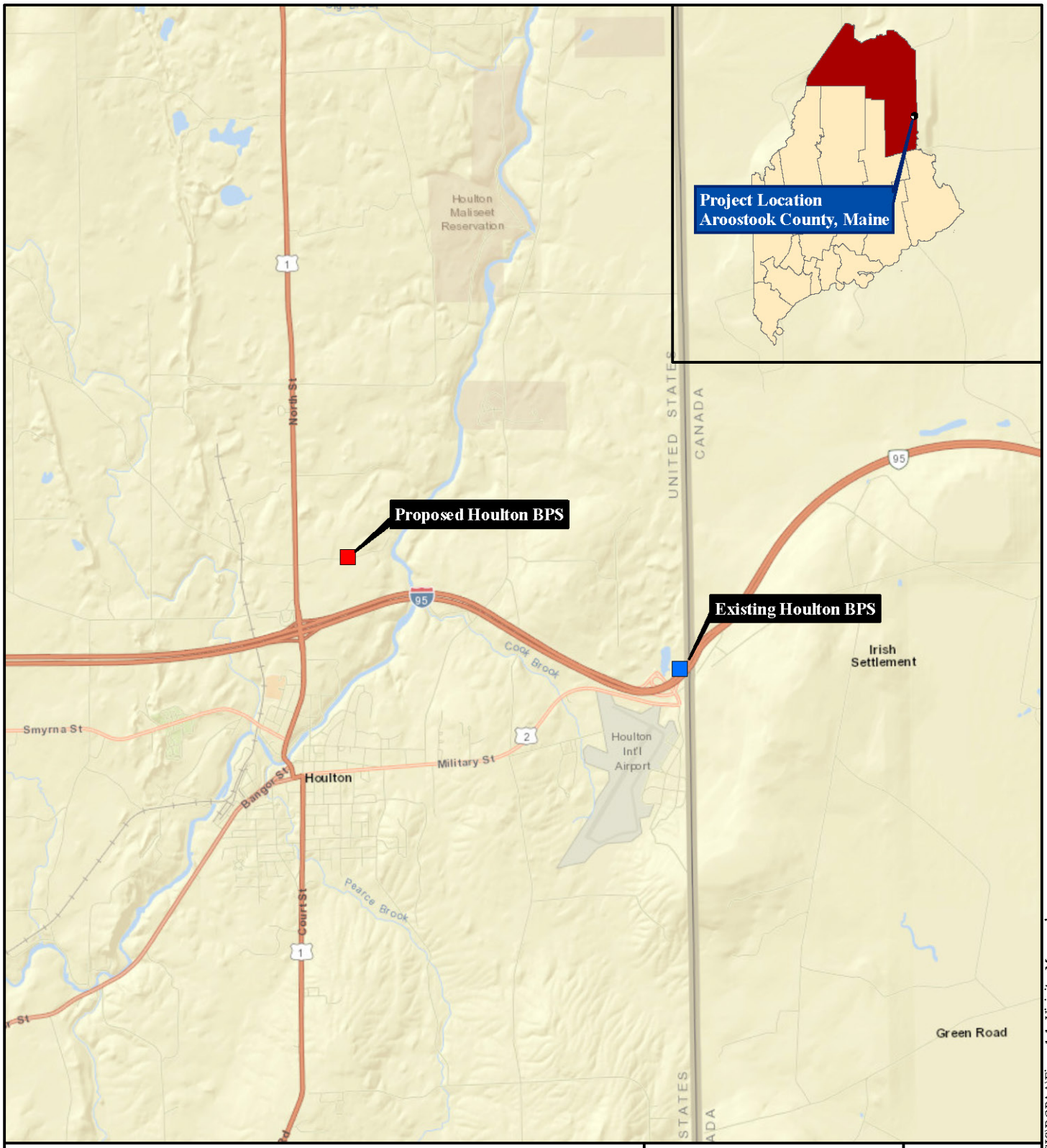


Figure 1-1. Vicinity Map

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

July 28, 2021

Chris Sockalexis
Tribal Historic Preservation Officer
Penobscot Nation
12 Wabanaki Way
Indian Island, ME 04468
Email: chris.sockalexis@penobscotnation.org

Subject: **Request for Consultation and Concurrence on the *Cultural Resources Survey Report for Proposed Houlton Border Patrol Station Project, Houlton, Aroostook County, Maine***

Dear Mr. Sockalexis:

U.S. Customs and Border Protection (CBP) is planning the construction, operation, and maintenance of a U.S. Border Patrol (USBP) Station (BPS) in Houlton, Aroostook County, Maine.

Description of the Undertaking
The proposed undertaking consists of the construction and operation of a new BPS in Houlton, Maine. The proposed new Houlton BPS would be constructed to accommodate 50 agents and would replace the current BPS which lacks the capacity to meet current and future needs for USBP operations in the area. Additionally, the site would have the capability to house vehicles, animals, equipment, and other materials necessary to meet the objectives of the new Houlton BPS. The proposed Houlton BPS design and construction would result in the new Houlton BPS meeting USBP facilities guidelines and security standards. The facilities would be designed in accordance with the Guiding Principles for Sustainable Federal Buildings (Guiding Principles) for New Construction or Modernization and will meet Metrics 1 to 20 of this regulatory documentation.

The proposed new Houlton BPS would include the following components:

- Main administration building (16,100 square foot [sf]) and 23,000 sf of support space
- 2-bay vehicle maintenance facility, one with a lift and one without a lift
- Security borders
- Command Center (C2)
- Canine kennels (3)
- Squad room
- Training facility
- Field support and communications
- On-site fuel tank island (1)

- FIPS201/HSPD-12 compliant security systems
- Security lighting
- 8-foot-high chain link security fencing
- Communication building
- ATV/Snowmobile storage for 14 vehicles
- Marine patrol storage for 4 boats
- Heliport
- Two lane firing range (4,089 sf) with training area and 3 parking spaces
- Emergency generator
- Enclosed parking to accommodate 33 vehicles and impound lot

The new BPS and associated supporting infrastructure are designed for continuous operation in support of the *Border Patrol Strategic Plan* to gain and maintain effective control of the borders of the U.S.

Area of Potential Effect

Based upon potential site designs, it has been determined that a 15-acre project area is sufficient to construct the new Houlton BPS and associated infrastructure. There are two alternative sites that CBP is evaluating as part of this Undertaking. Alternative 1, or the North Miller Tract Alternative, is located between Hidden Road and Access Road, east of U.S. Highway 1 (North Street). This tract consists of a mix of open fields and wooded area, which is zoned for Highway Business, thus the new Houlton BPS would be an applicable building for this zone. Although this tract is approximately 133 acres, CBP has chosen to evaluate approximately 15-acres of this tract for cultural resources. The 15-acre portion of the 133-acre-tract is located at the northeast end of Access Road near the water treatment plant. The remaining acreage within the tract would remain private property.

Alternative 2, or the South Miller Tract Alternative, consists of 73.5 acres and is located south of Access Road. This tract is also located within a Highway Business zone and is applicable for use as the new Houlton BPS. This tract was classified as farmland in 1995 and is still in use as agricultural lands today. The tract is 73.5 acres and while only 15 acres is needed for siting, CBP has chosen to evaluate the whole 73.5-acre parcel for cultural resources. The remaining acreage outside of the 15 acres needed for siting, would remain private property.

Identification and Evaluation of Historic Properties

Cultural Resources surveys were conducted for both alternative Areas of Potential Effect (APEs) described above. The cultural resources work included a Phase 0 Archaeological Assessment, Phase I Archaeological Survey, Preliminary Historic Architectural Review, and a Historic Architectural Survey. The archaeological assessment indicated that both APEs have a sensitivity for Native American habitation sites, potentially dating to all recognized time periods. The archaeological assessment also indicated that there was an overall low sensitivity for historic Euroamerican archaeological resources across both APEs. Since the two APEs both had sensitivity for pre-contact Native American sites, a Phase I Archaeological Survey was also conducted. A total of 33 transects were placed within the APEs in areas where predictive modeling suggested that there was a high potential for Native American prehistoric remains and a total of 280 test pits were excavated along those transects. No Native American cultural

material was recovered from any of the test pits excavated. Two Euroamerican items, a metal fragment and a plain ceramic, were recovered during the testing but were determined to represent general field scatter typical of the area. As a result, neither item was regarded as historically significant. As a result, no Native American or Euroamerican archaeological sites were identified during the course of the archaeological survey.

The results of the architectural review and survey indicate that there are two historic resources within the Visual APE of the Project, but none within the Direct APE: the Houlton wastewater facility and a historic barn. Both of these resources are older than 50 years, but neither is recommended as eligible for the National Register of Historic Places (NRHP). As a result, neither of the resources are considered historic properties under the National Historic Preservation Act (NHPA).

The enclosed draft cultural resources technical report provides a detail summary of the findings of the cultural resources work conducted and includes topographic quadrangles showing the alternative APEs surveyed.

Conclusion – No Historic Properties Affected

Based on the results of the archeological and architectural reviews and surveys, it is anticipated that no historic properties would be affected by the proposed undertaking pursuant to Section 800.4(d)(1). If archeological material is inadvertently discovered during construction, the Maine State Historic Preservation Officer (SHPO) should be notified immediately, and all work should cease in the vicinity of the find until a professional archeologist can examine and assess the importance of the inadvertent discovery.

Supporting evidence for these determinations can be found in the enclosed draft cultural resources technical report. We request your concurrence with our determination. If no response is received within 30 days a concurrence will be presumed. If you have any questions, please feel free to contact Donna DeYoung at 214-701-4313, donna.j.deyoung@cbp.dhs.gov. Please send your response to John Petrilla, U.S. Customs and Border Protection, 24000 Avila Road, Suite 5020, Laguna Niguel, California 92677. We also request you provide an electronic copy of your response to Ms. DeYoung at donna.j.deyoung@cbp.dhs.gov.

Sincerely,

JOHN P PETRILLA

Digitally signed by JOHN P PETRILLA
Date: 2021.07.28 11:35:31 -07'00'

John Petrilla
Acting Environmental Branch Chief
Border Patrol and Air and Marine Program Management Office
U.S. Customs and Border Protection

Enclosures: Draft Report: *Cultural Resources Survey Report for Proposed Houlton Border Patrol Station Project, Houlton, Aroostook County, Maine*

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

July 28, 2021

Kirk F. Mohney
Director
Maine Historic Preservation Commission
55 Capitol Street
65 State House Station
Augusta, Maine 04333-0065
Email: megan.m.rideout@maine.gov

Subject: **Request for Consultation and Concurrence on the *Cultural Resources Survey Report for Proposed Houlton Border Patrol Station Project, Houlton, Aroostook County, Maine***

Dear Director Mohney:

U.S. Customs and Border Protection (CBP) is planning the construction, operation, and maintenance of a U.S. Border Patrol (USBP) Station (BPS) in Houlton, Aroostook County, Maine.

Description of the Undertaking
The proposed undertaking consists of the construction and operation of a new BPS in Houlton, Maine. The proposed new Houlton BPS would be constructed to accommodate 50 agents and would replace the current BPS which lacks the capacity to meet current and future needs for USBP operations in the area. Additionally, the site would have the capability to house vehicles, animals, equipment, and other materials necessary to meet the objectives of the new Houlton BPS. The proposed Houlton BPS design and construction would result in the new Houlton BPS meeting USBP facilities guidelines and security standards. The facilities would be designed in accordance with the Guiding Principles for Sustainable Federal Buildings (Guiding Principles) for New Construction or Modernization and will meet Metrics 1 to 20 of this regulatory documentation.

The proposed new Houlton BPS would include the following components:

- Main administration building (16,100 square foot [sf]) and 23,000 sf of support space
- 2-bay vehicle maintenance facility, one with a lift and one without a lift
- Security borders
- Command Center (C2)
- Canine kennels (3)
- Squad room
- Training facility
- Field support and communications
- On-site fuel tank island (1)

- FIPS201/HSPD-12 compliant security systems
- Security lighting
- 8-foot-high chain link security fencing
- Communication building
- ATV/Snowmobile storage for 14 vehicles
- Marine patrol storage for 4 boats
- Heliport
- Two lane firing range (4,089 sf) with training area and 3 parking spaces
- Emergency generator
- Enclosed parking to accommodate 33 vehicles and impound lot

The new BPS and associated supporting infrastructure are designed for continuous operation in support of the *Border Patrol Strategic Plan* to gain and maintain effective control of the borders of the U.S.

Area of Potential Effect

Based upon potential site designs, it has been determined that a 15-acre project area is sufficient to construct the new Houlton BPS and associated infrastructure. There are two alternative sites that CBP is evaluating as part of this Undertaking. Alternative 1, or the North Miller Tract Alternative, is located between Hidden Road and Access Road, east of U.S. Highway 1 (North Street). This tract consists of a mix of open fields and wooded area, which is zoned for Highway Business, thus the new Houlton BPS would be an applicable building for this zone. Although this tract is approximately 133 acres, CBP has chosen to evaluate approximately 15-acres of this tract for cultural resources. The 15-acre portion of the 133-acre-tract is located at the northeast end of Access Road near the water treatment plant. The remaining acreage within the tract would remain private property.

Alternative 2, or the South Miller Tract Alternative, consists of 73.5 acres and is located south of Access Road. This tract is also located within a Highway Business zone and is applicable for use as the new Houlton BPS. This tract was classified as farmland in 1995 and is still in use as agricultural lands today. The tract is 73.5 acres and while only 15 acres is needed for siting, CBP has chosen to evaluate the whole 73.5-acre parcel for cultural resources. The remaining acreage outside of the 15 acres needed for siting, would remain private property.

Identification and Evaluation of Historic Properties

Cultural Resources surveys were conducted for both alternative Areas of Potential Effect (APEs) described above. The cultural resources work included a Phase 0 Archaeological Assessment, Phase I Archaeological Survey, Preliminary Historic Architectural Review, and a Historic Architectural Survey. The archaeological assessment indicated that both APEs have a sensitivity for Native American habitation sites, potentially dating to all recognized time periods. The archaeological assessment also indicated that there was an overall low sensitivity for historic Euroamerican archaeological resources across both APEs. Since the two APEs both had sensitivity for pre-contact Native American sites, a Phase I Archaeological Survey was also conducted. A total of 33 transects were placed within the APEs in areas where predictive modeling suggested that there was a high potential for Native American prehistoric remains and a total of 280 test pits were excavated along those transects. No Native American cultural

material was recovered from any of the test pits excavated. Two Euroamerican items, a metal fragment and a plain ceramic, were recovered during the testing but were determined to represent general field scatter typical of the area. As a result, neither item was regarded as historically significant. As a result, no Native American or Euroamerican archaeological sites were identified during the course of the archaeological survey.

The results of the architectural review and survey indicate that there are two historic resources within the Visual APE of the Project, but none within the Direct APE: the Houlton wastewater facility and a historic barn. Both of these resources are older than 50 years, but neither is recommended as eligible for the National Register of Historic Places (NRHP). As a result, neither of the resources are considered historic properties under the National Historic Preservation Act (NHPA).

The enclosed draft cultural resources technical report provides a detail summary of the findings of the cultural resources work conducted and includes topographic quadrangles showing the alternative APEs surveyed.

Conclusion – No Historic Properties Affected

Based on the results of the archeological and architectural reviews and surveys, it is anticipated that no historic properties would be affected by the proposed undertaking pursuant to Section 800.4(d)(1). If archeological material is inadvertently discovered during construction, the Maine State Historic Preservation Officer (SHPO) should be notified immediately, and all work should cease in the vicinity of the find until a professional archeologist can examine and assess the importance of the inadvertent discovery.

Supporting evidence for these determinations can be found in the enclosed draft cultural resources technical report. We request your concurrence with our determination. If no response is received within 30 days a concurrence will be presumed. If you have any questions, please feel free to contact Donna DeYoung at 214-701-4313, donna.j.deyoung@cbp.dhs.gov. Please send your response to John Petrilla, U.S. Customs and Border Protection, 24000 Avila Road, Suite 5020, Laguna Niguel, California 92677. We also request you provide an electronic copy of your response to Ms. DeYoung at donna.j.deyoung@cbp.dhs.gov.

Sincerely,

JOHN P PETRILLA

Digitally signed by JOHN P PETRILLA
Date: 2021.07.28 11:35:31 -07'00'

John Petrilla
Acting Environmental Branch Chief
Border Patrol and Air and Marine Program Management Office
U.S. Customs and Border Protection

Enclosures: Draft Report: *Cultural Resources Survey Report for Proposed Houlton Border Patrol Station Project, Houlton, Aroostook County, Maine*

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

July 28, 2021

Donald Soctomah
Director of Cultural Resources
P.O. Box 301
Tribal Office 8 Kennebsis
Princeton, ME 04668
Email: soctomah@gmail.com

Subject: **Request for Consultation and Concurrence on the *Cultural Resources Survey Report for Proposed Houlton Border Patrol Station Project, Houlton, Aroostook County, Maine***

Dear Director Soctomah:

U.S. Customs and Border Protection (CBP) is planning the construction, operation, and maintenance of a U.S. Border Patrol (USBP) Station (BPS) in Houlton, Aroostook County, Maine.

Description of the Undertaking
The proposed undertaking consists of the construction and operation of a new BPS in Houlton, Maine. The proposed new Houlton BPS would be constructed to accommodate 50 agents and would replace the current BPS which lacks the capacity to meet current and future needs for USBP operations in the area. Additionally, the site would have the capability to house vehicles, animals, equipment, and other materials necessary to meet the objectives of the new Houlton BPS. The proposed Houlton BPS design and construction would result in the new Houlton BPS meeting USBP facilities guidelines and security standards. The facilities would be designed in accordance with the Guiding Principles for Sustainable Federal Buildings (Guiding Principles) for New Construction or Modernization and will meet Metrics 1 to 20 of this regulatory documentation.

The proposed new Houlton BPS would include the following components:

- Main administration building (16,100 square foot [sf]) and 23,000 sf of support space
- 2-bay vehicle maintenance facility, one with a lift and one without a lift
- Security borders
- Command Center (C2)
- Canine kennels (3)
- Squad room
- Training facility
- Field support and communications
- On-site fuel tank island (1)

- FIPS201/HSPD-12 compliant security systems
- Security lighting
- 8-foot-high chain link security fencing
- Communication building
- ATV/Snowmobile storage for 14 vehicles
- Marine patrol storage for 4 boats
- Heliport
- Two lane firing range (4,089 sf) with training area and 3 parking spaces
- Emergency generator
- Enclosed parking to accommodate 33 vehicles and impound lot

The new BPS and associated supporting infrastructure are designed for continuous operation in support of the *Border Patrol Strategic Plan* to gain and maintain effective control of the borders of the U.S.

Area of Potential Effect

Based upon potential site designs, it has been determined that a 15-acre project area is sufficient to construct the new Houlton BPS and associated infrastructure. There are two alternative sites that CBP is evaluating as part of this Undertaking. Alternative 1, or the North Miller Tract Alternative, is located between Hidden Road and Access Road, east of U.S. Highway 1 (North Street). This tract consists of a mix of open fields and wooded area, which is zoned for Highway Business, thus the new Houlton BPS would be an applicable building for this zone. Although this tract is approximately 133 acres, CBP has chosen to evaluate approximately 15-acres of this tract for cultural resources. The 15-acre portion of the 133-acre-tract is located at the northeast end of Access Road near the water treatment plant. The remaining acreage within the tract would remain private property.

Alternative 2, or the South Miller Tract Alternative, consists of 73.5 acres and is located south of Access Road. This tract is also located within a Highway Business zone and is applicable for use as the new Houlton BPS. This tract was classified as farmland in 1995 and is still in use as agricultural lands today. The tract is 73.5 acres and while only 15 acres is needed for siting, CBP has chosen to evaluate the whole 73.5-acre parcel for cultural resources. The remaining acreage outside of the 15 acres needed for siting, would remain private property.

Identification and Evaluation of Historic Properties

Cultural Resources surveys were conducted for both alternative Areas of Potential Effect (APEs) described above. The cultural resources work included a Phase 0 Archaeological Assessment, Phase I Archaeological Survey, Preliminary Historic Architectural Review, and a Historic Architectural Survey. The archaeological assessment indicated that both APEs have a sensitivity for Native American habitation sites, potentially dating to all recognized time periods. The archaeological assessment also indicated that there was an overall low sensitivity for historic Euroamerican archaeological resources across both APEs. Since the two APEs both had sensitivity for pre-contact Native American sites, a Phase I Archaeological Survey was also conducted. A total of 33 transects were placed within the APEs in areas where predictive modeling suggested that there was a high potential for Native American prehistoric remains and a total of 280 test pits were excavated along those transects. No Native American cultural

material was recovered from any of the test pits excavated. Two Euroamerican items, a metal fragment and a plain ceramic, were recovered during the testing but were determined to represent general field scatter typical of the area. As a result, neither item was regarded as historically significant. As a result, no Native American or Euroamerican archaeological sites were identified during the course of the archaeological survey.

The results of the architectural review and survey indicate that there are two historic resources within the Visual APE of the Project, but none within the Direct APE: the Houlton wastewater facility and a historic barn. Both of these resources are older than 50 years, but neither is recommended as eligible for the National Register of Historic Places (NRHP). As a result, neither of the resources are considered historic properties under the National Historic Preservation Act (NHPA).

The enclosed draft cultural resources technical report provides a detail summary of the findings of the cultural resources work conducted and includes topographic quadrangles showing the alternative APEs surveyed.

Conclusion – No Historic Properties Affected

Based on the results of the archeological and architectural reviews and surveys, it is anticipated that no historic properties would be affected by the proposed undertaking pursuant to Section 800.4(d)(1). If archeological material is inadvertently discovered during construction, the Maine State Historic Preservation Officer (SHPO) should be notified immediately, and all work should cease in the vicinity of the find until a professional archeologist can examine and assess the importance of the inadvertent discovery.

Supporting evidence for these determinations can be found in the enclosed draft cultural resources technical report. We request your concurrence with our determination. If no response is received within 30 days a concurrence will be presumed. If you have any questions, please feel free to contact Donna DeYoung at 214-701-4313, donna.j.deyoung@cbp.dhs.gov. Please send your response to John Petrilla, U.S. Customs and Border Protection, 24000 Avila Road, Suite 5020, Laguna Niguel, California 92677. We also request you provide an electronic copy of your response to Ms. DeYoung at donna.j.deyoung@cbp.dhs.gov.

Sincerely,

JOHN P PETRILLA

Digitally signed by JOHN P PETRILLA
Date: 2021.07.28 11:35:31 -07'00'

John Petrilla
Acting Environmental Branch Chief
Border Patrol and Air and Marine Program Management Office
U.S. Customs and Border Protection

Enclosures: Draft Report: *Cultural Resources Survey Report for Proposed Houlton Border Patrol Station Project, Houlton, Aroostook County, Maine*

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

July 28, 2021

Jennifer Pictou
Tribal Historic Preservation Office
Aroostook Band of Micmacs
7 Northern Road
Presque Isle, ME 04769
Email: jpictou@micmac-nsn.gov

Subject: **Request for Consultation and Concurrence on the *Cultural Resources Survey Report for Proposed Houlton Border Patrol Station Project, Houlton, Aroostook County, Maine***

Dear Ms. Pictou:

U.S. Customs and Border Protection (CBP) is planning the construction, operation, and maintenance of a U.S. Border Patrol (USBP) Station (BPS) in Houlton, Aroostook County, Maine.

Description of the Undertaking
The proposed undertaking consists of the construction and operation of a new BPS in Houlton, Maine. The proposed new Houlton BPS would be constructed to accommodate 50 agents and would replace the current BPS which lacks the capacity to meet current and future needs for USBP operations in the area. Additionally, the site would have the capability to house vehicles, animals, equipment, and other materials necessary to meet the objectives of the new Houlton BPS. The proposed Houlton BPS design and construction would result in the new Houlton BPS meeting USBP facilities guidelines and security standards. The facilities would be designed in accordance with the Guiding Principles for Sustainable Federal Buildings (Guiding Principles) for New Construction or Modernization and will meet Metrics 1 to 20 of this regulatory documentation.

The proposed new Houlton BPS would include the following components:

- Main administration building (16,100 square foot [sf]) and 23,000 sf of support space
- 2-bay vehicle maintenance facility, one with a lift and one without a lift
- Security borders
- Command Center (C2)
- Canine kennels (3)
- Squad room
- Training facility
- Field support and communications
- On-site fuel tank island (1)

- FIPS201/HSPD-12 compliant security systems
- Security lighting
- 8-foot-high chain link security fencing
- Communication building
- ATV/Snowmobile storage for 14 vehicles
- Marine patrol storage for 4 boats
- Heliport
- Two lane firing range (4,089 sf) with training area and 3 parking spaces
- Emergency generator
- Enclosed parking to accommodate 33 vehicles and impound lot

The new BPS and associated supporting infrastructure are designed for continuous operation in support of the *Border Patrol Strategic Plan* to gain and maintain effective control of the borders of the U.S.

Area of Potential Effect

Based upon potential site designs, it has been determined that a 15-acre project area is sufficient to construct the new Houlton BPS and associated infrastructure. There are two alternative sites that CBP is evaluating as part of this Undertaking. Alternative 1, or the North Miller Tract Alternative, is located between Hidden Road and Access Road, east of U.S. Highway 1 (North Street). This tract consists of a mix of open fields and wooded area, which is zoned for Highway Business, thus the new Houlton BPS would be an applicable building for this zone. Although this tract is approximately 133 acres, CBP has chosen to evaluate approximately 15-acres of this tract for cultural resources. The 15-acre portion of the 133-acre-tract is located at the northeast end of Access Road near the water treatment plant. The remaining acreage within the tract would remain private property.

Alternative 2, or the South Miller Tract Alternative, consists of 73.5 acres and is located south of Access Road. This tract is also located within a Highway Business zone and is applicable for use as the new Houlton BPS. This tract was classified as farmland in 1995 and is still in use as agricultural lands today. The tract is 73.5 acres and while only 15 acres is needed for siting, CBP has chosen to evaluate the whole 73.5-acre parcel for cultural resources. The remaining acreage outside of the 15 acres needed for siting, would remain private property.

Identification and Evaluation of Historic Properties

Cultural Resources surveys were conducted for both alternative Areas of Potential Effect (APEs) described above. The cultural resources work included a Phase 0 Archaeological Assessment, Phase I Archaeological Survey, Preliminary Historic Architectural Review, and a Historic Architectural Survey. The archaeological assessment indicated that both APEs have a sensitivity for Native American habitation sites, potentially dating to all recognized time periods. The archaeological assessment also indicated that there was an overall low sensitivity for historic Euroamerican archaeological resources across both APEs. Since the two APEs both had sensitivity for pre-contact Native American sites, a Phase I Archaeological Survey was also conducted. A total of 33 transects were placed within the APEs in areas where predictive modeling suggested that there was a high potential for Native American prehistoric remains and a total of 280 test pits were excavated along those transects. No Native American cultural

material was recovered from any of the test pits excavated. Two Euroamerican items, a metal fragment and a plain ceramic, were recovered during the testing but were determined to represent general field scatter typical of the area. As a result, neither item was regarded as historically significant. As a result, no Native American or Euroamerican archaeological sites were identified during the course of the archaeological survey.

The results of the architectural review and survey indicate that there are two historic resources within the Visual APE of the Project, but none within the Direct APE: the Houlton wastewater facility and a historic barn. Both of these resources are older than 50 years, but neither is recommended as eligible for the National Register of Historic Places (NRHP). As a result, neither of the resources are considered historic properties under the National Historic Preservation Act (NHPA).

The enclosed draft cultural resources technical report provides a detail summary of the findings of the cultural resources work conducted and includes topographic quadrangles showing the alternative APEs surveyed.

Conclusion – No Historic Properties Affected

Based on the results of the archeological and architectural reviews and surveys, it is anticipated that no historic properties would be affected by the proposed undertaking pursuant to Section 800.4(d)(1). If archeological material is inadvertently discovered during construction, the Maine State Historic Preservation Officer (SHPO) should be notified immediately, and all work should cease in the vicinity of the find until a professional archeologist can examine and assess the importance of the inadvertent discovery.

Supporting evidence for these determinations can be found in the enclosed draft cultural resources technical report. We request your concurrence with our determination. If no response is received within 30 days a concurrence will be presumed. If you have any questions, please feel free to contact Donna DeYoung at 214-701-4313, donna.j.deyoung@cbp.dhs.gov. Please send your response to John Petrilla, U.S. Customs and Border Protection, 24000 Avila Road, Suite 5020, Laguna Niguel, California 92677. We also request you provide an electronic copy of your response to Ms. DeYoung at donna.j.deyoung@cbp.dhs.gov.

Sincerely,

JOHN P PETRILLA

Digitally signed by JOHN P PETRILLA
Date: 2021.07.28 11:35:31 -07'00'

John Petrilla
Acting Environmental Branch Chief
Border Patrol and Air and Marine Program Management Office
U.S. Customs and Border Protection

Enclosures: Draft Report: *Cultural Resources Survey Report for Proposed Houlton Border Patrol Station Project, Houlton, Aroostook County, Maine*

1300 Pennsylvania Avenue NW
Washington, DC 20229

U.S. Customs and Border Protection

July 28, 2021

Isaac St. John
Tribal Historic Preservation Office
Houlton Band of Maliseet Indians
88 Bell Road
Littleton, ME 04730

Subject: **Request for Consultation and Concurrence on the *Cultural Resources Survey Report for Proposed Houlton Border Patrol Station Project, Houlton, Aroostook County, Maine***

Dear Mr. St. John:

U.S. Customs and Border Protection (CBP) is planning the construction, operation, and maintenance of a U.S. Border Patrol (USBP) Station (BPS) in Houlton, Aroostook County, Maine.

Description of the Undertaking
The proposed undertaking consists of the construction and operation of a new BPS in Houlton, Maine. The proposed new Houlton BPS would be constructed to accommodate 50 agents and would replace the current BPS which lacks the capacity to meet current and future needs for USBP operations in the area. Additionally, the site would have the capability to house vehicles, animals, equipment, and other materials necessary to meet the objectives of the new Houlton BPS. The proposed Houlton BPS design and construction would result in the new Houlton BPS meeting USBP facilities guidelines and security standards. The facilities would be designed in accordance with the Guiding Principles for Sustainable Federal Buildings (Guiding Principles) for New Construction or Modernization and will meet Metrics 1 to 20 of this regulatory documentation.

The proposed new Houlton BPS would include the following components:

- Main administration building (16,100 square foot [sf]) and 23,000 sf of support space
- 2-bay vehicle maintenance facility, one with a lift and one without a lift
- Security borders
- Command Center (C2)
- Canine kennels (3)
- Squad room
- Training facility
- Field support and communications
- On-site fuel tank island (1)

- FIPS201/HSPD-12 compliant security systems
- Security lighting
- 8-foot-high chain link security fencing
- Communication building
- ATV/Snowmobile storage for 14 vehicles
- Marine patrol storage for 4 boats
- Heliport
- Two lane firing range (4,089 sf) with training area and 3 parking spaces
- Emergency generator
- Enclosed parking to accommodate 33 vehicles and impound lot

The new BPS and associated supporting infrastructure are designed for continuous operation in support of the *Border Patrol Strategic Plan* to gain and maintain effective control of the borders of the U.S.

Area of Potential Effect

Based upon potential site designs, it has been determined that a 15-acre project area is sufficient to construct the new Houlton BPS and associated infrastructure. There are two alternative sites that CBP is evaluating as part of this Undertaking. Alternative 1, or the North Miller Tract Alternative, is located between Hidden Road and Access Road, east of U.S. Highway 1 (North Street). This tract consists of a mix of open fields and wooded area, which is zoned for Highway Business, thus the new Houlton BPS would be an applicable building for this zone. Although this tract is approximately 133 acres, CBP has chosen to evaluate approximately 15-acres of this tract for cultural resources. The 15-acre portion of the 133-acre-tract is located at the northeast end of Access Road near the water treatment plant. The remaining acreage within the tract would remain private property.

Alternative 2, or the South Miller Tract Alternative, consists of 73.5 acres and is located south of Access Road. This tract is also located within a Highway Business zone and is applicable for use as the new Houlton BPS. This tract was classified as farmland in 1995 and is still in use as agricultural lands today. The tract is 73.5 acres and while only 15 acres is needed for siting, CBP has chosen to evaluate the whole 73.5-acre parcel for cultural resources. The remaining acreage outside of the 15 acres needed for siting, would remain private property.

Identification and Evaluation of Historic Properties

Cultural Resources surveys were conducted for both alternative Areas of Potential Effect (APEs) described above. The cultural resources work included a Phase 0 Archaeological Assessment, Phase I Archaeological Survey, Preliminary Historic Architectural Review, and a Historic Architectural Survey. The archaeological assessment indicated that both APEs have a sensitivity for Native American habitation sites, potentially dating to all recognized time periods. The archaeological assessment also indicated that there was an overall low sensitivity for historic Euroamerican archaeological resources across both APEs. Since the two APEs both had sensitivity for pre-contact Native American sites, a Phase I Archaeological Survey was also conducted. A total of 33 transects were placed within the APEs in areas where predictive modeling suggested that there was a high potential for Native American prehistoric remains and a total of 280 test pits were excavated along those transects. No Native American cultural

material was recovered from any of the test pits excavated. Two Euroamerican items, a metal fragment and a plain ceramic, were recovered during the testing but were determined to represent general field scatter typical of the area. As a result, neither item was regarded as historically significant. As a result, no Native American or Euroamerican archaeological sites were identified during the course of the archaeological survey.

The results of the architectural review and survey indicate that there are two historic resources within the Visual APE of the Project, but none within the Direct APE: the Houlton wastewater facility and a historic barn. Both of these resources are older than 50 years, but neither is recommended as eligible for the National Register of Historic Places (NRHP). As a result, neither of the resources are considered historic properties under the National Historic Preservation Act (NHPA).

The enclosed draft cultural resources technical report provides a detail summary of the findings of the cultural resources work conducted and includes topographic quadrangles showing the alternative APEs surveyed.

Conclusion – No Historic Properties Affected

Based on the results of the archeological and architectural reviews and surveys, it is anticipated that no historic properties would be affected by the proposed undertaking pursuant to Section 800.4(d)(1). If archeological material is inadvertently discovered during construction, the Maine State Historic Preservation Officer (SHPO) should be notified immediately, and all work should cease in the vicinity of the find until a professional archeologist can examine and assess the importance of the inadvertent discovery.

Supporting evidence for these determinations can be found in the enclosed draft cultural resources technical report. We request your concurrence with our determination. If no response is received within 30 days a concurrence will be presumed. If you have any questions, please feel free to contact Donna DeYoung at 214-701-4313, donna.j.deyoung@cbp.dhs.gov. Please send your response to John Petrilla, U.S. Customs and Border Protection, 24000 Avila Road, Suite 5020, Laguna Niguel, California 92677. We also request you provide an electronic copy of your response to Ms. DeYoung at donna.j.deyoung@cbp.dhs.gov.

Sincerely,

JOHN P PETRILLA

Digitally signed by JOHN P PETRILLA
Date: 2021.07.28 11:35:31 -07'00'

John Petrilla
Acting Environmental Branch Chief
Border Patrol and Air and Marine Program Management Office
U.S. Customs and Border Protection

Enclosures: Draft Report: *Cultural Resources Survey Report for Proposed Houlton Border Patrol Station Project, Houlton, Aroostook County, Maine*

Re: HLT_ Houlton Border Patrol Station Project Houlton, ME

After reviewing your correspondence dated August 9, 2021 it appears based on the provided location map and soil map that the project site may include areas which contain soils of prime or statewide importance. Projects are subject to Farmland Protection Policy Act (FPPA) requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a Federal agency or with assistance (funding) from a Federal agency. Parts II, IV, and V of form AD-1006, the Farmland Conversion Impact Rating (attached) have been completed. The project site A has prime farmland soils MhB, Mapleton Shaly silt loam, 0 to 8 percent slopes and farmland of statewide important soils CoB, Conant silt loam, 2 to 8 percent slopes and MhC, Mapleton shaly silt loam, 8 to 15 percent slopes. The Relative Value of site A is 74. Based on the information provided for Parts Vl and Vll the total points for the project is 138.

The project site B has prime farmland soils MhB, Mapleton Shaly silt loam, 0 to 8 percent slopes and farmland of statewide important soils CoB, Conant silt loam 2 to 8 percent slopes and MhC, Mapleton shaly silt loam, 8 to 15 percent slopes.. The Relative Value of site B is 75. Based on the information provided for Parts Vl and Vll the total points for the project is 139.

If the total point score is 160 or less, then the project is in full compliance with (FPPA) and no further action is required. If the total point score is above 160 points, then alternative design or location should be considered that might reduce the total pointscore. If this is not possible, then an explanation should be provided in Block 5 at the bottom of the form. Additional information about completing the form and the Farmland Protection Policy Act can be found at the following web site:
http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/landuse/fppa/.

Please provide a final copy of the completed AD-1006 to me for NRCS records and retain a copy for your records regardless of the total point score.

If you have any questions, please feel free to contact me.

Thank you

Lindsay Hodgman

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request 8/9/21	
Name of Project Houlton Maine Border Patrol Station EA		Federal Agency Involved U.S. Customs and Border Protecti	
Proposed Land Use Border Patrol Station		County and State Aroostook, Maine	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS 8/18/2021	Person Completing Form: Lindsay Hodgman
Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated 0	Average Farm Size 414
Major Crop(s) potatoes	Farmable Land In Govt. Jurisdiction Acres: 236,[illegible]% 24	Amount of Farmland As Defined in FPPA Acres: 236,[illegible]% 24	
Name of Land Evaluation System Used LESA So. Aroostook	Name of State or Local Site Assessment System N/A	Date Land Evaluation Returned by NRCS 8/19/2021	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	15	15		
B. Total Acres To Be Converted Indirectly	0	0		
C. Total Acres In Site	15	15		
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	7	17		
B. Total Acres Statewide Important or Local Important Farmland	6	2		
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<1	<1		
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	7	7		
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	74	75		

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	13	13		
2. Perimeter In Non-urban Use	(10)	10	10		
3. Percent Of Site Being Farmed	(20)	20	20		
4. Protection Provided By State and Local Government	(20)	0	0		
5. Distance From Urban Built-up Area	(15)	5	5		
6. Distance To Urban Support Services	(15)	0	0		
7. Size Of Present Farm Unit Compared To Average	(10)	0	0		
8. Creation Of Non-farmable Farmland	(10)	1	1		
9. Availability Of Farm Support Services	(5)	5	5		
10. On-Farm Investments	(20)	0	0		
11. Effects Of Conversion On Farm Support Services	(10)	0	0		
12. Compatibility With Existing Agricultural Use	(10)	10	10		
TOTAL SITE ASSESSMENT POINTS	160	64	64	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	74	75	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	64	64	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	138	139	0	0

Site Selected: Site B	Date Of Selection 8/10/21	Was A Local Site Assessment Used? YES ☐ NO ☑

Reason For Selection:

Site B was selected because it has fewer trees within and along the boundary of the site and does not contain a stream/wetland. Site A has a stream/wetland along the northern portion of the property and has woods and a developed property to the east. Site B is closer to the town; thus, city utilities like water

Name of Federal agency representative completing this form: JOHN P PETRILLA Digitally signed by JOHN P PETRILLA Date: 2021.08.20 09:30:36 -07'00' Date: 08/20/21

(See Instructions on reverse side) **Form AD-1006 (03-02)**

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, http://fppa.nrcs.usda.gov/lesa/.

Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s)of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map**,** or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)

Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.

Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.

Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.

Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.

Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.

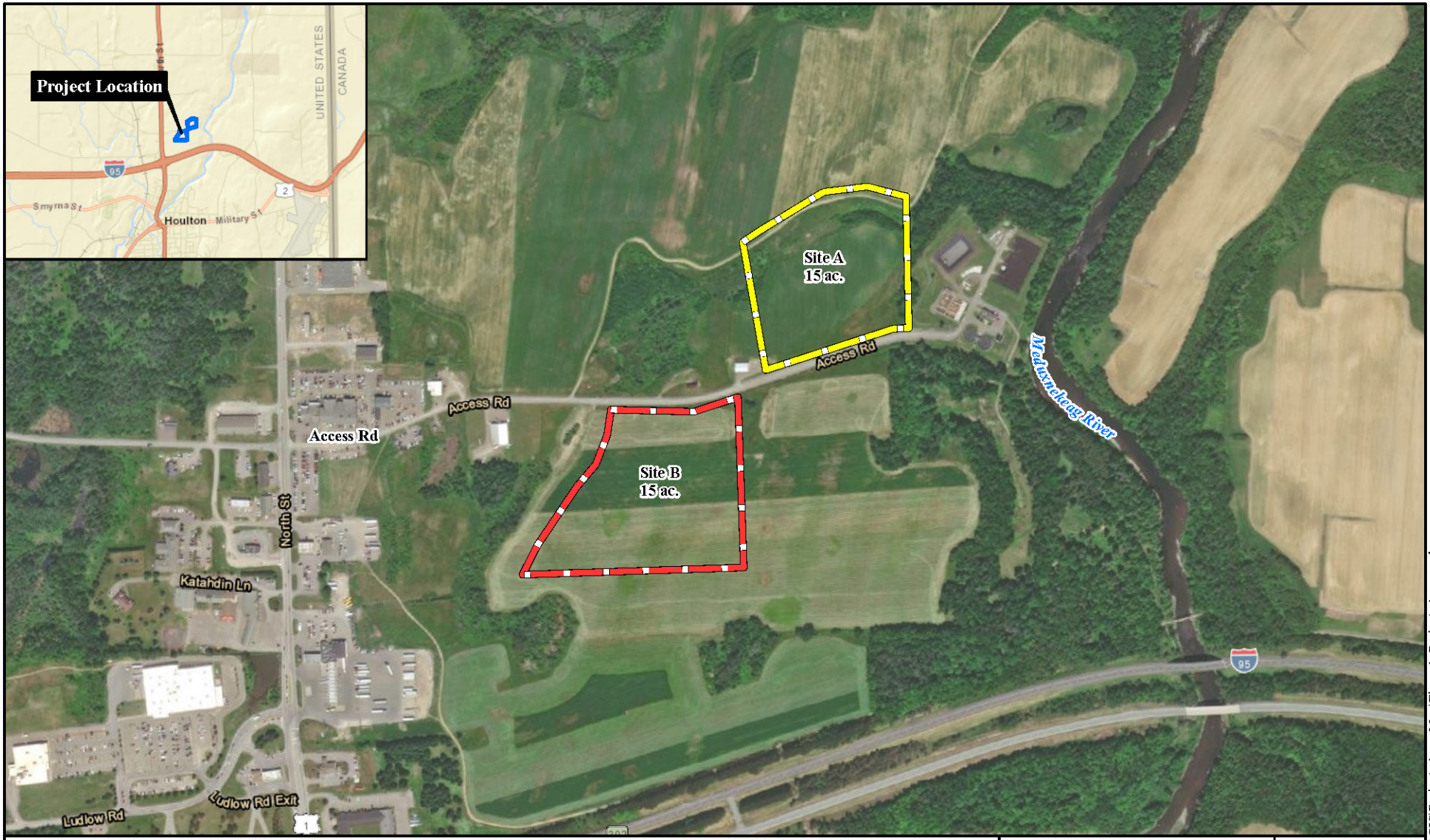
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.
Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \text{ X } 160 = 144 \text{ points for Site A}$$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.



Legend

Houlton BPS Survey Area

Site A

Site B

N

0 350 700 Feet

0 75 150 Meters

GSRC

August 2021

K:\Projects\80337804_Houlton_BPS_EA\GIS\Project_Area_Map\Figure1_Project_Area.mxd

Figure 1. Project Area Map

Farmland Classification—Aroostook County, Maine, Southern Part
(Site A _HLT_Houlton)

Map Scale: 1:2,400 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0, 35, 70, 140, 210

Feet: 0, 100, 200, 400, 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
CoB	Conant silt loam, 2 to 8 percent slope	Farmland of statewide importance	3.0	20.5%
MhB	Mapleton shaly silt loam, 0 to 8 percent slopes	All areas are prime farmland	7.0	47.4%
MhC	Mapleton shaly silt loam, 8 to 15 percent slopes	Farmland of statewide importance	2.4	15.9%
MoA	Monarda-Burnham complex, 0 to 3 percent slopes	Not prime farmland	2.4	16.2%
Totals for Area of Interest			14.8	100.0%

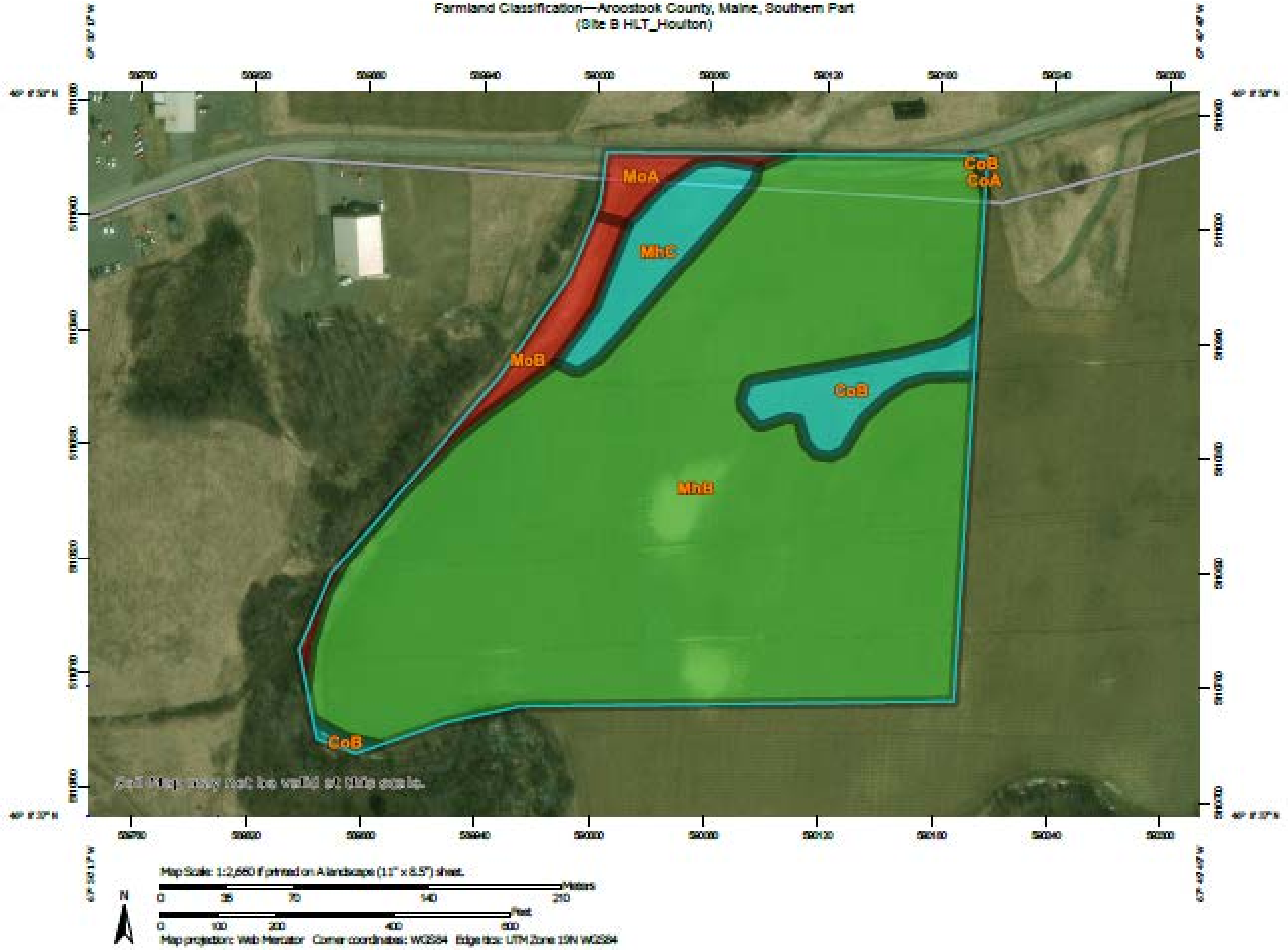
Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary
Tie-break Rule: Lower

Farmland Classification—Aroostook County, Maine, Southern Part
(Site B HLT_Houlton)



Map Scale: 1:2,660 if printed on A landscape (11" x 8.5") sheet.

Meters: 0, 35, 70, 140, 210

Feet: 0, 100, 200, 400, 600

N

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
CoA	Conant silt loam, 0 to 2 percent slopes	Farmland of statewide importance	0.0	0.0%
CoB	Conant silt loam, 2 to 8 percent slopes	Farmland of statewide importance	0.9	4.5%
MhB	Mapleton shaly silt loam, 0 to 8 percent slopes	All areas are prime farmland	17.0	85.7%
MhC	Mapleton shaly silt loam, 8 to 15 percent slopes	Farmland of statewide importance	0.9	4.7%
MoA	Monarda-Burnham complex, 0 to 3 percent slopes	Not prime farmland	0.3	1.8%
MoB	Monarda-Burnham complex, 3 to 8 percent slopes	Not prime farmland	0.6	3.3%
Totals for Area of Interest			19.9	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary
Tie-break Rule: Lower

JANET T. MILLS
GOVERNOR

STATE OF MAINE
DEPARTMENT OF
INLAND FISHERIES & WILDLIFE
284 STATE STREET
41 STATE HOUSE STATION
AUGUSTA ME 04333-0041

JUDITH CAMUSO
COMMISSIONER

July 7, 2021

John Petrilla
Border Patrol & Air and Marine PMO
U.S. Customs and Border Protection
1300 Pennsylvania Ave NW
Washington, DC 20229

RE: Information Request – Border Patrol Station Project, Houlton

Dear John:

Per your request received on July 06, 2021, we have reviewed current Maine Department of Inland Fisheries and Wildlife (MDIFW) information for known locations of Endangered, Threatened, and Special Concern species; designated Essential and Significant Wildlife Habitats; and inland fisheries habitat concerns within the vicinity of the *Border Patrol Station* project in Houlton.

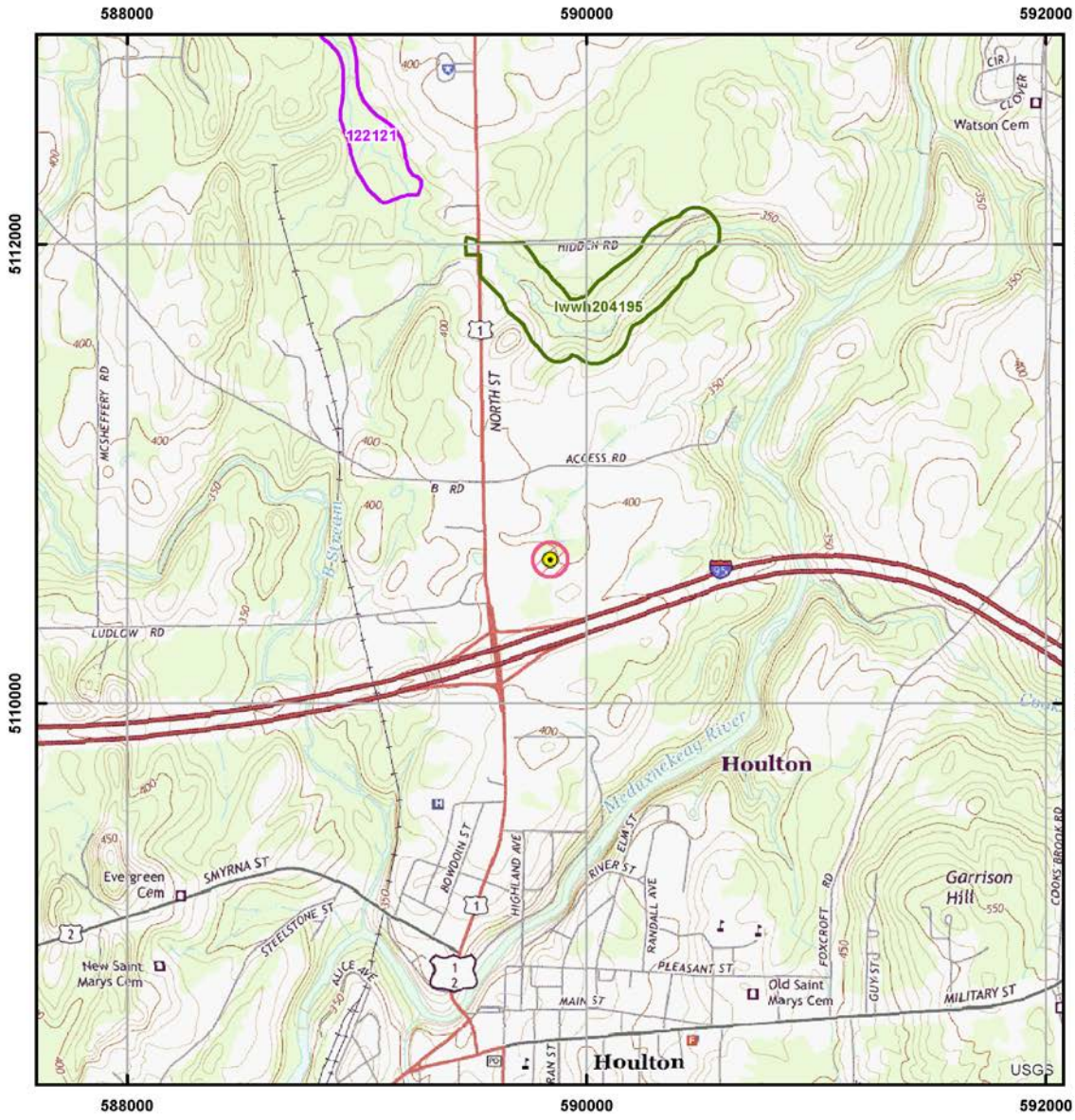
Our information indicates no locations of State-listed Endangered, Threatened, or Special Concern species within the project area that would be affected by your project. Additionally, our Department has not mapped any Essential or Significant Wildlife Habitats or inland fisheries habitats that would be directly affected by your project.

This consultation review has been conducted specifically for known MDIFW jurisdictional features and should not be interpreted as a comprehensive review for the presence of other regulated features that may occur in this area. Prior to the start of any future site disturbance we recommend additional consultation with the municipality, and other state resource agencies including the Maine Natural Areas Program, Maine Department of Marine Resources, and Maine Department of Environmental Protection in order to avoid unintended protected resource disturbance.

Please feel free to contact my office if you have any questions regarding this information, or if I can be of any further assistance.

Best regards,

Becca Settele
Wildlife Biologist



Environmental Review of Fish and Wildlife Observations and Priority Habitats

Project Name: Border Patrol Station, Houlton (Version 1)

Maine Department of Inland Fisheries and Wildlife

Miles

0 0.125 0.25 0.5 0.75 1

Projection: UTM, NAD83, Zone 19N

Date: 7/6/2021

- ProjectSearchAreas - All Versions
- Maine Cliff and Talus Areas
- Deer Winter Area
- LUPC p-fw
- Cooperative DWAs
- Seabird Nesting Islands
- Shorebird Areas
- Inland Waterfowl and Wading Bird
- 2008 lwwh - Shoreland Zoning
- Tidal Waterfowl and Wading Bird
- Significant Vernal Pools
- Environmental Review Polygons
- Roseate Tern
- Piping Plover and Least Tern
- Aquatic ETSc - 2.5 mi review
- Rare Mussels - 5 mi review
- Maine Heritage Fish Waters
- Arctic Charr Habitat
- Redfin Pickerel and Swamp Darter Habitats - buffer100ft
- Special Concern occupied habitats - 100ft buffer
- Wild Lake Trout Habitats

Town of Houlton

CODE * ENFORCEMENT * OFFICE

21 Water St. Houlton, ME. 04730
tel. (207)532-7111, fax (207)532-1304
e-mail: code.enforcement@houlton-maine.com

June 29, 2021

To: John Petrilla, U. S. Customs and Border Protection.

RE: Proposed new Houlton Border Patrol Station.

Dear, Mr. Petrilla,

The proposed BPS on the Access Road in Houlton is a Government Facility, Federal in Houlton's Zoning Ordinance and would require Planning Board approval. A building permit and driveway permit would be required from the Houlton Code Enforcement Office.

The State of Maine DOT may require a traffic movement permit. The Access Road enters US 1 Highway/ North Street.

The State of Maine DEP may require a site plan/ storm water plan/permit. Would have to set back 75' from any wet lands.

The State of Maine Fire Marshalls Office may require construction and ADA compliant permits.

If you have any other questions please feel free to call me 207-521-5928 or 207-532-711 or e-mail.

Sincerely,

Kevin Tingley CEO/LPI/LHO/AO
Town of Houlton

Josh McEnany

From: DEYOUNG, DONNA J. (CTR) <donna.j.deyoung@cbp.dhs.gov>
Sent: Tuesday, July 27, 2021 8:23 AM
To: Josh McEnany
Subject: FW: Proposed Houlton Border Patrol Station, Houlton, Maine

Good morning,
Please see the attached comments from EPA. They suggest analyzing traffic and noise in the EA. Were we planning on doing that?
Thanks,

Donna DeYoung

Environmental Specialist
LMI Government Consulting
Real Estate & Environmental Services/Tower Leasing Program
Border Patrol & Air and Marine Program Management Office
Facilities Management
Cell: 214-701-4313
donna.j.deyoung@cbp.dhs.gov

Excel as a trusted strategic partner enhancing Border Patrol's proud legacy.

From: PETRILLA, JOHN <JOHN.P.PETRILLA@cbp.dhs.gov>
Sent: Monday, July 26, 2021 6:46 PM
To: DEYOUNG, DONNA J. (CTR) <donna.j.deyoung@cbp.dhs.gov>
Subject: FW: Proposed Houlton Border Patrol Station, Houlton, Maine

Hi Donna,

Please see below.

Regards,
John

From: Timmermann, Timothy <Timmermann.Timothy@epa.gov>
Sent: Monday, July 26, 2021 4:34 PM
To: PETRILLA, JOHN <JOHN.P.PETRILLA@cbp.dhs.gov>
Cc: Timmermann, Timothy <Timmermann.Timothy@epa.gov>
Subject: Proposed Houlton Border Patrol Station, Houlton, Maine

Dear Mr. Petrilla:

Thank you for your recent request for scoping comments related to the proposed new Houlton Border Patrol Station in Houlton, Maine. We have several general recommendations for your consideration as you work to prepare the Environmental Assessment (EA) for the proposed project.

Wetland Impacts

We recommend that the EA fully describe any potential impacts to wetlands and streams associated with the proposed project and measures that will be taken to avoid and minimize impacts.

Historic/Archaeological/Tribal Issues

We recommend that the project include a discussion of the steps that will be taken should any human remains, archeological properties or other items of historical importance be unearthed during project development. If any are encountered we recommend that project work cease and that the appopriate authorities including the Houlton Band of Maliseet Indians be contacted.

Traffic and Noise

The proposed facility will include a helipad, parking and building space to support up to 50 agents on 15 acres of agricultural land off of Access Road in Houlton. We recommend that the traffic and noise impacts of facility operations on the surrounding community be analyzed in the EA.

Thank you again for the opportunity to comment. We look forward to reviewing the EA when it is available.

Please contact me with any questions.

Regards,

Timothy L. Timmermann, Director
Office of Environmental Review
EPA New England-Region 1
5 Post Office Square, Suite 100
Mail Code 06-3
Boston, MA 02109-3912

Email: timmermann.timothy@epa.gov
Telephone: 617-918-1025
E-Fax: 617-918-0025

Josh McEnany

From: DEYOUNG, DONNA J. (CTR) <donna.j.deyoung@cbp.dhs.gov>
Sent: Tuesday, August 17, 2021 4:35 PM
To: Josh McEnany
Subject: FW: New Border Patrol Station- THPO for Aroostook Band of Micmac

Donna DeYoung

Environmental Specialist
LMI Government Consulting
Real Estate & Environmental Services/Tower Leasing Program
Border Patrol & Air and Marine Program Management Office
Facilities Management
Cell: 214-701-4313
donna.j.deyoung@cbp.dhs.gov

Excel as a trusted strategic partner enhancing Border Patrol's proud legacy.

From: PETRILLA, JOHN <JOHN.P.PETRILLA@cbp.dhs.gov>
Sent: Thursday, August 5, 2021 6:32 PM
To: Kendyl Reis <kreis@micmac-nsn.gov>; DEYOUNG, DONNA J. (CTR) <donna.j.deyoung@cbp.dhs.gov>
Subject: RE: New Border Patrol Station- THPO for Aroostook Band of Micmac

Hi Kendyl,

Good deal. Thank you.

Regards,
John

From: Kendyl Reis <kreis@micmac-nsn.gov>
Sent: Thursday, August 5, 2021 10:53 AM
To: PETRILLA, JOHN <JOHN.P.PETRILLA@cbp.dhs.gov>; DEYOUNG, DONNA J. (CTR) <donna.j.deyoung@cbp.dhs.gov>
Subject: Re: New Border Patrol Station- THPO for Aroostook Band of Micmac

Hey John and Ms. Deyoung,

I got the Cultural Resource Survey report and wanted to thank you for that! I've read it and trust/concur with their findings. For Ms. Deyoung, my name is Kendyl and I am the new THPO for the Mi'kmaq Nation here in Presque Isle!

Kendyl Reis

On Thu, Jul 15, 2021 at 8:10 AM Kendyl Reis <kreis@micmac-nsn.gov> wrote:

> John,
>
> Thank you so much for that information! I appreciate it.

Kendyl

On Wed, Jul 14, 2021 at 11:03 AM PETRILLA, JOHN <JOHN.P.PETRILLA@cbp.dhs.gov> wrote:

Hi Kendyl,

Please see Scenario II in the attached and let me know if you have any questions.

Regards,

John

John Petrilla

Acting Environmental Branch Chief

Border Patrol & Air and Marine Program Management Office

U.S. Customs and Border Protection

Office: (949) 643-6385

Mobile: (949) 278-0353

john.p.petrilla@cbp.dhs.gov

From: Kendyl Reis <kreis@micmac-nsn.gov>
Sent: Wednesday, July 14, 2021 5:52 AM
To: PETRILLA, JOHN <JOHN.P.PETRILLA@cbp.dhs.gov>
Subject: Re: New Border Patrol Station- THPO for Aroostook Band of Micmac

Hey John,

Thank you! I was wondering if it is possible to get a copy, or where to find a copy, of the standard operating procedure when human remains are found?

Thanks again,

Kendyl

On Tue, Jul 13, 2021 at 7:07 PM PETRILLA, JOHN <JOHN.P.PETRILLA@cbp.dhs.gov> wrote:

Hi Kendyl,

Thank you for your interest in our project and your response letter. We will continue to share project and project location information with you in the course of completing our NEPA and NHPA requirements, including providing a draft EA and cultural resource survey report for your review and consulting with you. We will also notify you and follow our standard operating procedure in the event of any post review discovery of cultural materials or human remains.

Regards,

John

John Petrilla

Acting Environmental Branch Chief

Border Patrol & Air and Marine Program Management Office

U.S. Customs and Border Protection

Office: (949) 643-6385

Mobile: (949) 278-0353

john.p.petrilla@cbp.dhs.gov

From: Kendyl Reis <kreis@micmac-nsn.gov>
Sent: Tuesday, July 13, 2021 9:07 AM
To: PETRILLA, JOHN <JOHN.P.PETRILLA@cbp.dhs.gov>
Subject: New Border Patrol Station- THPO for Aroostook Band of Micmac

Hey there Mr. Petrilla,

My name is Kendyl Reis and I am the new THPO for the Aroostook Band of Micmac. I just read through your letter about the new border patrol station. I have attached a general letter that outlines the various interests of the Micmac Nation but I wanted to write this email to emphasize that the Houlton area is an area of importance to the THPO office and to the tribe. So as a whole, we are asking this project to please be mindful and let us know right away should you find anything.

Good luck with the project!

Thank you so much,

Kendyl Reis

Tribal Historic Preservation Officer

Aroostook Band of Micmac

207-764-1972 ext 161

--

Kendyl Reis

Tribal Historic Preservation Officer

Aroostook Band of Micmac

207-764-1972 ext.161

--

Kendyl Reis

Tribal Historic Preservation Officer
Aroostook Band of Micmac
207-764-1972 ext.161

--
Kendyl Reis
Tribal Historic Preservation Officer
Aroostook Band of Micmac
207-764-1972 ext.161

Office of the Tribal Historic Preservation Officer
Aroostook Band of Micmacs
Kendyl reis
7 Northern Road
Presque Isle, ME 04769
Phone: (207)764-1972 ext. 161
Fax: (207)764-7667
Email: kreis@micmac-nsn.gov

Thank you for the opportunity to review the above-referenced project for compliance with National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA) requirements.

Based on the project description, we do not have knowledge of any specific sites or cultural features that exist at the proposed project location. However, this geographic area does constitute traditional areas that were historically utilized by members of the Aroostook Band of Micmacs and other northeaster Tribes. Therefore, we respectfully, request that if during the course of excavation/construction activities, human remains, artifacts, or any other evidence of Native American presence is discovered, that site activities in the vicinity of the discovery immediately cease, pending notification to us.

In addition, if this project results in wetland disturbances requiring mitigation, we are requesting that you utilize the black ash (Fraginus nigra) as the principle wetland species for wetland restoration activities. The black ash tree has special significance in the culture of the northeastern Tribes and is used extensively for weaving baskets and other Native American crafts. The black ash tree also provides valuable food and habitat for migratory waterfowl and other wildlife. Unfortunately however, this species has been selected against by foresters and landowners who favor other tree species. As a result of this, and other environmental factors, the black ash tree is in serious decline in Maine. The Aroostook Band of Micmacs has completed several black ash wetland restoration projects and we have a dependable source for highly-quality seedlings, and the experience and expertise to assist you with black ash wetland restoration projects.

On the subject of human remains, artifacts, or any other evidence of Native American presence is discovered. The human remains will be reburied with the appropriate respect for the remains that is required at a distinctive and respectable site. The artifacts and other evidence of Native American discovery will be documented with appropriate detail. The items will be analyzed for the precise period of the items distinctive period and will be documented by the Tribal Historic Preservation Officer from the Aroostook Band of Micmacs. If you have any questions or comments, please feel free to contact me.

Sincerely,

Kendyl Reis
Tribal Historic Preservation Officer

From: Mahaney, Wende <wende_mahaney@fws.gov>
Sent: Monday, July 12, 2021 1:01 PM
To: PETRILLA, JOHN <JOHN.P.PETRILLA@cbp.dhs.gov>
Cc: McCollough, Mark <mark_mccollough@fws.gov>

Subject: JUne 24, 2021 letter regarding proposed U.S. Border Patrol Station in Houlton, Maine

Dear Mr. Patrilla,
We received your June 24, 2021 letter regarding the proposed U.S. Border Patrol Station in Houlton, Maine. If you have not done so already, we recommend that you visit the U.S. Fish and Wildlife Service's Information for Planning and Consultation website and obtain an Official Species List to assist you in compliance with the Endangered Species Act.

https://ecos.fws.gov/ipac/

IPaC: Home - FWS

Build a biological assessment Consultation Package Builder (CPB)
replaces and improves on the original Impact Analysis by providing interactive, step-by-step process to help you prepare a full
consultation package leveraging U.S. Fish and Wildlife Service data recommendations, including conservation measures designed to you avoid or minimize effects to listed species.
ecos.fws.gov

You are likely to have two species on the Official Species List, the threatened northern long-eared bat and the threatened Canada lynx. If your agency determines that the proposed project may affect either of these federally listed species, then further consultation under section 7 of the ESA may be warranted. For the northern long-eared bat, this project is likely eligible to use the streamlined consultation process associated with this species' 4(d) rule. This streamlined consultation process can also be accessed through our IPaC website under "Regulatory Review" and "Evaluate Determination Keys". Many projects that "may affect" the northern long-eared bat in Maine are able to complete section 7 consultation through the IPaC website with no further coordination needed with the Maine Field Office.

We do not have any information on the likely presence or absence of the northern long-eared bat at the proposed project site in Houlton. While it sounds like most of the project site is open, existing agricultural fields, the forested riparian areas along the nearby Meduxnekeag River could provide roosting and foraging habitats for bats. In general, we are lacking data on where northern long-eared bats occur in Maine currently; many Fedeal agencies, therefore, just assume that the species could be present if there is forested habitat on a project site and

then use the streamlined consultation process in IPaC to meet their ESA section 7 consultation obligations (assuming that the project is otherwise eligible for the streamlined process).

If you have further questions related to Canada lynx, please feel free to reach out to my colleague, Mark McCollough. He is copied on this email. His office phone number is 207-902-1570. You can contact me with any further questions related to the northern long-eared bat. Please let us know if you have any further questions.

Thank you. Wende

Wende S. Mahaney, C.W.B. (she/her/hers)
U.S. Fish and Wildlife Service
Maine Field Office
P.O. Box A (mailing address)
306 Hatchery Road (physical address)
East Orland, Maine 04431
Telephone: (207) 902-1569 (direct line)
Fax: (207) 902-1588
Cellular Phone: 207-944-2991

Tribal Historic Preservation Office
Passamaquoddy Tribe
PO Box 159 Princeton, Me. 04668
207-214-4051

August 4, 2021

Josh McEnany
Gulf South Research Corporation
Environmental Resources Manager
8081 Innovation Park Drive
Baton Rouge, La 70820

Re: Houlton – US Border Patrol Station Project

Dear Josh;

The Passamaquoddy THPO has reviewed the following applications regarding the historic properties and significant religious and cultural properties in accordance with NHPA, NEPA, AIRFA, NAGPRA, ARPA, Executive Order 13007 Indian Sacred Sites, Executive Order 13175 Consultation and Coordination with Indian Tribal Governments, and Executive Order 12898 Environmental Justice.

The Project listed above will not have any impact on cultural and historical concerns of the Passamaquoddy Tribe. If archeological material is uncovered, please contact this office.

Sincerely;

Donald Soctomah
Soctomah@gmail.com
THPO
Passamaquoddy Tribe

PENOBSCOT NATION
CULTURAL & HISTORIC PRESERVATION
12 WABANAKI WAY, INDIAN ISLAND, ME 04468
CHRIS SOCKALEXIS – TRIBAL HISTORIC PRESERVATION OFFICER
E-MAIL: chris.sockalexis@penobscotnation.org

NAME	Josh McEnany
ADDRESS	Gulf South Research Corporation 8081 Innovation Park Drive Baton Rouge, La 70820
OWNER'S NAME	U.S. Customs and Border Protection
TELEPHONE	(225) 757-8088
EMAIL	joshm@gsrcorp.com
PROJECT NAME	Construction, operation, and maintenance of a U.S. Border Patrol Station
PROJECT SITE	Houlton, ME
DATE OF REQUEST	August 3, 2021
DATE REVIEWED	November 4, 2021

Thank you for the opportunity to comment on the above referenced project. This project appears to have no impact on a structure or site of historic, architectural or archaeological significance to the Penobscot Nation as defined by the National Historic Preservation Act of 1966, as amended.

If there is an inadvertent discovery of Native American cultural materials during the course of the project, please contact my office at (207) 817-7471. Thank you for consulting with the Penobscot Nation Tribal Historic Preservation Office with this project.

Chris Sockalexis, THPO
Penobscot Nation

APPENDIX B
STATE LISTED SPECIES

State and Federally Listed and Special Concern Species for ME and Associated Habitats

- *Notes: Italicized "Threatened" or "Endangered" listings in the Federal column are administered by the National Marine Fisheries Service; all other species are regulated by the U.S. Fish and Wildlife Service, except for Atlantic salmon and Atlantic salmon critical habitat which is regulated by both agencies; Italicized "Threatened" or "Endangered" listings in the State column are administered by the Maine Department of Marine Resources.*

Scientific Name	Common Name	State	Federal	Habitats and Locations
Birds				
Alca torda	Razorbill	Threatened		Rocky isolated coastal islands; Knox Co. north
Ammodramus savannarum	Grasshopper sparrow	Endangered		Grasslands, blueberry barrens; York, Cumberland, Sagadahoc & Kennebec Co.
Anthus rubescens	American pipit	Endangered (breeding population only)		Alpine tundra; Mount Katahdin
Asio flammeus	Short-eared owl	Threatened (breeding population only)		Expansive grasslands, heathlands, or marshes; statewide
Aquila chrysaetos	Golden eagle	Endangered		Southwestern Aroostook, northwestern Piscataquis and northern Franklin and Oxford Co.
Bartramia longicauda	Upland sandpiper	Threatened		Large grasslands and barrens (> 150 acres); all except Piscataquis & Franklin Co.
Bucephala islandica	Barrow's goldeneye	Threatened		Large lakes, rivers and coastal areas; statewide
Calidris canutus rufa	Rufa red knot		Threatened	Breeds in the artic, but immature birds use coastal Maine during summer and during fall migrating birds' may stop-over along the Atlantic coast. Known to occur in the following counties: Androscoggin, Cumberland, Hancock, Know, Lincoln, Penobscot, Sagadahoc, Washington
Charadrius melodus	Piping plover	Endangered	Threatened	Coastal beaches; Sagadahoc, Cumberland &York Co.
Cistothorus platensis	Sedge wren	Endangered		Freshwater meadows dominated by grasses and sedges with or without scattered shrubs and adjoining grassed uplands; all except Aroostook
Chlidonias niger	Black tern	Endangered		Large (> 40 acres) shallow emergent marshes in association with still water (e.g., lakes, impoundments) and slow moving streams; Kennebec, Somerset, Piscataquis, Penobscot, Waldo and Washington Co.
Falco peregrinus	Peregrine falcon	Endangered (breeding population only)		Mountainous and coastal cliffs; statewide
Fratercul aartica	Atlantic puffin	Threatened		Coastal islands; Lincoln Co. north
Gallinula chloropus	Common moorhen	Threatened		Marshes and ponds often with extensive emergent vegetation; All of Maine except northern portions of Oxford, Franklin, Somerset, Piscataquis, Penobscot and western Aroostook Co.
Histrionicus histrionicus	Harlequin duck	Threatened		Coastal areas and islands during October to March; all coastal Co.

State and Federally Listed Species for ME and Associated Habitats

- *Notes: Italicized "Threatened" or "Endangered" listings in the Federal column are administered by the National Marine Fisheries Service; all other species are regulated by the U.S. Fish and Wildlife Service, except for Atlantic salmon and Atlantic salmon critical habitat which is regulated by both agencies; Italicized "Threatened" or "Endangered" listings in the State column are administered by the Maine Department of Marine Resources.*

	Scientific Name	Common Name	State	Federal	Habitats and Locations
	Ixobrychus exilis	Least bittern	Endangered		Emergent freshwater marshes (chiefly with cattails), but may occur in salt marshes; coastal third of Maine from southern Oxford Co. northeast to southern Somerset Co.
	Nycticorax nycticorax	Black-crowned night heron	Threatened		Coastal islands with suitable shrubs and trees; Isle of Shoals to Muscongus Bay
	Phalacrocorax carbo	Great cormorant	Threatened (breeding population only)		Coastal islands; 10 – 12 islands in outer Penobscot and Jericho Bays
	Sterna antillarum	Least tern	Endangered		Coastal areas on open sand, gravel or shell-covered beaches; Knox, Cumberland & Sagadahoc Co.
	Sterna dougallii dougallii	Roseate tern	Threatened	Endangered	Coastal areas; all coastal counties
	Sterna paradisaea	Arctic tern	Threatened		Coastal islands; all coastal counties
Fish					
	Acipenser brevirostrum	Shortnose sturgeon	Endangered	*Endangered*	Riverine systems and brackish habitats in lower portions of the Penobscot, Kennebec, Sheepscot, Androscoggin Rivers, and Merrymeeting Bay
	Acipenser oxyrinchus oxyrinchus	Atlantic sturgeon		*Threatened Crit. Hab. Proposed*	Riverine systems and brackish habitats in lower portions of watersheds from the St. Johns to the Piscataquis River.
	Esox americanus americanus	Redfin pickerel	Endangered		Kennebec River (lower portions near confluence with Merrymeeting Bay, Sagadahoc Co.
	Etheostoma fusiforme	Swamp darter	Threatened		Found in theYork, Great Works and Neddick River drainages; York Co.
	Salmo salar	Atlantic salmon		Endangered & Critical Habitat	Known to occur in clear coldwater streams and rivers in the Aroostook, St. Croix, South Branch Meduxnekeag, Kennebec, Sandy, Androscoggin, Little Androscoggin, Charndler, Narraguagus, Pleasant, Machias, East Machias, Dennys, Mattawamkeag, Penobscot, Kenduskeag, Piscataquis, Passadumkeag, Marsh, St. George, Sebasticook, Ducktrap, Medomak, Sheepscot, and .Saco Rivers and Tunk, lower Prestile, Molunkus, Seboeis, Sunkhaze, Birch, and Souadabscook Streams and their tributaries
Insects					
	Boloria chariclea grandis	Purple lesser fritillary	Threatened		Dry boreal woodland; northern Aroostook Co.
	Callophrys gryneus	Juniper hairstreak	Endangered		Old fields and hilltops with eastern red cedar; southern York Co.
	Callophrys hesseli	Hessel's hairstreak	Endangered		Swamps or bogs with Atlantic cedar present; York Co.

State and Federally Listed Species for ME and Associated Habitats

- *Notes: Italicized "Threatened" or "Endangered" listings in the Federal column are administered by the National Marine Fisheries Service; all other species are regulated by the U.S. Fish and Wildlife Service, except for Atlantic salmon and Atlantic salmon critical habitat which is regulated by both agencies; Italicized "Threatened" or "Endangered" listings in the State column are administered by the Maine Department of Marine Resources.*

Scientific Name	Common Name	State	Federal	Habitats and Locations
Epeorus frisoni	Roaring brook mayfly	Endangered		High-gradient, clear mountain streams with cascades, large boulders and a coarse granite bottom; Roaring Brook, Mt Katahdin, Piscataquis Co.
Erynnis brizo	Sleepy duskywing	Threatened		Pitch pine-scrub oak barrens and dry woodlands; southern York Co.
Gomphus quadricolor	Rapids clubtail	Endangered		Large forested streams and rivers; Saco River, York Co.
Lycaena dorcas claytoni	Clayton's copper butterfly	Endangered		Along the edge of calcareous limestone wetlands, non-acidic bogs and fens, and streamside shrublands and meadows where shrubby cinquefoil occurs (its larval host plant); Aroostook, Penobscot and Piscataquis Co.
Lycia rachelae	Twilight moth	Threatened		Sandy soils in pitch pine - oak barrens; southern Oxford & York Co.
Oeneis polixenes katahdin	Katahdin artic butterfly	Endangered		Alpine tundra on the summit of Mt. Katahdin; Piscataquis Co.
Ophiogomphus columbrinus	Boreal snaketail	Threatened		Forested streams and rivers; Saco (Oxford & Cumberland Co) and St. John Rivers (Aroostook Co).
Siphlonisca aerodromia	Tomah mayfly	Threatened		Small rivers and streams bordered by extensive areas of sedge Meadow floodplain; known locations in Aroostook, Washington, Hancock, Penobscot, Somerset, and Franklin Counties, and probably in Piscataquis, as well.
Satyrium edwardsii	Edwards' hairstreak	Endangered		Dry oak thickets in pine woodlands (pitch pine – oak barrens); Oxford and York Co.
Williamsonia lintneri	Ringed boghaunter	Threatened		Small acidic pocket swamps, fens & vernal pools; York and southern Oxford Co.
Zanclognatha martha	Pine barrens zanclognatha	Threatened		Pitch pine - oak barrens; southern Oxford & York Co.
Bombus affinis	Rusty Patch Bumblebee		Proposed	Listing area and affected counties to be determined.
Mammals				
Balaenoptera borealis	Sei whale	Endangered	*Endangered*	Pelagic and coastal areas; all coastal Co.
Balaenoptera physalus	Finback whale	Endangered	*Endangered*	Pelagic and coastal areas; all coastal Co.
Eubalaena glacialis	Northern right whale	Endangered	*Endangered*	Pelagic and coastal areas; all coastal Co.
Megaptera novaeangliae	Humpback whale	Endangered	*Endangered*	Pelagic and coastal areas; all coastal Co.
Physeter catodon	Sperm whale	Endangered	*Endangered*	Pelagic and coastal areas; all coastal Co.
Balaenoptera musculus	Blue Whale		*Endangered*	Pelagic and coastal areas; all coastal Co.
Canis lupus	Gray Wolf		Endangered	Northern and western Maine; thought to be extirpated from Maine.

State and Federally Listed Species for ME and Associated Habitats

- *Notes: Italicized "Threatened" or "Endangered" listings in the Federal column are administered by the National Marine Fisheries Service; all other species are regulated by the U.S. Fish and Wildlife Service, except for Atlantic salmon and Atlantic salmon critical habitat which is regulated by both agencies; Italicized "Threatened" or "Endangered" listings in the State column are administered by the Maine Department of Marine Resources.*

Scientific Name	Common Name	State	Federal	Habitats and Locations
Lynx canadensis	Canada lynx		Threatened & Critical Habitat	Large undeveloped blocks of dense early successional forest regeneration (especially boreal forest, 10 – 20 years after disturbance); Aroostook, Piscataquis, Somerset & Franklin
Myotis septentrionalis	Northern long-eared bat	Endangered	Threatened	Forest and woodlands throughout Maine. Activity period is from April 15 to Oct 31 and the primary pup-rearing season extends from June 1 through July 31 of a calendar year. Caves and abandoned mines are known winter hibernacula.
Myotis lucifugus	Little brown bat	Endangered		Forest and woodlands throughout Maine. Activity period is from April 15 to Oct 31 and the primary pup-rearing season extends from June 1 through July 31 of a calendar year. Often seen feeding over water on aquatic insects. Caves and abandoned mines are known winter hibernacula.
Myotis leibii	Small-footed bat	Threatened		A widely distributed although rare bat associated with forests. Active from early April 15 to late Nov and pup-rearing occurs from late May through July 31. Maternity can be in trees, but are more often in cracks and crevices in rocky outcrops, cliffs, and talus slopes. Caves and abandoned mines are known winter hibernacula.
Sylvilagus transitionalis	New England cottontail	Endangered		Shrub thickets and dense early successional forest; primarily in eastern half of York and Cumberland Co.
Synaptomys borealis	Northern bog lemming	Threatened		Moist, wet meadows or boggy areas often associated with artic or alpine tundra and spruce-fir forests; Piscataquis (near and in Baxter State Park) & Franklin Co.
Mollusks				
Alasmidonta varicose	Brook floater	Threatened		Rivers and streams of high water quality and stable substrates of the Atlantic coastal region (St. George, Sheepscot, Marsh Stream, Penobscot watershed, and most Downeast salmon rivers; Aroostook, Cumberland, Hancock, Kennebec, Knox, Lincoln, Penobscot, Piscataquis, Somerset, Waldo & Washington Co.
Lampsilis cariosa	Yellow lampmussel	Threatened		Medium to large rivers, also lakes and ponds and will tolerate impoundments. Suitable bottom substrates include: silt, sand, cobble, and gravel; known to occur in the Penobscot, St. George and lower Kennebec River watersheds; Aroostook, Kennebec, Knox, Penobscot, Piscataquis, Waldo & Washington Co.
Leptodea ochracea	Tidewater mucket	Threatened		Coastal lakes, ponds and slow-moving portions of rivers, and will tolerate impoundments. Suitable bottom substrates include: silt, sand, gravel and cobble; Merrymeeting Bay and the Penobscot, St. George, lower Kennebec and Androscoggin Rivers; Hancock, Kennebec, Knox, Lincoln, Penobscot, Sagadahoc, Somerset & Waldo Co.

State and Federally Listed Species for ME and Associated Habitats

- *Notes: Italicized "Threatened" or "Endangered" listings in the Federal column are administered by the National Marine Fisheries Service; all other species are regulated by the U.S. Fish and Wildlife Service, except for Atlantic salmon and Atlantic salmon critical habitat which is regulated by both agencies; Italicized "Threatened" or "Endangered" listings in the State column are administered by the Maine Department of Marine Resources.*

Scientific Name	Common Name	State	Federal	Habitats and Locations
Plants (Note: Plant species with federal protected status are listed below; a separate document lists State-protected plants)				
Isotria medeoloides	Small whorled pagonia	Endangered	Threatened	Upland mixed-deciduous or mixed-deciduous/coniferous forests with sparse to moderate ground cover, a relatively open understory, proximity to long-persisting breaks in forest canopy (e.g., streams, roads), on acidic, nutrient poor soils with a fragipan, and on 0 – 17% slopes. Populations are known to exist in York, Cumberland, Oxford, and Kennebec Co.
Pedicularis furbishiae	Furbish's lousewort	Endangered	Endangered	Shrub- or herb-dominated seepy riverbanks between the forest edge and the summer water level; St. John River, Aroostook Co.
Plantanthera leucopehaea	Eastern prairie fringe orchid	Endangered	Threatened	Wet prairie or open swamps, or bogs or fens and shores (open wetland, not coastal nor river-shore); Aroostook Co.
Reptiles				
Caretta caretta	Atlantic loggerhead sea turtle	Threatened	*Threatened*	Pelagic and coastal areas, summer only; all coastal Co.
Dermochelys coriacea	Leatherback sea turtle	Endangered	*Endangered*	Pelagic and coastal areas, summer only; all coastal Co.
Lepidochelys kempi	Atlantic ridley sea turtle	Endangered	*Endangered*	Pelagic and coastal areas, summer only; all coastal Co.
Clemmys guttata	Spotted turtle	Threatened		Vernal pools, wetlands, bogs and riparian zones within a forested Landscape; York, Cumberland, Androscoggin Sagadahoc, Lincoln, Kennebec, Knox, Waldo, and southern portions of Oxford, Franklin, Somerset, & Hancock Co.
Emydoidea blandingii	Blanding's turtle	Endangered		Small wetlands and vernal pools within large blocks of forested habitat (> 500 acres); York, Cumberland and southern portions of Oxford & Androscoggin Co.
Terrapeme carolina	Box turtle	Endangered		Moist woodlands, bushy fields and meadows, bogs, marshes Possibly portions of York or Cumberland Co.
Coluber constrictor	Black racer	Endangered		Deciduous and coniferous forest and woodlands interspersed with, fields, swamps, marshes, and grasslands; York, Cumberland and southern Oxford Co.

State Special Concern Animal Species

Special Concern Species: Any species of fish or wildlife that does not meet the criteria as Endangered or Threatened but is particularly vulnerable and could become a Threatened, Endangered or Extirpated Species due to restricted distribution, low or declining numbers, specialized habitat needs or limits, or other factors, or is a species likely deserving of threatened or endangered status, but for which insufficient data are currently available.

The special concern species list was too large to duplicate, so please use the following link to access the Maine Department of Inland Fish and Wildlife species list:

http://www.maine.gov/ifw/wildlife/endangered/specialconcern.htm

State Endangered, Threatened, and Rare Plant Species

Endangered, Threatened and Rare plant lists are large, so please use the following link to access the Maine Natural Areas Program species list:

http://www.maine.gov/dacf/mnap/features/rare_plants/plantlist.htm

References

Carlson, B. and S. Sweeney. 1999. Threatened and endangered species in forests of Maine.

Maine Inland Fisheries and Wildlife website: Special concern species, Augusta, ME.

Maine Natural Areas Program website. Rare plants fact sheets. Department of Conservation, Augusta ME. (http://www.maine.gov/dacf/mnap/features/rare_plants/plantlist.htm)

McCollough, M, C. Todd, B. Swartz, P. deMaynadier, H. Givens. 2003. Maine's Endangered and threatened wildlife. Maine Department of Inland Fisheries and Wildlife. Augusta, ME. 117pp.

Nedeau, E., M. McCollough, B. Swartz. 2000. The freshwater mussels of Maine. Maine Department of Inland Fisheries and Wildlife. Augusta, ME. 118pp.

Unknown author. 2007. Recommended changes to Maine's list of endangered and threatened species. Maine Department of Inland Fisheries and Wildlife. Augusta, ME. 40pp.

NMFS). 2009. Endangered and threatened species; designation of critical habitat for Atlantic salmon Gulf of Maine distinct population segment. Federal Register 74 (117): 29300-29341

Maine Natural Areas Program
Rare, Threatened, and Endangered Plant Taxa

Scientific Name	Common Name	State Rank	Global Rank	State Status	Federal Status
Acalypha virginica *	Three-seeded Mercury	SH	G5	PE	
Adiantum aleuticum	Aleutian Maidenhair Fern	S1	G5?	E	
Adlumia fungosa	Allegheny Vine	S1	G4	E	
Agalinis maritima	Saltmarsh False-foxglove	S3	G5	SC	
Agalinis neoscotica	Nova Scotia False-foxglove	S1	G4	T	
Agalinis purpurea	Large-purple False Foxglove	S1	G5	E	
Agrostis mertensii	Boreal Bentgrass	S2	G5	T	
Aletris farinosa *	Unicorn Root	SX	G5	PE	
Allium canadense	Wild Garlic	S2	G5	SC	
Allium tricoccum	Wild Leek	S3	G5	SC	
Amelanchier gaspensis †	Gaspe Shadbush	S2	G5T4?	SC	
Amelanchier nantucketensis	Nantucket Shadbush	S2	G3Q	T	
Amerorchis rotundifolia	Small Round-leaved Orchis	S2	G5	T	
Anemone acutiloba * †	Sharp-lobed Hepatica	SX	G5T5	PE	
Anemone multifida	Cut-leaved Anemone	S1	G5	T	
Anthoxanthum monticola †	Alpine Sweet Grass	S1	G5	T	
Arctous alpina †	Alpine Bearberry	S1	G5	T	
Arnica lanceolata	Hairy Arnica	S2	G3	T	
Artemisia campestris ssp. *canadensis* * †	Canadian Wormwood	SH	G5T5	PE	
Artemisia campestris ssp. *caudata*	Beach wormwood	S1S2	G5T5	SC	
Asarum canadense	Wild Ginger	S1S2	G5	T	
Asclepias tuberosa *	Butterfly Weed	SX	G5?	PE	
Asplenium platyneuron	Ebony Spleenwort	S2	G5	SC	
Asplenium rhizophyllum *	Walking Fern	SX	G5	PE	
Asplenium viride †	Green Spleenwort	S1	G4	E	
Astragalus alpinus var. *brunetianus*	Alpine Milk-vetch	S3	G5T3	SC	
Astragalus eucosmus *	Elegant Milk-vetch	SX	G5	PE	
Astragalus robbinsii var. *minor*	Robbins' Milk-vetch	S1	G5T5	E	
Aureolaria pedicularia	Fern-leaved False Foxglove	S3	G5	SC	
Baptisia tinctoria *	Yellow Wild Indigo	SH	G5	PE	
Barbarea orthoceras *	American Winter-cress	SH	G5	PE	
Bartonia paniculata	Screwstem	S1	G5	T	
Benthamidia florida †	Flowering Dogwood	S1	G5	E	
Betula glandulosa	Tundra Dwarf Birch	S1	G5	E	
Betula minor	Dwarf White Birch	S1	G4Q	E	
Betula pumila	Swamp Birch	S2S3	G5	SC	
Bidens eatonii	Eaton's Bur-marigold	S2	G2G3	SC	
Bidens hyperborea	Estuary Bur-marigold	S3	G4	SC	
Bistorta vivipara †	Alpine Bistort	S1	G5	E	
Boechera laevigata †	Smooth Rockcress	S1	G5	T	
Boechera missouriensis †	Missouri Rockcress	S1	G5?Q	T	
Bolboschoenus novae-angliae	Marsh Bulrush	S1	G5	E	
Bolboschoenus robustus	Saltmarsh Bulrush	S2	G5	SC	

Nomenclature follows Flora Novae Angliae (Haines 2011)
** taxon not currently known to be extant in Maine*
† taxon with recent name change

Maine Natural Areas Program
Rare, Threatened, and Endangered Plant Taxa

Scientific Name	Common Name	State Rank	Global Rank	State Status	Federal Status
Botrychium lunaria	Moonwort	S1	G5	E	
Botrychium oneidense	Blunt-lobed grapefern	SU	G4Q	T	
Botrychium pallidum	Pale Moonwort	S1	G3	E	
Bromus kalmii	Wild Chess	S1	G5	E	
Bromus pubescens	Hairy Wood Brome-grass	S2	G5	SC	
Calamagrostis cinnoides	Small Reed Grass	S3	G5	SC	
Calamagrostis pickeringii	Pickering's Reed Grass	S1	G4	T	
Calamagrostis stricta ssp. *inexpansa*	Northern Reed Grass	S1	G5T5	E	
Calamagrostis stricta ssp. *stricta*	Neglected Reed Grass	S2	G5T5	T	
Callitriche terrestris	Terrestrial Water-starwort	SU	G5	SC	
Calystegia spithamaea	Upright Bindweed	S2	G4G5	T	
Cardamine bellidifolia	Alpine Bitter-cress	S1	G5	E	
Cardamine concatenata	Cut-leaved Toothwort	S1	G5	E	
Cardamine longii	Long's Bitter-cress	S2	G3	T	
Cardamine maxima	Large toothwort	S3	G5	SC	
Carex adusta	Swarthy Sedge	S2	G5	E	
Carex alopecoidea *	Foxtail Sedge	SH	G5	PE	
Carex atherodes	Awned Sedge	S1	G5	T	
Carex atratiformis	Black Sedge	S2S3	G5	SC	
Carex baileyi *	Bailey's Sedge	SH	G4	PE	
Carex bicknellii	Bicknell's Sedge	S1	G5	E	
Carex bigelowii	Bigelow's Sedge	S2	G5	SC	
Carex bullata	Button Sedge	S2	G5	SC	
Carex bushii *	Bush's Sedge	SX	G4	PE	
Carex capillaris	Capillary Sedge	S2	G5	SC	
Carex crawei *	Crawe's Sedge	SX	G5	PE	
Carex eburnea	Ebony Sedge	S1	G5	E	
Carex garberi	Garber's Sedge	S2	G5	SC	
Carex granularis	Meadow Sedge	S1	G5	T	
Carex gynocrates	Northern Bog Sedge	S2	G5	SC	
Carex hirtifolia	Pubescent sedge	S2	G5	SC	
Carex laevivaginata	Smooth-sheathed Sedge	S1	G5	SC	
Carex laxiculmis	Spreading Sedge	S2	G5	E	
Carex livida †	Livid Sedge	S2	G5T5	SC	
Carex media †	Intermediate Sedge	S1	G5T5?	E	
Carex muehlenbergii var. *meuhlenbergii*	Muhlenberg Sedge	S1	G5	E	
Carex oronensis	Orono Sedge	S3	G3	T	
Carex polymorpha	Variable Sedge	S1	G3	E	
Carex prairea	Prairie Sedge	S1	G5?	T	
Carex praticola *	Northern Meadow Sedge	SX	G5	PE	
Carex rariflora *	Loose-flowered Sedge	SH	G5	PE	
Carex recta *	Saltmarsh Sedge	SH	G4	PE	
Carex rostrata	Beaked Sedge	S2	G5	SC	

Nomenclature follows Flora Novae Angliae (Haines 2011)
** taxon not currently known to be extant in Maine*
† taxon with recent name change

Maine Natural Areas Program
Rare, Threatened, and Endangered Plant Taxa

Scientific Name	Common Name	State Rank	Global Rank	State Status	Federal Status
Carex saxatilis	Russett Sedge	S1	G5	E	
Carex scirpoidea	Bulrush Sedge	S2	G5	SC	
Carex siccata	Dry Land Sedge	S2	G5	SC	
Carex sparganioides	Bur-reed Sedge	S1	G5	E	
Carex sterilis	Dioecious Sedge	S3	G4	SC	
Carex tenuiflora	Sparse-flowered Sedge	S3	G5	SC	
Carex typhina	Cattail Sedge	S1	G5	E	
Carex vacillans	Brackish Sedge	S2	GNR	E	
Carex vestita	Clothed Sedge	S1	G5	E	
Carex waponahkikensis	Dawn-land sedge	SNR	GNR	SC	
Carya cordiformis	Bitternut Hickory	S1	G5	E	
Castanea dentata	American Chestnut	S4	G4	SC	
Castilleja septentrionalis	Northern Painted Cup	S3	G5	SC	
Ceanothus americanus	New Jersey Tea	S1S2	G5	T	
Cenchrus longispinus *	Long-spined Sandbur	SH	G5	PE	
Chamaecyparis thyoides	Atlantic White Cedar	S2	G4	SC	
Chenopodium foggii	Fogg's Goosefoot	S1	G3Q	T	
Chenopodium rubrum var. *rubrum* *	Coast-blite Goosefoot	SH	G5	PE	
Chimaphila maculata	Spotted Wintergreen	S2	G5	T	
Cirsium horridulum *	Yellow Thistle	SH	G5	PE	
Clematis occidentalis ssp. *occidentalis*	Purple Clematis	S3	G5T5	SC	
Clethra alnifolia	Sweet Pepper-bush	S2	G5	SC	
Coptidium lapponicum †	Lapland Buttercup	S2	G5	T	
Corallorhiza odontorhiza	Autumn Coral-root	S1	G5	E	
Crassula aquatica	Pygmyweed	S2S3	G5	SC	
Cryptogramma stelleri	Slender Cliffbrake	S1	G5	T	
Cryptotaenia canadensis *	Wild Chervil	SH	G5	PE	
Cynoglossum virginianum ssp. *boreale*	Northern Wild Comfrey	S1	G5T4T5	E	
Cyperus erythrorhizos	Red-root Flatsedge	S1	G5	E	
Cyperus houghtonii *	Houghton's Flatsedge	SH	G4?	PE	
Cyperus squarrosus	Awned Flatsedge	S2	G5	SC	
Cypripedium arietinum	Ram's-head Lady's-slipper	S1	G3	E	
Cypripedium reginae	Showy Lady's-slipper	S3	G4	SC	
Descurainia incana *	Richardson's Tansy-mustard	SH	G5T5?	PE	
Diapensia lapponica	Lapland Diapensia	S2	G5	SC	
Dicentra canadensis	Squirrel-corn	S1	G5	T	
Diphasiastrum sitchense	Alaskan Clubmoss	S1	G5	T	
Draba arabisans	Rock Whitlow-grass	S1	G4	T	
Draba cana	Lance-leaved Draba	S1	G5	E	
Draba glabella	Smooth draba	S1	G4G5	E	
Drosera anglica	English Sundew	S1	G5	E	
Drosera linearis	Slender-leaved Sundew	S1	G4	E	
Dryopteris filix-mas ssp. *brittonii* †	Male Wood Fern	S1	G5	E	

Nomenclature follows Flora Novae Angliae (Haines 2011)
** taxon not currently known to be extant in Maine*
† taxon with recent name change

Maine Natural Areas Program
Rare, Threatened, and Endangered Plant Taxa

Scientific Name	Common Name	State Rank	Global Rank	State Status	Federal Status
Dryopteris fragrans	Fragrant Wood Fern	S3	G5	SC	
Dryopteris goldiana	Goldie's Wood Fern	S2	G4	SC	
Eleocharis aestuum	Tidal Spikerush	S2	G3	SC	
Eleocharis engelmannii *	Engelmann's Spikerush	SH	G4G5Q	PE	
Eleocharis nitida	Slender Spikerush	SU	G4	SC	
Eleocharis quinqueflora ssp. *fernaldii* †	Few-flowered Spikerush	S2	G5	SC	
Eleocharis rostellata	Beaked Spikerush	S1	G5	T	
Eleocharis tuberculosa	Long-tubercled Spikerush	S1	G5	E	
Elymus hystrix	Bottlebrush Grass	S3	G5	SC	
Elymus macgregorii	MacGregor's Rye	S2	GNR	SC	
Epilobium anagallidifolium	Alpine Willow-herb	S1	G5	E	
Epilobium hornemannii	Hornemann's Willow-herb	S1	G5	T	
Epilobium lactiflorum *	White-flower Willow-herb	SH	G5	PE	
Eragrostis capillaris *	Tiny Lovegrass	SH	G5	PE	
Eragrostis hypnoides *	Teal Lovegrass	SH	G5	PE	
Erigeron acris ssp. *kamtschaticus* * †	Bitter Fleabane	SH	G5T5	PE	
Erigeron hyssopifolius	Hyssop-leaved Fleabane	S2	G5	SC	
Eriocaulon parkeri	Parker's Pipewort	S3	G3	SC	
Eupatorium pubescens †	Hairy Boneset	S1	G5T5	E	
Eupatorium sessilifolium	Upland Boneset	S1	G5	E	
Euphrasia oakesii *	Oakes' Eyebright	SH	G4	PE	
Eurybia schreberi * †	Schreber's Wood-aster	SX	G4	PE	
Euthamia caroliniana †	Narrow-leaved Goldenrod	S2	G5	T	
Eutrochyium fistulosum †	Hollow Joe-pye Weed	S2	G5?	SC	
Festuca prolifera	Arctic Red Fescue	S1	GU	E	
Fimbristylis autumnalis	Fall Fimbry	S2S3	G5	SC	
Galearis spectabilis	Showy Orchis	S1	G5	E	
Galium brevipes	Limestone Swamp Bedstraw	SH	G4?	PE	
Galium kamtschaticum	Boreal Bedstraw	S2	G5	SC	
Galium labradoricum	Bog Bedstraw	S2	G5	SC	
Galium obtusum *	Blunt-leaved Bedstraw	SX	G5	PE	
Gamochaeta purpurea *	Purple Cudweed	SX	G5	PE	
Gentiana rubricaulis	Red-stemmed Gentian	S1	G4?	T	
Gentianella amarella ssp. *acuta*	Northern Gentian	S1	G5T5	E	
Gentianella quinquefolia *	Stiff Gentian	SH	G5	PE	
Geocaulon lividum	Northern Comandra	S3	G5	SC	
Geum fragarioides †	Barren-strawberry	S1	G5	E	
Glyceria acutiflora	Sharp-scaled Manna-grass	S1	G5	E	
Goodyera oblongifolia	Giant Rattlesnake-plantain	S1	G5?	E	
Hackelia deflexa ssp. *americana* †	Northern Stickseed	S1	G5T5	E	
Harrimanella hypnoides	Moss Bell-heather	S1	G5	T	
Hedysarum alpinum ssp. *americanum* †	Alpine Sweet-broom	S3	G5T5?	SC	
Heteranthera dubia †	Water Stargrass	S3	G5	SC	

Nomenclature follows Flora Novae Angliae (Haines 2011)
** taxon not currently known to be extant in Maine*
† taxon with recent name change

Maine Natural Areas Program
Rare, Threatened, and Endangered Plant Taxa

Scientific Name	Common Name	State Rank	Global Rank	State Status	Federal Status
Hieracium gronovii *	Hairy Hawkweed	SX	G5	PE	
Hieracium robinsonii	Robinson's Hawkweed	S1	G2G3	E	
Hieracium venosum †	Rattlesnake Hawkweed	S1	G5T4Q	E	
Hottonia inflata	Featherfoil	S1	G4	T	
Houstonia longifolia †	Long-leaved Bluet	S2S3	G4G5TNR	SC	
Huperzia appressa †	Appalachian Fir-clubmoss	S2	G4G5	SC	
Huperzia selago	Northern Firmoss	S2	G5	T	
Hypericum ascyron	Great St John's-wort	S1	G4	E	
Hypoxis hirsuta *	Yellow Star-grass	SX	G5	PE	
Ilex glabra	Ink-berry	S1	G5	E	
Ilex laevigata	Smooth Winterberry Holly	S3	G5	SC	
Impatiens pallida	Pale Jewel-weed	S2	G5	SC	
Iris prismatica	Slender Blue Flag	S2	G4G5	T	
Isoetes acadiensis	Acadian Quillwort	S2	G3Q	SC	
Isoetes prototypus	Prototype Quillwort	S1	G2G3	T	
Isoetes riparia var. *canadensis* * †	Shore Quillwort	SH	G5?	PE	
Isotria medeoloides	Small Whorled Pogonia	S2	G2	E	LT
Isotria verticillata *	Large Whorled Pogonia	SX	G5	PE	
Iva frutescens ssp. *oraria*	Marsh-elder	S1	G5T5	E	
Juncus alpinoarticulatus ssp. *americanus* †	Alpine Rush	S3	G5T5?	SC	
Juncus secundus	Secund Rush	S1	G5?	T	
Juncus stygius ssp. *americanus*	Moor Rush	S2	G5T5	SC	
Juncus subtilis	Slender Rush	S1	G4	E	
Juncus torreyi *	Torrey's Rush	SH	G5	PE	
Juncus vaseyi	Vasey's Rush	S1	G5?	E	
Kalmia latifolia	Mountain-laurel	S2	G5	SC	
Kalmia procumbens †	Alpine-azalea	S1	G5	T	
Krigia virginica	Dwarf Dandelion	S1	G5	E	
Lechea tenuifolia *	Slender Pinweed	SX	G5	PE	
Lespedeza hirta ssp. *hirta*	Hairy Bush-clover	S1	G5T5?	E	
Liatris novae-angliae †	Northern Blazing Star	S1	G5?T3	T	
Lilaeopsis chinensis	Lilaeopsis	S2	G5	SC	
Limosella australis	Mudwort	S3	G4G5	SC	
Lindera benzoin	Spicebush	S3	G5	SC	
Lindernia dubia var. *anagallidea* *	Slender False Pimpernel	SH	G5T4	PE	
Lipocarpha micrantha	Dwarf Bulrush	S1	G5	T	
Lobelia siphilitica *	Great Blue Lobelia	SX	G5	PE	
Lomatogonium rotatum	Marsh Felwort	S1	G5	T	
Lonicera dioica	Mountain Honeysuckle	S2	G5	E	
Lonicera oblongifolia	Swamp Honeysuckle	S3	G4	SC	
Lupinus perennis * †	Wild Lupine	SX	G5T4?	PE	
Luzula confusa	Northern Wood Rush	S1	G5	E	
Luzula spicata	Spiked Wood Rush	S1	G5	T	

Nomenclature follows Flora Novae Angliae (Haines 2011)
** taxon not currently known to be extant in Maine*
† taxon with recent name change

Maine Natural Areas Program
Rare, Threatened, and Endangered Plant Taxa

Scientific Name	Common Name	State Rank	Global Rank	State Status	Federal Status
Lycopodiella alopecuroides	Foxtail Bog-clubmoss	S1	G5	E	
Malaxis monophyllos ssp. *brachypoda* †	White Adder's-mouth	S1	G5	E	
Micranthes foliolosa †	Star Saxifrage	S1	G4	E	
Mikania scandens *	Climbing Hempweed	SH	G5	PE	
Minuartia glabra	Smooth Sandwort	S3	G4	SC	
Minuartia groenlandica	Mountain Sandwort	S3	G5	SC	
Minuartia michauxii	Michaux's Sandwort	S1	G5	E	
Minuartia rubella	Arctic Sandwort	S1	G5	E	
Montia fontana	Blinks	S2	G5	SC	
Muhlenbergia richardsonis	Soft-leaf Muhly	S3	G5	SC	
Muhlenbergia sobolifera	Cliff Muhly	S1	G5	E	
Nabalus boottii †	Bootт's Rattlesnake Root	S1	G2	E	
Nabalus racemosus †	Glaucous Rattlesnake Root	S3	G5	SC	
Neottia auriculata †	Auricled Twayblade	S2	G3G4	T	
Nuphar advena	Yellow Pond-lily	S2	G5T5	SC	
Nymphaea leibergii	Pygmy Water-lily	S1S2	G5	T	
Oenothera nutans *	Riverbank Evening Primrose	SH	G4	PE	
Omalotheca supina	Alpine Cudweed	S1	G5	E	
Ophioglossum pusillum	Adder's Tongue Fern	S1	G5	SC	
Osmorhiza depauperata *	Blunt-fruited Sweet-cicely	SH	G5	PE	
Oxytropis campestris var. *johannensis*	St John Oxytrope	S1	G5T4	T	
Panax quinquefolius	American Ginseng	S3	G3G4	E	
Parietaria pensylvanica *	Pennsylvania Pellitory	SX	G5	PE	
Paronychia argyrocoma	Silverling	S1	G4	T	
Pedicularis furbishiae	Furbish's Lousewort	S2	G2	E	LE
Persicaria robustior *	Stout Smartweed	SH	G4G5	PE	
Phegopteris hexagonoptera	Broad Beech Fern	S2	G5	SC	
Phleum alpinum	Mountain Timothy	S2	G5	T	
Phryma leptostachya *	American Lopseed	SH	G5	PE	
Phyllodoce caerulea	Mountain Heath	S1	G5	T	
Pinguicula vulgaris	Common Butterwort	S1	G5	E	
Piptatherum canadense †	Canada Mountain-ricegrass	S2	G5	SC	
Platanthera flava var. *herbiola*	Pale Green Orchis	S2	G4T4Q	SC	
Platanthera leucophaea	Prairie White-fringed Orchid	S1	G3	E	LT
Platanus occidentalis *	Sycamore	SX	G5	PE	
Poa glauca	White Bluegrass	S1	G5	T	
Poa laxa ssp. *fernaldiana* †	Wavy Bluegrass	S1	G3	E	
Polemonium vanbruntiae	Bog Jacob's-ladder	S1	G3G4	E	
Polygala cruciata ssp. *aquilonia* * †	Marsh Milkwort	SH	G5T4	PE	
Polygala senega	Seneca Snakeroot	S1	G4G5	E	
Polygonum douglasii	Douglas' Knotweed	S2	G5	SC	
Polygonum tenue *	Slender Knotweed	SH	G5	PE	
Potamogeton friesii	Fries' Pondweed	S1	G4	E	

Nomenclature follows Flora Novae Angliae (Haines 2011)
** taxon not currently known to be extant in Maine*
† taxon with recent name change

Maine Natural Areas Program
Rare, Threatened, and Endangered Plant Taxa

Scientific Name	Common Name	State Rank	Global Rank	State Status	Federal Status
Potamogeton pulcher	Spotted Pondweed	S1	G5	T	
Potamogeton strictifolius	Straight-leaved Pondweed	S1	G5	T	
Potamogeton vaseyi	Vasey's Pondweed	S2	G4	SC	
Primula laurentiana	Bird's-eye Primrose	S2	G5	SC	
Primula mistassinica	Mistassini Primrose	S3	G5	SC	
Proserpinaca pectinata	Comb-leaved Mermaid-weed	S1	G5	E	
Prunus maritima	Beach Plum	S1	G4	E	
Pseudognaphalium micradenium * †	Small Rabbit Tobacco	SH	G4G5T3?	PE	
Pycnanthemum muticum *	Blunt Mountain-mint	SH	G5	PE	
Pyrola minor	Lesser Wintergreen	S2	G5	SC	
Quercus bicolor	Swamp White Oak	S1	G5	T	
Quercus coccinea	Scarlet Oak	S1	G5	E	
Quercus montana	Chestnut Oak	S1	G5	T	
Ranunculus ambigens *	Water-plantain Spearwort	SH	G4	PE	
Ranunculus fascicularis	Early Crowfoot	S1	G5	T	
Ranunculus gmelinii †	Small Yellow Water Crowfoot	S2	G5T5	SC	
Rhododendron lapponicum	Lapland Rosebay	S1	G5	T	
Rhododendron maximum	Great Rhododendron	S1	G5	T	
Rhododendron viscosum	Clammy Azalea	S1	G5	E	
Rhynchospora capillacea	Horned Beak-rush	S1	G4	T	
Rhynchospora macrostachya	Tall Beak-rush	S1	G4	E	
Rosa acicularis ssp. *sayi* *	Prickly Rose	SH	G5T5	PE	
Sagittaria filiformis	Narrow-leaf Arrowhead	S2	G4G5	SC	
Sagittaria montevidensis ssp. *spongiosa* †	Spongy-leaved Arrowhead	S3	G5T4	SC	
Sagittaria rigida	Stiff Arrowhead	S2	G5	SC	
Salicornia bigelovii	Dwarf Glasswort	S1	G5	SC	
Salicornia maritima *	Samphire	SH	G5	PE	
Salix arctophila	Arctic Willow	S1	G5	E	
Salix argyrocarpa *	Silverleaf Willow	SH	G4	PE	
Salix candida	Hoary Willow	S1	G5	E	
Salix exigua ssp. *interior* †	Sandbar Willow	S1	G5	E	
Salix herbacea	Dwarf Willow	S1	G5	T	
Salix myricoides	Blue-leaf Willow	S2	G4	T	
Salix occidentalis †	Dwarf Prairie Willow	SU	G5T4T5	SC	
Salix planifolia	Tea-leaved Willow	S1	G5	T	
Salix uva-ursi	Bearberry Willow	S1	G5	T	
Samolus valerandi ssp. *parviflorus*	Water Pimpernel	S3	G5T5	SC	
Sanguisorba canadensis	Canada Burnet	S1	G5	T	
Sassafras albidum	Sassafras	S2	G5	SC	
Saxifraga paniculata ssp. *neogaea* †	Livelong Saxifrage	S1	G5	E	
Scirpus georgianus	Georgia bulrush	SU	G5	SC	
Scirpus longii	Long's Bulrush	S2	G2G3	T	
Scirpus pendulus	Pendulous Bulrush	S2	G5	SC	

Nomenclature follows Flora Novae Angliae (Haines 2011)
** taxon not currently known to be extant in Maine*
† taxon with recent name change

Maine Natural Areas Program
Rare, Threatened, and Endangered Plant Taxa

Scientific Name	Common Name	State Rank	Global Rank	State Status	Federal Status
Scrophularia marilandica *	Carpenter's Square	SX	G5	PE	
Scutellaria parvula var. *missouriensis* *	Leonard's Skullcap	SH	G4T4	PE	
Selaginella apoda	Creeping Spike-moss	S2	G5	E	
Selaginella selaginoides	Low Spike-moss	S1	G5	T	
Sericocarpus asteroides	White-topped Aster	S1	G5	E	
Shepherdia canadensis	Canada Buffaloberry	S1	G5	E	
Silene acaulis var. *exscapa* *	Moss Campion	SX	G5T5	PE	
Solidago leiocarpa †	Cutler's Goldenrod	S1	G5T4	T	
Solidago speciosa	Showy Goldenrod	S1	G5	T	
Sorghastrum nutans	Indian Grass	S1	G5	E	
Sphenopholis obtusata *	Prairie Wedge-grass	SH	G5	PE	
Spiranthes lacera var. *gracilis* * †	Southern Slender Ladies'-tresses	SH	G5T4T5	PE	
Spiranthes lucida	Shining Ladies'-tresses	S1	G5	T	
Sporobolus compositus var. *drummondii* †	Longleaf Dropseed	S1	G5	E	
Stuckenia filiformis †	Northern Slender Pondweed	S2	G5T5	SC	
Suaeda calceoliformis	American Sea-blite	S2	G5	T	
Symphyotrichum anticostense	Anticosti Aster	S1	G3	E	
Symphyotrichum dumosum *	Bushy Aster	SH	G5	PE	
Symphyotrichum patens *	Late Purple Aster	SX	G5	PE	
Symphyotrichum subulatum	Small Salt-marsh Aster	S1	G5	T	
Tanacetum bipinnatum ssp. *huronense*	Huron Tansy	S2S3	G5T4T5	SC	
Thalictrum thalictroides	Rue-anemone	S1	G5	E	
Thalictrum venulosum var. *confine* †	Boundary Meadow-rue	S1	G5	T	
Trichophorum clintonii	Clinton's Bulrush	S3	G4	SC	
Triglochin gaspensis	Gaspe Arrow-grass	S2	G3G4	SC	
Trillium grandiflorum *	Large White Trillium	SH	G5	PE	
Triosteum aurantiacum	Wild Coffee	S1	G5	E	
Triphora trianthophora	Nodding Pogonia	S2	G3G4	T	
Ulmus rubra *	Slippery Elm	SH	G5	PE	
Vaccinium boreale	Alpine Blueberry	S2	G4	SC	
Vahlodea atropurpurea	Mountain Hairgrass	S1	G5	E	
Valeriana uliginosa	Marsh Valerian	S2	G4Q	SC	
Verbena urticifolia	White Vervain	S1?	G5	SC	
Veronica wormskjoldii	Alpine Speedwell	S1	G4G5	E	
Viola canadensis *	Tall White Violet	SH	G5	PE	
Viola novae-angliae	New England Violet	S2	G4Q	SC	
Viola palmata *	Palmate-leaved Violet	SH	G5	PE	
Vitis aestivalis var. *bicolor*	Summer Grape	S2	G5T5	T	
Wolffia brasiliensis	Pointed watermeal	SU	G5	SC	
Wolffia columbiana	Columbia Water-meal	S2	G5	SC	
Woodsia alpina	Northern Woodsia	S1	G4	T	
Woodsia glabella	Smooth Woodsia	S1	G5	T	
Woodsia obtusa	Blunt-lobed Woodsia	S1	G5	T	

Nomenclature follows Flora Novae Angliae (Haines 2011)
** taxon not currently known to be extant in Maine*
† taxon with recent name change

Maine Natural Areas Program
Rare, Threatened, and Endangered Plant Taxa

Scientific Name	Common Name	State Rank	Global Rank	State Status	Federal Status
Woodwardia areolata *	Netted Chain Fern	SH	G5	PE	
Xyris smalliana	Yellow-eyed Grass	S1	G5	E	
Zannichellia palustris	Horned Pondweed	S2	G5	SC	

Nomenclature follows Flora Novae Angliae (Haines 2011)
** taxon not currently known to be extant in Maine*
† taxon with recent name change