Appendix A

Scoping Meeting Materials

Notice of Intent Published in the *Federal Register*

Federal Register / Vol. 82, No. 217 / Monday, November 13, 2017 / Notices 52299

The notices are available for immediate inspection at the Federal Reserve Bank indicated. The notices also will be available for inspection at the offices of the Board of Governors. Interested persons may express their views in writing to the Reserve Bank indicated for that notice or to the offices of the Board of Governors. Comments must be received not later than November 27, 2017.

A. Federal Reserve Bank of San Francisco (Gerald C. Tsai, Director, Applications and Enforcement) 101 Market Street, San Francisco, California 94105–1579:

1. *Matthew Moskowitz, Plainview, New York; Yaakov Markowitz, Brooklyn, New York; Jarret Prussin, Westport, Connecticut; Paul Brown, Monte Carlo, Monaco; and Menachem Wilenkin, Brooklyn, New York;* to acquire voting shares of All West Bancorp, and thereby indirectly acquire shares of FinWise Bank, both of Sandy, Utah.

Board of Governors of the Federal Reserve System, November 7, 2017.

Yao-Chin Chao,

Assistant Secretary of the Board.

[FR Doc. 2017–24522 Filed 11–9–17; 8:45 am]

BILLING CODE P

GENERAL SERVICES ADMINISTRATION

[Notice–PBS–2017–03; Docket 2017–0002; Sequence 22]

Notice of Intent To Prepare a Supplemental Environmental Impact Statement for the Modernization of the San Luis I Land Port of Entry (LPOE) Modernization

AGENCY: Public Building Service, (PBS), General Services Administration (GSA).

ACTION: Notice of intent; announcement of meeting.

SUMMARY: Pursuant to the requirements of the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality Regulations, and the GSA Public Buildings Service NEPA Desk Guide, GSA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the San Luis I LPOE. The action to be evaluated by this EIS is the modernization of the existing San Luis I LPOE, located in San Luis, Arizona, to improve its functionality, capacity, and security.

DATES: *Meeting Date:* A public scoping meeting will be held on Wednesday, November 29, 2017, from 4:00 p.m., Mountain Standard Time (MST), to 6:00 p.m., MST.

ADDRESSES: The public scoping meeting will be held in the City Council Chambers at 1090 E. Union Street, San Luis, AZ, where GSA will meet with governmental and public stakeholders to explain the project, and obtain input on the scoping of the project. The meeting will be an informal open house, where visitors may come, receive information, and provide written comments.

FOR FURTHER INFORMATION CONTACT: Osmahn Kadri, Regional Environmental Quality Advisor/NEPA PM, by phone at 415–522–3617 or via email at *osmahn.kadri@gsa.gov*. Please also call this number if special assistance is needed to attend and participate in the public scoping meeting.

SUPPLEMENTARY INFORMATION: GSA intends to prepare an EIS to analyze the potential impacts resulting from proposed modifications and design changes to the San Luis I LPOE modernization project. The San Luis I LPOE consists of several facilities that are in need of modernization.

The primary users of the LPOE are officers belonging to Customs and Border Protection and Immigrations and Customs Enforcement, as well as the general public seeking to enter or exit the country. The LPOE needs modernization due to unacceptable building conditions and increasing traffic demand.

Currently, the LPOE is physically constrained on both the north and south, by Urtuzuastegui Street and the Mexico-U.S. border, respectively. Traffic from the LPOE must be routed into downtown San Luis, which often creates traffic jams. All vehicular traffic coming into town has been rerouted recently to exit via First Street, while outgoing traffic enters the port via Main Street.

The possible phasing for the demolition and modernization of the LPOE includes:

- Phase 1: Acquire a portion of Friendship Park, a Public-Facing Building, Parking Garage, Vault, Impound, and Utility Yard.
- Phase 2: Construct new privately owned vehicle processing facilities and kennel.
- Phase 3: Construct new main building and outbound east exits.
- Phase 4: Demolish main building, construct pedestrian processing, and construct outbound west exits.

Alternatives Under Consideration: Two modernization alternatives for the proposed project are currently under consideration and will be analyzed in the EIS for the potential environmental impacts. In addition, the "No Action" alternative will be analyzed.

Alternative 1—GSA will demolish then reconstruct a modernized LPOE. The existing San Luis LPOE will be demolished and reconstructed in four (4) phases. Some adjacent land on the west side of the LPOE will be acquired which will allow modernization of the facility to accommodate modern operational requirements, and alleviate traffic strain in downtown San Luis.

Alternative 2—Renovate, expand, and modernize the existing LPOE. GSA will renovate and modernize the existing San Luis LPOE and expand the existing footprint of the facility on the west as mentioned in Alternative 1 which will accommodate modern operational requirements, and alleviate traffic strain in downtown San Luis.

Alternative 3—No Action Alternative. GSA will continue operations at the existing LPOE facilities as they are currently configured and will not perform any renovation nor modernization of the LPOE.

The EIS will address the potential environmental impacts of the proposed alternatives of the including aesthetics, air quality during construction and operation, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, noise during construction and operation, utilities, and traffic. The EIS will also address the socioeconomic effects of the project.

Scoping Process: Scoping will be accomplished through a public scoping meeting, direct mail correspondence to appropriate federal, state, and local agencies, and to private organizations and citizens who have previously expressed, or are known to have, an interest in the project.

This meeting will be announced in the local newspaper, the *Yuma Sun*. Agencies and the public are encouraged to provide written comments regarding the scope of the EIS. Written comments must be received by Friday, December 22, 2017, and sent to the General Services Administration, Attention: Osmahn Kadri, Regional Environmental Quality Advisor/NEPA PM, 450 Golden Gate Avenue, 3rd Floor East, San Francisco, CA, 94102, or via email to *osmahn.kadri@gsa.gov*.

Dated: November 2, 2017.

Matthew Jear,

Director, Portfolio Management Division, Pacific Rim Region, Public Buildings Service.

[FR Doc. 2017–24551 Filed 11–9–17; 8:45 am]

BILLING CODE 6820–YF–P

Notice of Intent Published in the *Yuma Sun*

AFFP

Notice of Intent for an EIS

Affidavit of Publication

STATE OF ARIZONA }
COUNTY OF YUMA } SS

Lisa Reilly or Kathy White, being duly sworn, says:

That she is Publisher or Business Manager of the Yuma Sun, a daily newspaper of general circulation, printed and published in Yuma, Yuma County, Arizona; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

November 22, 2017, November 26, 2017

That said newspaper was regularly issued and circulated on those dates.
SIGNED:

Publisher or Business Manager

Subscribed to and sworn to me this 26th day of November 2017.

Virgen P. Perez, Notary, Yuma County, Arizona

My commission expires: May 10, 2021

VIRGEN P PEREZ
NOTARY PUBLIC, ARIZONA
YUMA COUNTY
My Commission Expires
May 10, 2021

00025323 00134217

LMI
7940 Jones Branch Drive
Tysons, VA 22102

Notice of Intent to Prepare an Environmental Impact Statement for the Modernization of the San Luis I Land Port of Entry (LPOE) Modernization

AGENCY: Public Building Service (PBS), General Services Administration (GSA).

ACTION: Notice of intent; announcement of meeting.

SUMMARY: Pursuant to the requirements of the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality Regulations, and the GSA Public Building Service NEPA Desk Guide, GSA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the San Luis I LPOE. The action to be evaluated by this EIS is the modernization of the existing San Luis I LPOE, located in San Luis, Arizona, to improve its functionality, capacity, and security.

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FOR FURTHER INFORMATION CONTACT: Osmahn Kadri, Regional Environmental Quality Advisor/ NEPA PM, by phone at 415–522– 3617 or via e-mail at ***osmahn.kadri@gsa.gov***. Please also call this number if special assistance is needed to attend and participate in the public scoping meeting.

SUPPLEMENTARY INFORMATION: GSA intends to prepare an EIS to analyze the potential impacts resulting from proposed modifications and design changes to the San Luis I LPOE modernization project. The San Luis I LPOE consists of several facilities that are in need of modernization. The primary users of the LPOE are officers belonging to Customs and Border Protection and Immigrations and Customs Enforcement, as well as the general public seeking to enter or exit the country. The LPOE needs modernization due to unacceptable building conditions and increasing traffic demand. Currently, the LPOE is physically constrained on both the north and south, by Urtuzuastegui Street and the Mexico-US border, respectively. Traffic from the LPOE must be routed into downtown San Luis, which often creates traffic jams. All vehicular traffic coming into town has been rerouted recently to exit via First Street while outgoing traffic enters the port via Main Street.

The possible phasing for the demolition and modernization of the LPOE includes:
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Scoping Process: Scoping will be accomplished through a public scoping meeting, direct mail correspondence to appropriate federal, state, and local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in the project. This meeting will be announced in the local newspaper, the ***Yuma Sun***. Agencies and the public are encouraged to provide written comments regarding the scope of the EIS. Written comments must be received by Friday, December 22, 2017, and sent to the General Services Administration, Attention: Osmahn Kadri, Regional Environmental Quality Advisor/ NEPA PM, 50 United Nations Plaza, Room 3345, Mailbox 9, San Francisco, CA 94102, or via email to ***osmahn.kadri@gsa.gov***.
Daily November 22, 26, 2017 - 00134217

Scoping Meeting Handouts

GSA

General Services Administration

SAN LUIS 1—LAND PORT OF ENTRY MODERNIZATION PROJECT

Environmental Impact Statement

The National Environmental Policy Act (NEPA) establishes a framework for considering environmental values early in the Federal decisionmaking process. When Federal agencies propose projects that may significantly impact the environment, NEPA requires the following steps to be taken before final decisions are made:

- Evaluation and consideration of potential environmental consequences
- Consideration of public and government agency comments

EIS Process

- Notice of Intent to Prepare EIS Published
- Public Scoping Period
- Preparation of the Draft EIS
- Draft EIS Review and Public Comment Period
- Preparation of the Final EIS
- Notice of Availability of the Final EIS
- Record of Decision

The evaluation presented in an environmental impact statement (EIS):

- Identifies and describes the affected environment
- Evaluates the potential environmental consequences from a range of reasonable alternatives
- Identifies environmental permits and specific mitigation measures to avoid, minimize, or reduce environmental impacts.

NOTICE OF INTENT AND SCOPING

The EIS process begins with publication of a Notice of Intent (NOI) to prepare an EIS in the Federal Register. The NOI provides basic information on the proposed action in preparation for scoping, which is an early and open process for (1) actively bringing the public into the decisionmaking process, (2) determining the scope of issues to be addressed, (3) identifying the major issues related to a proposed action. Scoping begins before any significant analysis is completed. Public participation is an integral part of scoping. The purpose of soliciting public comments is to identify interested parties and relevant issues so they can be considered in the EIS.

PLEASE TAKE THIS OPPORTUNITY TO:

- Learn about the proposal
- Identify community-specific issues
- Make sure you are included on our mailing list

PUBLIC COMMENT PERIOD

Comments will be accepted throughout the Draft EIS analysis process; however, for full early consideration of comments to help shape and refine the proposal, please submit comments by U.S. mail or email by December 22, 2017 to:

Osmahn Kadri, Regional Environmental Quality Advisor/ NEPA PM
50 United Nations Plaza, Room 3345 Mailbox 9, San Francisco, CA 94102
osmahn.kadri@gsa.gov

General Services Administration

SAN LUIS 1—LAND PORT OF ENTRY MODERNIZATION PROJECT

Proposed Construction Phasing of Project

Scoping Meeting Sign-in Sheet

GSA

General Services Administration

SAN LUIS 1 LAND PORT OF ENTRY MODERNIZATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Name	Address (mailing and email)	Organization
Kaye Macuil	kmacuil@cityofsanluis.org	city of San Luis
Louie SAlaniz	Lgalaniz@cityofsanluis.org	City of SanLuis
HANK GREEN	HGreen @ city of sanLuis.org	City of SanLuis P.D.
Dania Castillo	dCASTILLO@CityOfSanLuis.org	City of San Luis
Caty Navarro	catynavarro@ymail.com	Tribune Newspaper
Ric BAUERMANN	RBAUERMANN@CityOfSANLUIS.org	City of SAN LUIS FIRE DEPT.
Angel RAMIREZ	aramirez@CityofSanLuis.org	City of San Luis Fire Dept
Teodo Martinez	teomtz2007@yahoo.com	City of San Luis- finances billing & collections
Lucy López Pesqueira	luzpesqueiraehotmail.com	San Luis News

1

Comments Received during the Public Scoping Meeting

General Services Administration

SAN LUIS 1 LAND PORT OF ENTRY MODERNIZATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Comment Form

Name: RIC BAUERMANN

Title: FIRE INSPECTOR

Organization: CITY OF SAN LUIS FIRE DEPT.

Address: 1165 N. McCAIN AVE

SAN LUIS, AZ 85349.

Comment: PLEASE INCLUDE THE CITY OF SAN LUIS FIRE DEPARTMENT IN TRAFFIC PATTERN PLANNING AND FIRE SUPPRESSION PLANNING.

Submit comments by U.S. mail or email by December 22, 2017 to:

Osmahn Kadri, Regional Environmental Quality Advisor/ NEPA PM
50 United Nations Plaza, Room 3345 Mailbox 9, San Francisco, CA 94102
osmahn.kadri@gsa.gov

GSA

General Services Administration

SAN LUIS 1 LAND PORT OF ENTRY MODERNIZATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Comment Form

Name:

Title:

Organization:

Address:

November 29, 2017 San Luis

Comment: The Environmental Impact Statement Should tak into consideration that the impact will include: ① the known flow of traffic to and from the port to the Schools. All of the schools are North of Juan Sanchez from Hwy 95 to 10th Avenue; ② the known flow of traffic to the Agriculture Business Labor buses.
The scope should include also the impacts on Arterials on 95 and on Juan Sanchez.

Submit comments by U.S. mail or email by December 22, 2017 to:

Osmahn Kadri, Regional Environmental Quality Advisor/ NEPA PM
50 United Nations Plaza, Room 3345 Mailbox 9, San Francisco, CA 94102
osmahn.kadri@gsa.gov

CITY OF SAN LUIS
P.O. Box 1170 | 1090 E. Union Street
San Luis, AZ 85349-1170
Phone (928) 341-8520 | Fax (928) 341-8539
www.cityofsanluis.org

December 21, 2017

General Services Administration,
Attention: Osmahn Kadri, Regional Environmental Quality Advisor/ NEPA PM
450 Golden Gate Avenue, 3rd Floor East
San Francisco, CA 94102

VIA EMAIL osmahn.kadri@gsa.gov

Re: Comments in response to Notice of Intent to Prepare an Environmental Impact Statement for the Modernization of the San Luis I Land Port of Entry (LPOE)

Dear Mr. Kadri:

The City of San Luis appreciates the opportunity to offer comments on the Environmental Impact Statement (EIS) that will be prepared to analyze the potential impacts resulting from proposed modifications and design changes to the San Luis I LPOE modernization project.

A project of this magnitude and importance deserves careful planning and evaluation at each step of the process. We look forward and are eager to participate in the Draft Environmental Impact Statement process for the Modernization of San Luis I Land Port of Entry (LPOE).

We anticipate that a careful analysis of the potential impacts will be prepared; and, that potential mitigating measures to address any negative impacts will be identified for the project. For the City of San Luis, the potential impacts of the Modernization of San Luis I LPOE extend beyond the immediate port itself. The city has prepared an initial list of comments and considerations related to this project.

- Consider expanding the acquisition of Friendship Park to include the entire park to allow for southbound vehicle traffic to exit from Archibald Street directly to Mexico.
- GSA to support the acquisition of BLM land for city parkland due to loss of Friendship Park.
- If the acquisition of land changes to the East, GSA should work directly with the State Land Department and the Industrial Park Associations that might affect their business.

- Port of Entry stormwater drainage should be evaluated as its runoff might be affecting surrounding areas. The Port of Entry should address this issue by retaining their stormwater on site.
- Provide sufficient parking for Customs & Border Protection employees and visitors within the port area.
- San Luis Port of Entry should be modernized to include areas where equipment can be placed to monitor and provide accurate border crossing waiting times.
- Coordinate with San Luis Rio Colorado on land acquisition, design and construction of the port of entry.
- Work with city staff during the design and construction phasing of the project.
- Provide access to public safety personnel for emergencies.
- Include entry and exit lanes for bicycle lanes.
- Provide SENTRI (Secure Electronic Network for Travelers Rapid Inspection) lanes that do not interfere with ready, and regular lanes.
- Coordinate with the city on the pedestrian, bicycle, and vehicles exiting the port (traffic impact).
- Coordinate the need for a bridge for pedestrians traveling southbound if the vehicles southbound traffic is not routed through Archibald Street directly into Mexico without looping back to Main Street.
- Consider the results of the Urban Design Study, input from ADOT and ACA on potential traffic or other pilot projects.

The City of San Luis recognizes that the status quo is unacceptable and improved conveyance is needed. We applaud the agencies for addressing conveyance improvements forthrightly and decisively. These comments are provided in a spirit of constructiveness to ensure adequate environmental review. Thank you for the opportunity to present our comments. We look forward to continued involvement and discussion with the agencies on developing this EIS.

If you have questions regarding the contents of this correspondence, or if I can be of assistance, please do not hesitate to contact me directly.

Sincerely,

Tadeo A. De La Hoya
City Manager

JG/tah

CC: file

Appendix B

San Luis I LPOE EIS General Conformity Analysis

CONTENTS

TABLES

1.0 INTRODUCTION

The General Conformity Rule (GCR) was established to ensure that federal activities do not hamper local efforts to control air pollution. In particular, the GCR implements Section 176(c) of the Clean Air Act (CAA), which prohibits federal agencies, departments, and instrumentalities from engaging in, supporting, licensing, or approving any action that does not conform to an approved state or federal implementation plan. The purpose of the GCR Applicability Analysis is to determine whether the Proposed Action at the San Luis I Land Port of Entry (LPOE) is subject to the federal GCR. The Proposed Action involves the renovation and redevelopment of the San Luis I LPOE to allow the facility to adapt to increasing traffic demand, provide for more thorough inspections, improve safety for employees and the public, and reduce processing delays.

The Proposed Action would result in emissions from the use of construction equipment and vehicles during construction and demolition activities. Emissions of nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter with an aerodynamic diameter of less than or equal to 10 micrometers (PM_{10}), particulate matter with an aerodynamic diameter of less than or equal to 2.5 micrometers ($PM_{2.5}$), and sulfur dioxide (SO_2) were calculated using the U.S. Environmental Protection Agency's (USEPA) Compilation of Air Emission Factors. These calculations demonstrate that the emissions resulting from the Proposed Action would be below the *de minimis* levels defined for those pollutants in the Applicability Section of the GCR and would not be regionally significant. Therefore, the GCR is not applicable to the Proposed Action.

2.0 GENERAL CONFORMITY RULE APPLICABILITY ANALYSIS

The purpose of this analysis is to determine whether the Proposed Action at the San Luis I LPOE is subject to the Federal GCR established in 40 Code of Federal Regulations, Part 93 (40 CFR Part 93), Determining Conformity of Federal Actions to State or Federal Implementation Plans. This analysis will determine under which of the following areas the Proposed Action would fall:

- Not subject to the rule—the action does not emit criteria pollutants or precursors for which the area is designated as a *nonattainment* or maintenance area[1]; all procurement actions are excluded from the GCR;
- Exempt or meets *de minimis* levels—emissions from the action are below *de minimis* levels and are not regionally significant, or the action is exempt;
- Does not meet *de minimis* levels or is regionally significant—emissions from the action exceed *de minimis* levels; a Conformity Determination must be prepared for such actions.

This analysis is organized into the following sections:

- Background (Section 3)—information on applicable air emission programs and limitations, including *de minimis* levels;
- Proposed Action (Section 4)—description of the Proposed Action;
- Methodology and Emissions Calculations (Section 5)—procedures and results for estimating emissions associated with the Proposed Action; and
- Conclusion (Section 6)—assessment of whether the GCR is applicable to the Proposed

[1] A *nonattainment* area is an area where the concentration of one or more criteria pollutants is found to exceed the regulated level for one or more of the NAAQS. *Nonattainment* areas that meet the NAAQS and the redesignation requirements in the Clean Air Act are redesignated as maintenance areas.

3.0 BACKGROUND

As part of the implementation of the CAA Amendments, the USEPA issued National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants: CO, SO_2, particulate matter (PM_{10} and $PM_{2.5}$), ozone (O_3), NO_2, and lead (Pb). USEPA defines ambient air in guidelines established in 40 CFR Part 50 as "that portion of the atmosphere, external to buildings, to which the general public has access."

The Clean Air Act divides the U.S. into geographic areas called "air quality control regions" (AQCRs). These AQCRs are established areas such as counties, urbanized areas, and consolidated metropolitan statistical areas. An AQCR in which levels of a criteria air pollutant meet the health-based NAAQS is defined as an attainment area for the pollutant, while an area that does not meet the NAAQS is designated a *nonattainment* area for the pollutant. An AQCR that was once designated a *nonattainment* area but was later reclassified as an *attainment* area is known as a maintenance area. Nonattainment and maintenance areas can be further classified as extreme, severe, serious, moderate, or marginal.

An AQCR may have an acceptable level for one criteria air pollutant but may have unacceptable levels for other criteria air pollutants. Thus, an area could be *attainment*, maintenance, and/or *nonattainment* at the same time for different pollutants. Each state that contains at least one nonattainment air quality control region is responsible for submitting a State Implementation Plan to specify the manner in which NAAQS will be achieved and maintained. Maintenance areas must adhere to a maintenance plan for the specific pollutant for which the area was initially designated *nonattainment*.

The San Luis I LPOE is located in Yuma County, Arizona. Yuma County is located in the Mohave-Yuma Intrastate AQCR, which is managed by the Arizona Department of Environmental Quality (ADEQ). USEPA has designated Yuma County, Arizona, as a moderate nonattainment area for PM_{10} (EPA, 2018).

In August 2006, the ADEQ approved the Yuma PM_{10} Maintenance Plan for the Yuma County *nonattainment* area that addresses how the Mohave-Yuma Intrastate AQCR will achieve and maintain attainment with the PM_{10} standard (ADEQ, 2006). Because Yuma County, Arizona, is a *nonattainment* area for PM_{10}, an applicability analysis of PM_{10} emissions is required using the criteria for a *nonattainment* area. For purposes of analysis and completeness, the potential CO, NO_2, SO_2, and $PM_{2.5}$ emissions were also calculated and compared to *de minimis* rates.[2] The criteria used in the GCR applicability analysis are listed in the Applicability Section of the GCR, Section 93.153(b), which defines *de minimis* emission rates for criteria pollutants based on the degree of nonattainment. **Table F1** lists the *de minimis* levels that were used in this analysis (EPA, 2017). Section 51.853(i) of the GCR stipulates that a project is considered regionally significant when its total emissions exceed a *nonattainment* or maintenance area's total emission budget for each applicable pollutant by 10 percent or more.

[2] Emissions of ozone and lead were not analyzed because ozone is a secondary pollutant and the precursor pollutant (i.e., NO_2) was below the *de minimis* threshold rate; no project activity would result in the generation of lead emissions.

Table 1. *De Minimis* Levels for the Proposed Action

Criteria Pollutant	CAA Classification	*De Minimis* Emission Rate (tons/year)
CO	N/A	100
NO_2	N/A	100
SO_2	N/A	100
PM_{10}	Nonattainment (moderate)	100
$PM_{2.5}$	N/A	100

Source: EPA, 2017

Note: CO = carbon dioxide; N/A = not applicable; NO_2 = nitrogen dioxide; $PM_{2.5}$ = particulate matter with an aerodynamic diameter of less than or equal to 2.5 micrometers; PM_{10} = particulate matter with an aerodynamic diameter of less than or equal to 10 micrometers; SO_2 = sulfur dioxide.

4.0 PROPOSED ACTION

The Proposed Action is a phased approach to renovate and redevelop the San Luis I LPOE to allow the facility to adapt to increasing traffic demand, provide for more thorough inspections, improve safety for employees and the public, and reduce processing delays. Under the Proposed Action, every building onsite would be replaced, including the main building, inspection spaces, kennel, and existing commercial processing facilities. The General Services Administration would also acquire Friendship Park (located adjacent to the western end of the San Luis I LPOE) and construct new infrastructure to accommodate the increasing volume of pedestrian and vehicle traffic, including inbound and outbound privately owned vehicle (POV) and pedestrian processing facilities. See Section 2.1 of the Environmental Impact Statement for a full description of the Proposed Action.

5.0 METHODOLOGY AND EMISSIONS CALCULATIONS

Because the USEPA has designated Yuma County, Arizona, as a moderate *nonattainment* area for PM_{10}, this applicability analysis estimates the Proposed Action's potential emissions of PM_{10}; for completeness, the potential CO, NO_2, SO_2, and $PM_{2.5}$ emissions were also estimated. Construction and demolition activities would cause temporary air emissions of these pollutants. To provide a worst-case or conservative estimate of emissions on a calendar-year basis, it was assumed that all required non-road vehicles would operate full time (i.e., eight hours per day and five days per week), approximately 140 workers would commute 50 miles each day, and each worker would drive their own vehicle (i.e., no carpooling).

Construction and demolition emissions were estimated for on-road and non-road vehicles. The emissions from on-road vehicles such as POVs were estimated using industry-standard emission rates (Argonne 2013; EPA 2009). Emission rates for non-road vehicles such as excavators, cranes, graders, backhoes, and bulldozers were estimated using EPA's MOVES 2014a model coefficients (EPA 2015). See **Table 2** for the emission factors used in the analysis and **Table 3** for the results of the analysis.

Table 2. Factors Used to Estimate On-Road and Non-Road Vehicle Emissions

Pollutant	On-Road Emission Factor (lb/mile)	Non-Road Emission Factor (g/vehicle/day) (Diesel/Gasoline)
CO	6.29×10^{-3}	191/823
NO_2	2.64×10^{-4}	350/7.08
SO_2	9.26×10^{-6}	0.521/0.0215
PM_{10}	1.68×10^{-5}	28.3/6.21
$PM_{2.5}$[a]	1.68×10^{-5}	27.4/5.72

Source: Argonne, 2013; EPA, 2009, 2015

Pollutant	On-Road Emission Factor (lb/mile)	Non-Road Emission Factor (g/vehicle/day) (Diesel/Gasoline)

Note: CO = carbon dioxide; g = grams; lb = pounds; NO_2 = nitrogen dioxide; $PM_{2.5}$ = particulate matter with an aerodynamic diameter of less than or equal to 2.5 micrometers; PM_{10} = particulate matter with an aerodynamic diameter of less than or equal to 10 micrometers; SO_2 = sulfur dioxide.
[a] An on-road emission factor for $PM_{2.5}$ was not available for POVs, so the on-road emission factor for PM_{10} was used.

Table 3. Annual Non-Road and On-Road Vehicle Emissions Under the Proposed Action

Equipment	Tons of CO	Tons of NO_2	Tons of SO_2	Tons of PM_{10}	Tons of $PM_{2.5}$
Non-Road Vehicles					
Excavator (diesel)	0.219	0.400	5.97×10^{-4}	0.0324	0.0314
Crane (diesel)	0.0547	0.100	1.49×10^{-4}	8.09×10^{-3}	7.85×10^{-3}
Bulldozer (diesel)	0.109	0.200	2.98×10^{-4}	0.0162	0.0157
Dump truck/Concrete truck (diesel)	0.274	0.501	7.46×10^{-4}	0.0405	0.0393
Grader (diesel)	0.109	0.200	2.98×10^{-4}	0.0162	0.0157
Rollers, compactor(diesel)	0.164	0.300	4.47×10^{-4}	0.0243	0.0236
Paving equipment (diesel)	0.0547	0.100	1.49×10^{-4}	8.09×10^{-3}	7.85×10^{-3}
Generator (gasoline)	0.706	6.07×10^{-3}	1.85×10^{-5}	5.33×10^{-3}	4.90×10^{-3}
Air compressor (gasoline)	0.470	4.05×10^{-3}	1.23×10^{-5}	3.55×10^{-3}	3.27×10^{-3}
On-Road Vehicles					
Personal vehicles	5.73	0.240	8.43×10^{-3}	0.0152	0.0152
Total (tons per year)	**7.89**	**2.05**	**0.0111**	**0.170**	**0.165**
***De minimis* threshold (tons per year)**	**100**	**100**	**100**	**100**	**100**

Source: EPA, 2017.

Note: CO = carbon dioxide; g = grams; lb = pounds; NO_2 = nitrogen dioxide; $PM_{2.5}$ = particulate matter with an aerodynamic diameter of less than or equal to 2.5 micrometers; PM_{10} = particulate matter with an aerodynamic diameter of less than or equal to 10 micrometers; SO_2 = sulfur dioxide.

6.0 CONCLUSION

As shown in **Table 3**, none of the criteria pollutant emissions estimated for the Proposed Action would exceed its respective *de minimis* thresholds. Therefore, the General Conformity Rule is not applicable to the Proposed Action.

7.0 REFERENCES

(ADEQ 2006). Arizona Department of Environmental Quality. 2006. Yuma PM_{10} Maintenance Plan. Air Quality Division. August.

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(EPA 2009). United States Environmental Protection Agency. 2009. AP-42: Gasoline and Diesel Industrial Engines.

(EPA 2015). United States Environmental Protection Agency. 2015. MOVES2014a User Guide. EPA-420-B-15-095. November.

(EPA 2017). United States Environmental Protection Agency. 2017. De Minimis Tables. Available online at https://www.epa.gov/general-conformity/de-minimis-tables.

(EPA 2018). United States Environmental Protection Agency. 2018. Current Nonattainment Counties for All Criteria Pollutants. March 31.

8.0 ACRONYMS

ADEQ	Arizona Department of Environmental Quality
AQCR	Air Quality Control Region
CAA	Clean Air Act
CO	Carbon monoxide
GCR	General Conformity Rule
LPOE	Land Port of Entry
NAAQS	National Ambient Air Quality Standards
NO_2	Nitrogen dioxide
O_3	Ozone
Pb	Lead
$PM_{2.5}$	Fine particulate matter
PM_{10}	Coarse particulate matter
POV	Privately owned vehicle
SO_2	Sulfur dioxide
USEPA	U.S. Environmental Protection Agency

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Appendix C

Draft EIS Public Comment Period Materials

Notice of Availability Published in the *Federal Register*

Federal Register / Vol. 84, No. 52 / Monday, March 18, 2019 / Notices 9797

the offices of the Board of Governors. Interested persons may express their views in writing to the Reserve Bank indicated for that notice or to the offices of the Board of Governors. Comments must be received not later than April 4, 2019.

A. Federal Reserve Bank of Kansas City (Dennis Denney, Assistant Vice President) 1 Memorial Drive, Kansas City, Missouri 64198–0001:

1. *The RFB–FLB Trust, U/A/D October 25, 2016, and Frances L. Biolchini, as Trustee, both of Kelly, Wyoming; to retain shares of and to be approved as members of the Biolchini Family Group. Additionally, Robert Biolchini, Jr., Jackson, Wyoming; Douglas Biolchini, Walla Walla, Washington; Frances Biolchini Fleming, Kelly, Wyoming; Thomas Biolchini, Tulsa, Oklahoma; Tobin Biolchini, Kelly, Wyoming; Christi Biolchini Yanelli, Jackson, Wyoming; and the Robert F. Biolchini & Frances L. Biolchini Irrevocable Education Trust for Lucy Rose Biolchini, the Robert F. Biolchini & Frances L. Biolchini Irrevocable Education Trust for Maximiliam Michael Fleming, the Robert F. Biolchini & Frances L. Biolchini Irrevocable Education Trust for Sophia Grace Fleming, and the Robert F. Biolchini & Frances L. Biolchini Irrevocable Education Trust for Paul Christopher Biolchini, all of Tulsa, Oklahoma* as members of the Biolchini Family Group; to retain shares of Bancshares of Jackson Hole, Incorporated and thereby indirectly retain shares of Bank of Jackson Hole, Jackson, Wyoming.

Board of Governors of the Federal Reserve System, March 13, 2019.

Yao-Chin Chao,

Assistant Secretary of the Board.

[FR Doc. 2019–05026 Filed 3–15–19; 8:45 am]

BILLING CODE P

FEDERAL RESERVE SYSTEM

Formations of, Acquisitions by, and Mergers of Bank Holding Companies

The companies listed in this notice have applied to the Board for approval, pursuant to the Bank Holding Company Act of 1956 (12 U.S.C. 1841 *et seq.*) (BHC Act), Regulation Y (12 CFR part 225), and all other applicable statutes and regulations to become a bank holding company and/or to acquire the assets or the ownership of, control of, or the power to vote shares of a bank or bank holding company and all of the banks and nonbanking companies owned by the bank holding company, including the companies listed below.

The applications listed below, as well as other related filings required by the Board, are available for immediate inspection at the Federal Reserve Bank indicated. The applications will also be available for inspection at the offices of the Board of Governors. Interested persons may express their views in writing on the standards enumerated in the BHC Act (12 U.S.C. 1842(c)). If the proposal also involves the acquisition of a nonbanking company, the review also includes whether the acquisition of the nonbanking company complies with the standards in section 4 of the BHC Act (12 U.S.C. 1843). Unless otherwise noted, nonbanking activities will be conducted throughout the United States.

Unless otherwise noted, comments regarding each of these applications must be received at the Reserve Bank indicated or the offices of the Board of Governors not later than April 12, 2019.

A. Federal Reserve Bank of Boston (Prabal Chakrabarti, Senior Vice President) 600 Atlantic Avenue, Boston, Massachusetts 02210–2204. Comments can also be sent electronically to *BOS.SRC.Applications.Comments@bos.frb.org*:

1. *HarborOne Northeast Bancorp Inc., Brockton, Massachusetts;* to become a bank holding company by acquiring HarborOne Bank, Brockton, Massachusetts, in connection with the conversion of HarborOne Mutual Bancshares, Brockton, Massachusetts from mutual to stock form.

B. Federal Reserve Bank of Chicago (Colette A. Fried, Assistant Vice President) 230 South LaSalle Street, Chicago, Illinois 60690–1414:

1. *Old O'Brien Banc Shares, Inc., Sutherland, Iowa;* to merge with R & J Financial Corporation, Inc. and thereby indirectly acquire Peoples Savings Bank, both of Elma, Iowa.

2. *Pella Financial Group, Inc., Pella, Iowa;* to acquire 100 percent of Iowa State Savings Bank, Knoxville, Iowa.

Board of Governors of the Federal Reserve System, March 13, 2019.

Yao-Chin Chao,

Assistant Secretary of the Board.

[FR Doc. 2019–05027 Filed 3–15–19; 8:45 am]

BILLING CODE P

GENERAL SERVICES ADMINISTRATION

[Notice-PBS–2019–03; Docket No. 2019–0002; Sequence No. 5]

Notice of Availability of the Draft Environmental Impact Statement for the Expansion and Modernization of the San Luis I Land Port of Entry, San Luis, Arizona

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

ACTION: Notice of availability; Announcement of public meeting.

SUMMARY: This notice announces the availability, and opportunity for public review and comment, of the Draft Environmental Impact Statement (DEIS), which analyzes the potential environmental impacts of a proposal by GSA to expand and modernize the San Luis I Land Port of Entry (LPOE) located in San Luis, Arizona along the U.S.–Mexico international border. The DEIS describes the project purpose and need, the alternatives being considered, and the potential impacts of each alternative on the existing environment. As the lead agency for this undertaking, GSA is acting on behalf of its major tenant at the facility, the Department of Homeland Security's U.S. Customs and Border Protection (CBP).

DATES: A public meeting for the DEIS will be held on Wednesday, April 17, 2019, from 4:00 p.m. to 6:00 p.m., Mountain Standard Time (MST). Interested parties are encouraged to attend and provide written comments on the DEIS. The comment period for the DEIS ends on Monday, April 29, 2019.

ADDRESSES: The public meeting will be held in the City Council Chambers at 1090 E Union Street, San Luis, AZ. The meeting will be an informal open house, where visitors may come, receive information, and provide written comments.

Further information, including an electronic copy of the DEIS may be found online on the following website: *https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/san-luis-i-land-port-of-entry*.

Questions or comments concerning the DEIS should be directed to: Osmahn Kadri, Regional Environmental Quality Advisor/NEPA Project Manager, 50 United Nations Plaza, Room 3345 Mailbox 9, San Francisco, CA 94102 or via email to *osmahn.kadri@gsa.gov*.

FOR FURTHER INFORMATION CONTACT: Osmahn Kadri, Regional Environmental

Quality Advisor/NEPA Program Manager, GSA, at 415–522–3617. Please also call this number if special assistance is needed to attend and participate in the public meeting.

SUPPLEMENTARY INFORMATION:

Background

The San Luis I LPOE is located on the U.S.–Mexico international border in the City of San Luis, Arizona. It is the westernmost LPOE in Arizona and is approximately four miles from the California border. The San Luis I LPOE was built in 1982 to accommodate noncommercial traffic to and from Mexico. The facilities at the LPOE are in a deteriorated condition and are inadequate for the present volume of pedestrian and vehicle traffic. There has been a 58 percent increase in the number of personal vehicles processed since 2010. The higher volume and outdated facilities create long wait times, leading to traffic backups in downtown San Luis.

GSA is proposing to expand and modernize the San Luis I LPOE to correct operational deficiencies imposed by deteriorating building conditions and improve the LPOE's functionality, capacity, and security. Three alternatives, the Proposed Action Alternative, Alternative 1, and the No Action Alternative, are evaluated in the DEIS.

Proposed Action Alternative—Demolition and Redevelopment. GSA would acquire the land adjacent to the western end of the LPOE, the former Friendship Park, and the LPOE would be reconfigured to streamline CBP operations and inspection processes. GSA would demolish the old, deteriorated buildings and construct new buildings and infrastructure on the expanded site to accommodate the increasing volume of pedestrian and vehicle traffic. The Proposed Action would be implemented in a phased approach to alleviate potential disruptions to operations at the LPOE.

Alternative 1—Renovate and Modernize. GSA would not acquire former Friendship Park, but would renovate and modernize all existing facilities and infrastructure at the LPOE. The LPOE layout would remain as currently configured, and current traffic patterns entering and leaving the LPOE would remain the same.

No Action Alternative. GSA would not renovate or modernize any portion of the LPOE. The LPOE would remain as-is and continue its operations in facilities as they are currently configured.

Public Meeting

The meeting will be conducted in an open house format, where project information will be presented and distributed. Comments must be received by April 29, 2019, and emailed to *osmahn.kadri@gsa.gov*, or sent to the address listed above.

Dated: March 13, 2019.

Moonyeen Alameida,

Acting Director, Portfolio Management Division, Pacific Rim Region, Public Buildings Service.

[FR Doc. 2019–04985 Filed 3–15–19; 8:45 am]

BILLING CODE 6820–YF–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Centers for Disease Control and Prevention

[Docket Number CDC–2019–0016, NIOSH–325]

Mining Automation and Safety Research Prioritization

AGENCY: National Institute for Occupational Safety and Health (NIOSH) of the Centers for Disease Control and Prevention (CDC), Department of Health and Human Services (HHS).

ACTION: Request for information and comment.

SUMMARY: The National Institute for Occupational Safety and Health (NIOSH) of the Centers for Disease Control and Prevention (CDC) has recently established a research program to address the rapidly expanding area of automation and associated technologies in mining. NIOSH is requesting information to inform the prioritization of research to be undertaken by The Institute's Mining Program. NIOSH is seeking input on priority gaps in knowledge regarding the safety and health implications of humans working with automated equipment and associated technologies in mining, with an emphasis on worker safety and health research in which NIOSH has the comparative advantage, and is unlikely to be undertaken by other federal agencies, academia, or the private sector.

DATES: Electronic or written comments must be received by May 17, 2019.

ADDRESSES: You may submit comments, identified by CDC–2019–0016 and NIOSH–325, by any of the following methods:

- *Federal eRulemaking Portal http://www.regulations.gov.* Follow the instructions for submitting comments.
- *Mail:* National Institute for Occupational Safety and Health, NIOSH Docket Office, 1090 Tusculum Avenue, MS C–34, Cincinnati, Ohio 45226–1998.

Instructions: All information received in response to this notice must include the agency name and docket number [CDC–2019–0016; NIOSH–325]. All relevant comments received will be posted without change to *https://www.regulations.gov*, including any personal information provided. For access to the docket to read background documents or comments received, go to *https://www.regulations.gov*. All information received in response to this notice will also be available for public examination and copying at the NIOSH Docket Office, 1150 Tusculum Avenue, Room 155, Cincinnati, OH 45226–1998.

FOR FURTHER INFORMATION CONTACT: Jeffrey H. Welsh, NIOSH Office of Mine Safety and Health Research, 315 E Montgomery Ave., Spokane, WA 99207. Phone: 412–386–4040 (not a toll-free number).

SUPPLEMENTARY INFORMATION:

Background: The mining industry has been undergoing significant changes as companies look to adopt automation technologies to decrease costs and increase efficiency and, according to some companies, improve safety. These new technologies include automated mobile equipment, robotics, teleoperation, wireless communications and sensing systems, wearable sensors and computers, virtual and augmented reality, and data analytics. Surface iron ore mines in Western Australia are moving rapidly to adopt automation technologies, and they appear to be the closest in achieving completely autonomous mining. In U.S. mines, the adoption of automation technology is gaining momentum, with some of the first automation having been applied to processing facilities, drilling equipment, underground coal mine longwalls, and now pilot projects with automated haulage trucks and loaders.

Information Needs: To prepare for expanded use of automation technologies, NIOSH seeks to both proactively address worker health and safety challenges that may be associated with automation, as well as leverage new technologies to improve miner health and safety. To understand the state of automation technologies, their implementation in the United States, and the health and safety concerns associated with the technology, NIOSH seeks public input on the following questions:

1. To what extent will automation and associated technologies be implemented in mining and in what timeframe?

Notice of Availability published in *Yuma Sun*

AFFP
San Luis I Land Port of Entry,

Affidavit of Publication

STATE OF ARIZONA)
COUNTY OF YUMA) SS

Lisa Reilly or Kelsey Gould, being duly sworn, says:

That she is Publisher or Business Manager of the Yuma Sun, a daily newspaper of general circulation, printed and published in Yuma, Yuma County, Arizona; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

March 15, 2019, March 31, 2019

That said newspaper was regularly issued and circulated on those dates.

SIGNED:

Publisher or Business Manager

Subscribed to and sworn to me this 31st day of March 2019.

Virgen P Perez

Virgen P Perez, Notary, Yuma County, Arizona

My commission expires: May 10, 2021

00028405 00170243

LMI
7940 Jones Branch Drive
Tysons, VA 22102

VIRGEN P PEREZ
NOTARY PUBLIC, ARIZONA
YUMA COUNTY
My Commission Expires
May 10, 2021

Notice of Availability for the Draft Environmental Impact Statement for the Expansion and Modernization of the San Luis I Land Port of Entry, San Luis, Arizona

General Services Administration (GSA) announces the availability of the Draft Environmental Impact Statement (DEIS) for the expansion and modernization of San Luis I Land Port of Entry (LPOE) on the U.S.–Mexico international border in the City of San Luis, Arizona. The DEIS was prepared in accordance with the National Environmental Policy Act and analyzes the potential environmental impacts from the expansion and modernization of the San Luis I LPOE. The project proposes to correct the operational deficiencies at the San Luis I LPOE imposed by deteriorating building conditions and improve the LPOE's functionality, capacity, and security. The DEIS analyzes two action alternatives and a no action alternative.

Public comments on the DEIS will be accepted for 45 days from the publication of the Notice of Availability (NOA) in the Federal Register (March 15–April 29, 2019). Electronic copies of the DEIS are available at **https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/san-luis-i-land-port-of-entry**.

A public meeting for the DEIS will be held on April 17, 2019, from 4:00 p.m. to 6:00 p.m., Mountain Standard Time (MST) in the City Council Chambers at 1090 E. Union Street, San Luis, AZ. Interested parties are encouraged to attend and provide written comments on the DEIS. Comments on the DEIS should be directed to: Osmahn Kadri, Regional Environmental Quality Adviser/NEPA Project Manager, 50 United Nations Plaza, Room 3345 Mailbox 9, San Francisco, CA 94102 or via email to **osmahn.kadri@gsa.gov**. Comments received prior to the end of the 45-day public comment period will be considered in the Final EIS.

For questions please contact Osmahn Kadri by telephone at 415-522-3617, or email at **osmahn.kadri@gsa.gov**.
Yuma Sun: March 15, 31, 2019
- 00170243

Draft EIS Meeting Handouts and Posters

San Luis Land Port of Entry Modernization Project

Environmental Impact Statement

BACKGROUND INFORMATION

The San Luis I Land Port of Entry (LPOE) is located on the U.S.-Mexico border in the city of San Luis, Arizona. The former Friendship Park is adjacent to the San Luis I LPOE. The former Friendship Park was closed to the public in 2011 and is owned by the Bureau of Land Management.

Current Facilities

- Deteriorated and inadequate facilities for the current volume of pedestrian and vehicle traffic
- Main building has outdated systems and building code issues
- Poor lighting conditions at pedestrian processing center creates security threats
- Lack of separate waiting areas and processing facilities for family units, juveniles, and high risk individuals
- Undersized emergency power system
- Failing sanitary sewer piping system
- Outdated water and lighting systems

Traffic Issues

- 58% increase of personally owned vehicle crossing since 2010
- Higher volume coupled with outdated facilities creates long wait times
- Long wait times leads to traffic backups

Purpose and Need

- The Proposed Action will provide facilities to fully support CBP's mission
- The Proposed Action is needed in order to improve the safety, security, and operations of the LPOE and reduce vehicle and pedestrian wait times

GSA

Public Comment Period

Comments must be received by the end of the 45-day comment period to be considered in the Final EIS. Please submit comments by April 29, 2019 to:

Osmahn Kadri
Regional Environmental Quality Advisor/NEPA PM
50 United Nations Plaza, Room 3345 Mailbox 9
San Francisco, CA 94102
osmahn.kadri@gsa.gov

Electronic copies of the Draft EIS are available at **https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/san-luis-i-land-port-of-entry.**

San Luis Land Port of Entry Modernization Project

Environmental Impact Statement

PROPOSED ACTION LOCATION

Public Comment Period

Comments must be received by the end of the 45-day comment period to be considered in the Final EIS. Please submit comments by April 29, 2019 to:

Osmahn Kadri
Regional Environmental Quality Advisor/NEPA PM
50 United Nations Plaza, Room 3345 Mailbox 9
San Francisco, CA 94102
osmahn.kadri@gsa.gov

Electronic copies of the Draft EIS are available at **https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/san-luis-i-land-port-of-entry.**

San Luis Land Port of Entry Modernization Project

Environmental Impact Statement

PROPOSED ACTION AND ALTERNATIVES

GSA proposes to modernize and update facilities at the San Luis I Land Port of Entry (LPOE) to provide a strengthened security system and a more streamlined pedestrian and personally owned vhicle traffic flow through the LPOE. Renovating the San Luis I LPOE would allow the facility to adapt to increasing traffic demand, provide for more thorough inspections, improve safety for employees and the public, and reduce processing delays.

Three alternatives, including the No-Action Alternative, are evaluated in this environmental impact statement (EIS). Each alternative involves continual operation of the San Luis I LPOE as an international border station during construction and renovation activities.

Proposed Action—Demolition and Redevelopment

The Proposed Action would include the demolition of existing facilities and the construction of new facilities in a reconfigured layout to accommodate growth of the LPOE. GSA would acquire Friendship Park (located east of the LPOE) in order to expand and modernize the San Luis I LPOE. A phased approach for construction could be used to alleviate potential disruption to U.S. Customs and Border Protection (CBP) operations at the San Luis I LPOE. The exact sequence of construction phases will be determined by the construction contractor. The construction phasing sequence and layout of the LPOE shown in the Draft EIS are theoretical representations established for analysis and discussion.

Alternative 1—Renovate and Modernize

- GSA would not acquire the former Friendship Park and current LPOE layout would remain.
- Current traffic patterns would remain the same and backups would continue.
- GSA would renovate and modernize all existing facilities and infrastructure at the LPOE.
  - Utility Renovations: replace heating, ventilation, and air conditioning; electrical; and mechanical systems; and upgrade storm-water retention and water filtration systems
  - Interior Renovations: new paint, flooring, and cosmetic upgrades
  - Exterior Renovations: replace all windows and roofs, repaint building exteriors, and replace existing asphalt

No Action Alternative

- GSA would not renovate or expand any portion of the LPOE
- LPOE would remain in its current condition
- Current issues would remain: safety, security, operations, and vehicle and pedestrian queues
- Could compromise CBP's ability to fulfill its mission

Public Comment Period

Comments must be received by the end of the 45-day comment period to be considered in the Final EIS.
Please submit comments by April 29, 2019 to:

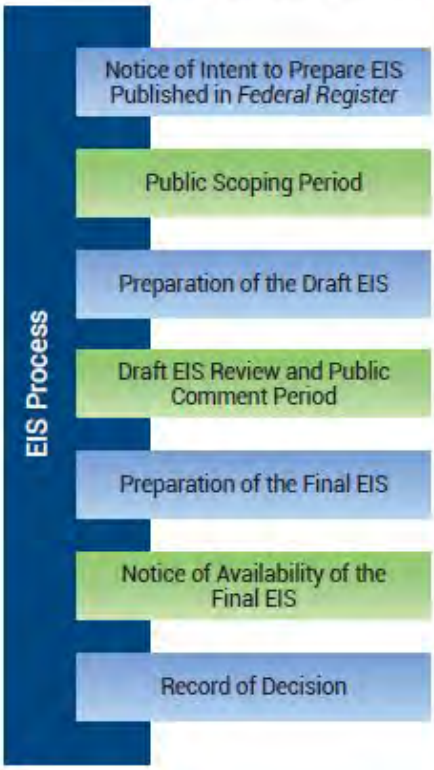
Osmahn Kadri
Regional Environmental Quality Advisor/NEPA PM
50 United Nations Plaza, Room 3345 Mailbox 9
San Francisco, CA 94102
osmahn.kadri@gsa.gov

Electronic copies of the Draft EIS are available at https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/san-luis-i-land-port-of-entry.

San Luis Land Port of Entry Modernization Project
Environmental Impact Statement

The National Environmental Policy Act (NEPA) establishes a framework for considering environmental values early in the Federal decisionmaking process. When Federal agencies propose projects that may significantly impact the environment, NEPA requires the following steps to be taken before final decisions are made:

- Evaluation and consideration of potential environmental consequences
- Consideration of public and government agency comments



Draft EIS

This Draft EIS has been prepared to analyze the environmental impacts of proposed changes to the San Luis I Land Port of Entry and adjacent, former Friendship Park, in San Luis, Arizona. The evaluation presented in the Draft environmental impact statement (EIS):

- Identifies and describes the affected environment
- Evaluates the potential environmental consequences from a range of reasonable alternatives
- Identifies environmental permits and specific mitigation measures to avoid, minimize, or reduce environmental impacts.

Draft EIS Public Comment Period

Public participation is an integral part of the EIS Process. The 45-day public comment period began on March 15, 2019 with the publication of a Notice of Availability in the *Federal Register* and in the *Yuma Sun*, and ends on April 29, 2019.

Please Take This Opportunity to:

- Learn about the Proposed Action
- Identify community-specific issues
- Provide comments on the Draft EIS

GSA

Public Comment Period

Comments must be received by the end of the 45-day comment period to be considered in the Final EIS. Please submit comments by April 29, 2019 to:

Osmahn Kadri
Regional Environmental Quality Advisor/NEPA PM
50 United Nations Plaza, Room 3345 Mailbox 9
San Francisco, CA 94102
osmahn.kadri@gsa.gov

Electronic copies of the Draft EIS are available at **https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/san-luis-i-land-port-of-entry.**

San Luis Land Port of Entry Modernization Project

Environmental Impact Statement

SUMMARY OF IMPACTS

Proposed Action

- In general, short-term adverse impacts from the Proposed Action (during construction and demolition activities) would be negligible to minor
- Long-term beneficial impacts from the Proposed Action would be expected on the following resources:
  - Water resources
  - Infrastructure and utilities
  - Noise
  - Socioeconomics
  - Land use and visual resources
  - Air quality
  - Human health and safety
  - Protection of children

Alternative 1

- Impacts would be less than the Proposed Action because Friendship Park would not be acquired and the LPOE would not be reconfigured to use this land
- Alternative 1 does not meet the purpose and need of the Proposed Action which is to fully provide facilities to support U.S. Custom and Border Patrol's mission requirements

No Action Alternative

- No short-term impacts would be expected to the resources analyzed in the environmental impact statement (EIS)
- Long-term, moderate, adverse impacts on existing infrastructure and utilities
- Long-term, negligible to minor, adverse impacts would be expected on the following resources:
  - Water resources
  - Traffic and transportation
  - Land use and visual resources
  - Air quality
  - Human health and safety
  - Socioeconomics

GSA

Public Comment Period

Comments must be received by the end of the 45-day comment period to be considered in the Final EIS.
Please submit comments by April 29, 2019 to:

Osmahn Kadri
Regional Environmental Quality Advisor/NEPA PM
50 United Nations Plaza, Room 3345 Mailbox 9
San Francisco, CA 94102
osmahn.kadri@gsa.gov

Electronic copies of the Draft EIS are available at https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/san-luis-i-land-port-of-entry.

San Luis Draft EIS — April 17, 2019

NAME	AGENCY	EMAIL ADDRESS
MICHAEL JONES	ADOT - Southeast District	MJONES@AZDOT.GOV
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Jose Antonio GARCIA	Consul of Mexico	JGarcia@sre.gob.mx
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San Luis Draft EIS

4/17/19

NAME	AGENCY	EMAIL ADDRESS
Martha Jimenez	City of San Luis	mjimenez@cityofsanluis.org
Alexis Gomez	City of San Luis	agomez@cityofsanluis.org
Maria Pablos	Community	928 285 3193 Maria Pablos
Jose Garcia	City of San Luis	Jrgarcia@cityofsanluis
Greg LeVann	GYEDC	glevann@greateryuma.org
Blena George	GYDPA	BGeorge@GYDPA.ORG
Luis Ramirez	RAMM / City of San Luis	luis@ramirezadvisors.com
Francia Alonso	City of San Luis	falonso@cityofsanluis.org
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JOAQUIN L CAMPA	CITY OF SAN LUIS	jcampa@cityofsanluis.org

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Appendix D

Draft EIS Public Comments

001

GSA

General Services Administration

SAN LUIS 1 LAND PORT OF ENTRY MODERNIZATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Comment Form

Name: Susanna Zambrano

Title: Associate Dean for South Yuma County Services

Organization: Arizona Western College

Address: 1304 N. 8th Ave. San Luis, Az 85349

Comment: Although the demolition of existing facilities and construction will cause temporary short term adverse impacts, the benefits far outweigh the inconveniences of renovating the new port of entry. I strongly support this project because shortening the wait times for crossing the border as pedestrians will benefit students of all ages who cross the border on a daily basis including our college students who I represent. It is my hope that more can be done to improve the wait times of vehicle traffic along with pedestrian traffic. Thank you!

April 29, 2019

Submit comments by U.S. mail or email by ~~December 22, 2017~~ to:

Osmahn Kadri, Regional Environmental Quality Advisor/ NEPA PM
50 United Nations Plaza, Room 3345 Mailbox 9, San Francisco, CA 94102
osmahn.kadri@gsa.gov

002

GSA

General Services Administration

SAN LUIS 1 LAND PORT OF ENTRY MODERNIZATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Comment Form

Name: Isaac Gutierrez

Title: GIS TECH.

Organization: City Of San Luis

Address: 1090 E UNION ST

Comment: On all proposed changes it makes it seem that pedestrians traveling to Mexico, use Urtuzuastegui. It seems as they are traveling East on Urtuzuastegui. The majority of pedestrians are traveling South on Main St and crossing Urtuzuastegui, There is a congestion issue, Specially in the median, it is not big enough to hold people waiting there. I would suggest fixing congestion on this crossing or look into it further.

Submit comments by U.S. mail or email by ~~December 22, 2017~~ April 29, 2019 to:

Osmahn Kadri, Regional Environmental Quality Advisor/ NEPA PM
50 United Nations Plaza, Room 3345 Mailbox 9, San Francisco, CA 94102
osmahn.kadri@gsa.gov

003

GSA

General Services Administration

SAN LUIS 1 LAND PORT OF ENTRY MODERNIZATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Comment Form

Name: Gregory LaVann

Title: Sr. VP

Organization: Greater Yuma EDC

Address: 899 E. Plaza Circle
Yuma, AZ 85365

Comment:

- Traffic times are exceeding 5 hours for northbound traffic
- Sales tax collections decreasing due to long northbound wait times
- South bound crossing times are increasing drastically
- We need direct lanes to border to avoid winding access points.
- Industry is impacted by long delays. Employers and retailers Commerce are experiencing difficulty with labor and patronage.
-

Submit comments by U.S. mail or email by ~~December 22, 2017~~ April 29, 2019 to:

Osmahn Kadri, Regional Environmental Quality Advisor/ NEPA PM
50 United Nations Plaza, Room 3345 Mailbox 9, San Francisco, CA 94102
osmahn.kadri@gsa.gov

On Mon, Mar 18, 2019 at 11:05 AM jean public <jeanpublic1@gmail.com> wrote:

> PUBLIC COMMETN ON FEDERAL REGISTER
>
> I OPPOSEENLARGING THIS SITE SO THAT MORE AND MORE FOREIGNERS CAN GET INTOT HE USA. THE FACT IS WE NEED TO PICK AND CHOOSE WHO WE WANT TO COME INTO THIS COUNTRY AND WE DONT NEED TO HAVE IT WIDE OPEN BY KEEPING HARMING OUR AMERICAN TAXPAEYRS TO BUILD CONVENIENCES FOR FOREIGNERS. THE FACT IS EVERY DOLLAR WE SPEND ON FOREIGNERS MEANS WE DONT HAVE IT FOR AMERICANS, WHO ARE BEING SHORTCHANGED EVERY DAY OF THE YEAR AT PRESNET. WE ARE BEING TAKEN ADVANTAGE OF FOR THESE FOREIGN INVADERS.I DO NOT SUPPORT THIS EXPANSION AT ALL.PUT UP THE WALL AND TELL THEMTO GO SOUTH FOR A CHANGE TO LEACH. THIS COMMENT IS FOR THE PUBLIC RECORD. PLEASE RECEIPT. JEAN PUBLIEE JEANPUBLIC1@GMAIL.COM
>
> On Mon, Mar 18, 2019 at 11:15 AM Jean Public <jeanpublic1@yahoo.com> wrote:
>
> > [Federal Register Volume 84, Number 52 (Monday, March 18, 2019)]
> > [Notices]
> > [Pages 9797-9798]
> > From the Federal Register Online via the Government Publishing Office
> > [www.gpo.gov]
> > [FR Doc No: 2019-04985]

ADOT

April 30, 2019

Mr. Osmahn Kadri
Regional Environmental Quality Advisor/NEPA PM 50
United Nations Plaza
Room 3345, Mailbox 9
San Francisco, CA 94102
415-522-3617
osmahn.kadri@gsa.gov

RE: Draft Environmental Impact Statement for the Expansion and Modernization of the San Luis I Port of Entry, San Luis, Arizona

Dear Mr. Kadri,

On behalf of the Arizona Department of Transportation (ADOT), we are grateful for the opportunity of submitting the following comments on the Environmental Impact Statement (EIS) for the Modernization of the San Luis I Port of Entry (POE).

We were disappointed to see that the first draft of the EIS as presented to the public at City Hall in San Luis, Arizona on April 17, 2019, confirmed that the "red line" western option presented in the graphic below was not part of the study. In figure 2-1 of the EIS, the Theoretical Overview of the Proposed Action at the San Luis I POE, the study indicates that the continuation of the "S" turns from Archibald, to Urtuzuastegui to Main Street (shown in pink) is the recommended routing for southbound traffic.

Copy of Table 2-1 (Source: GSA Draft Environmental Impact Statement)

The Arizona Department of Transportation, along with many local, regional, state and binational stakeholders have expressed their preference for the rerouting of southbound traffic directly from Archibald Street, through the current Friendship Park and connecting

to Mexico at Avenida Morelos on the Mexican side at San Luis Rio Colorado. We have added a red arrow in the diagram above indicating the suggested new southbound connector.

This routing has been discussed on multiple occasions, including as part of the charette that was hosted by GSA contractors in 2018 as well as part of a binational technical meeting on August 16, 2018 during which representatives of multiple federal agencies from both the US and Mexico, visited the proposed site on the Mexican side at Avenida Morelos.

The Archibald-Morelos approach offers safety, traffic congestion, environmental and binational advantages. Should the Proposed Action remain as it currently stands, these major improvements will be foregone.

First, by moving southbound vehicular traffic to the new route, it will eliminate the need for pedestrian traffic to cross through multiple lanes of cars in order to proceed southbound to the border and into Mexico.

Second, a straight route will greatly assist with vehicular congestion, as the multiple turns tend to lead to lane incursions and drivers switching lanes in 90-degree turns.

Third, with Mexico looking to construct vehicular underpasses under Mexico Highway 2 (MX-2) to allow for cars to continue without stopping, the new route will greatly improve the current flows and will eliminate the congestion that at-grade crossings create immediately south of the international boundary, backing up traffic into the US.

Fourth, with the reduction in the idling of cars due to the improvements in traffic flow, there will be fewer vehicular emissions, contributing to the reduction of particulate matter in the air.

The Arizona Department of Transportation is working the City of San Luis to help find funding sources to conduct a binational traffic congestion study that looks at the flow of cars and people as a single binational system, rather than studies or designs that focus only on one side of the border or another.

We thank you for the consideration you give to these comments and hope that GSA will give the necessary consideration for the proposed Archibald-Morelos alternative.

Should you have any questions, please feel free to contact me at 602 712 7081, or glewis2@azdot.gov. Thank you.

Respectfully,
Gail Lewis
Gail Lewis
Director, Office of P3 Initiatives and Senior Advisor for International Affairs

Arizona Department of Transportation

CC: Mayor and Council
The Honorable Santos Gonzalez Yescas, President, Municipality of San Luis Rio Colorado
John Halikowski, Director, Arizona Department of Transportation
Ricardo Martinez, Secretary, Sonora Department of Infrastructure and Urban Development
John Schwamm, Director, San Luis Port of Entry, Customs and Border Protection
Emilio Aguirre Ruiz, Administrator de Aduanas, San Luis Rio Colorado

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Arizona State Office
One North Central Avenue, Suite 800
Phoenix, Arizona 85004-4427
www.blm.gov/az/

APR 1 1 2019

In Reply Refer To:
2000 (9200)

General Services Administration
Attention: Osmahn Kadri
Regional Environmental Quality Advisor
50 United Nations Plaza
Room 3345, Mailbox 9
San Francisco, CA 94102

Dear Osmahn Kadri:

The Bureau of Land Management (BLM) Arizona appreciates the opportunity to provide comment on the General Service Administration (GSA) Draft Environmental Impact Statement (EIS) for the Expansion and Modernization of the San Luis I Land Port of Entry (LPOE) in San Luis, Arizona.

1. A number of places in the Draft EIS indicate the city park managed by the City of San Luis is owned by the BLM. "Adjacent to the west of the San Luis I LPOE is the former Friendship Park, which was a city park managed by the City of San Luis and owned by the Bureau of Land Management (BLM) that was closed to the public in 2011." Please see the following sections for this reference: The Cover Sheet Abstract, Executive Summary Introduction, page ES-1, Section 1.1 Introduction page 1-1, and section 3.4.1 Affected Environment, page 3-9.

BLM comment: The City Park land is not owned by the United States. Friendship Park lands are owned by the City of San Luis under Patent No. 02-74-0002. The BLM has a reversionary and mineral interest in the park land.

Thank you for consideration of our comment. If you have questions or need further information regarding this matter please contact the BLM Yuma Field Manager Aron King, at 928.317.3200 or acking@blm.gov.

Sincerely,

Rick Selbach
Acting Deputy State Director
Lands, Minerals and Energy Division

City of San Luis
P.O. Box 1170
1090 E. Union Street
San Luis, AZ 85349-1170
Phone (928) 341-8520 • Fax (928) 341-8539
www.cityofsanluis.org

Osmahn Kadri
Regional Environmental Quality Advisor/NEPA PM 50
United Nations Plaza
Room 3345, Mailbox 9
San Francisco, CA 94102
415-522-3617
osmahn.kadri@gsa.gov

RE: Draft Environmental Impact Statement for the Expansion and Modernization of the San Luis I Port of Entry, San Luis, Arizona

Dear Mr. Kadri,

On behalf of the City of San Luis, we are grateful for the opportunity of submitting the following comments on the Environmental Impact Statement (EIS) for the Modernization of the San Luis I Port of Entry (POE).

As a point of reference, on December 21, 2017, the City of San Luis submitted comments for consideration in the EIS and for possible incorporation into the recommended Proposed Action for the San Luis I POE. The original comments remain applicable including and particularly, the acquisition of Friendship Park in its entirety to allow for southbound traffic to exit from Archibald Street directly to Mexico.

We were disappointed to see that the first draft of the EIS that was presented to the public at City Hall in San Luis, Arizona on April 17, 2019, confirmed that this option was not part of the study. In figure 2-1 of the EIS, the Theoretical Overview of the Proposed Action at the San Luis I POE, the study indicates the continuation of the "S" turns from Archibald, to Urtuzuastegui to Main Street as the recommended routing for southbound traffic.

Copy of Table 2-1 (Source: GSA Draft Environmental Impact Statement)

The City of San Luis, along with many local, regional, state and binational stakeholders have expressed their preference for the rerouting of southbound traffic directly from Archibald Street, through the current Friendship Park and connecting to Mexico at Avenida Morelos on the Mexican side at San Luis Rio Colorado. We have added an arrow in the diagram above indicating the suggested new southbound connector.

This routing has been discussed on multiple occasions, including as part of the Charette that was hosted by GSA contractors in 2018 as well as part of a binational technical meeting on August 16, 2018 during which representatives of multiple federal agencies from both the US and Mexico, visited the proposed site on the Mexican side at Avenida Morelos.

The Archibald-Morelos approach offers safety, traffic congestion, environmental and binational advantages. Should the Proposed Action remain as it currently stands, these major improvements will be foregone.

First, by moving southbound to the new route, it will eliminate the need for pedestrian traffic to cross through multiple lanes of cars in order to proceed southbound to the border and into Mexico.

Second, a straight route will greatly assist with vehicular congestion as the multiple turns tend to lead to lane incursions and drivers switching lanes in 90-degree turns.

Third, with Mexico looking to construct vehicular underpasses under Mexico Highway 2 (MX-2) to allow for cars to continue without stopping will greatly improve the current flows and at-grade crossings that currently create congestion immediately south of the international boundary which ends up backing up traffic into the US.

Fourth, with the reduction in the idling of cars due to the improvements in traffic flow, there will be fewer vehicular emissions, contributing to the reduction of particulate matter in the air.

The City of San Luis is working with the Arizona Department of Transportation to help find funding sources to conduct a binational traffic congestion study that looks at the flow of cars and people as a single binational system rather than studies or designs that focus only on one side of the border or another.

We thank you for the consideration you give to these comments and hope that GSA will give the necessary consideration for the proposed Archibald-Morelos alternative.

Should you have any questions, please feel free to contact me at tdelahoya@cityofsanluis.org or at (928) 341-8528.

Respectfully,

Tadeo Azael De La Hoya
City Administrator

CC: Mayor and Council
The Honorable Santos Gonzalez Yescas, President, Municipality of San Luis Rio Colorado
John Halikowski, Director, Arizona Department of Transportation
Ricardo Martinez, Secretary, Sonora Department of Infrastructure and Urban Development
John Schwamm, Director, San Luis Port of Entry, Customs and Border Protection
Emilio Aguirre Ruiz, Administrator de Aduanas, San Luis Rio Colorado

United States Department of the Interior
OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
333 Bush Street, Suite 515
San Francisco, California, 94104

April 24, 2019

In Reply Refer To:
19/0102

Mr. Osmahn Kadri
Regional Environmental Quality Advisor/NEPA Project Manager
50 United Nations Plaza, Room 3345 Mailbox 9
San Francisco, CA 94102

Dear Mr. Kadri,

The Department of the Interior (Department) appreciates the opportunity to review the Draft Environmental Impact Statement for the Expansion and Modernization of the San Luis I Land Port of Entry, San Luis, AZ. The Proposed Action of this project would use a phased approach to construct a new San Luis I Land Port of Entry (LPOE) facility (Project), including the acquisition of the former Friendship Park. Once the new facility is constructed, GSA proposes to demolish and repurpose the existing LPOE through additional phases. The Department offers the following comments and recommendations.

Bureau of Land Management Comments

The Bureau of Land Management (BLM) Arizona has the following comments for your consideration. A number of places in the Draft EIS indicate the BLM owns the city park that the City of San Luis manages. "Adjacent to the west of the San Luis I LPOE is the former Friendship Park, which was a city park managed by the City of San Luis and owned by the Bureau of Land Management (BLM) that was closed to the public in 2011." Please see the following sections for this reference: The Cover Sheet Abstract, Executive Summary Introduction, page ES-1, Section 1.1 Introduction page 1-1, and section 3.4.1 Affected Environment, page 3-9.

The BLM does not own the City Park. The City of San Luis owns Friendship Park land under Patent No. 02-74-0002. The BLM has a reversionary and mineral interest in the park land.

If you have questions or need further clarification on the BLM's comments, please contact the BLM Yuma Field Manager Aron King at 928-317-3200, or acking@blm.gov.

Bureau of Reclamation Comments

The Bureau of Reclamation (Reclamation), Yuma Area Office (YAO) has the following comments for your consideration. At this time, YAO has no comments and/or concerns regarding the above-noted LPOE Project; however, we request that GSA continue to coordinate

1

with YAO to ensure that Reclamation's interests are not impacted. Reclamation's interest, within close proximity to the LPOE improvements, include withdrawn, acquired, and rights-of-way lands (Lands). Within those lands, Reclamation owns, operates and maintains various facilities, such as the Yuma Valley Levee, 242 Lateral Wellfield and Canals, 34.5 kV transmission line and appurtenant facilities, and the management of the Five Mile Zone.

Should you have questions regarding Reclamations Lands, you may contact Ms. Anna Pinnell, Lands Team Lead/Realty Officer at 928-343-8514 or apinnell@usbr.gov, and for NEPA and NHPA please contact Mr. Julian DeSantiago, Manager, Environmental Planning and Compliance Group at 928-343-8259 or jdesantiago@usbr.gov. We look forward to working with you and your team in the future.

Sincerely,

Carmen L Howe

Sending on behalf of Janet Whitlock
Regional Environmental Officer
Office of Environmental Policy and Compliance

2

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

April 26, 2019

Osmahn A. Kadri
Regional Environmental Quality Advisor/NEPA Project Manager
General Services Administration
50 United Nations Plaza, Room 3345, Mailbox #9
San Francisco, CA 94102

Subject: Draft Environmental Impact Statement Assessment for the San Luis I Land Port of Entry Expansion and Modernization Project, Yuma County, Arizona (CEQ#20190029)

Dear Mr. Kadri:

The U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (Draft EIS) received on March 8, 2019, prepared by the General Services Administration (GSA), for the proposed San Luis I Land Port of Entry (LPOE) Expansion and Modernization project on the US-Mexico border within the City of San Luis, in Yuma County, Arizona. EPA submitted scoping comments for the project to GSA on November 20, 2015. Our review and comments on this Draft EIS are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

The Preferred Alternative (Proposed Action) for the San Luis I LPOE modernization and expansion project is to acquire the adjacent 6.13 acre former Friendship Park, and demolish and redevelop the expanded LPOE in phases to accommodate increased pedestrian and vehicular processing at the border. EPA appreciates that GSA incorporated many of the recommendations provided in our November 20, 2015 scoping letter. We note that the Draft EIS adopts PM10 and fugitive dust mitigation measures for the construction phases, commits to stormwater infrastructure improvements, and discusses public transportation serving the LPOE. The project further commits to the United States Green Building Council's Leadership in Energy & Environmental Design (LEED) Gold certification for materials, energy, and water efficiency standards, and will include the installation of a 5000 ft^2 photovoltaic array for on-site electricity generation.

The Draft EIS anticipates that additional diesel fueled backup electricity generators will be needed for the anticipated electrical load of the future LPOE design. EPA recommends that GSA consider, as an alternative to diesel powered generators, the use of on-site battery storage using the new photovoltaic array, if feasible. If GSA instead chooses to use diesel backup generators for the LPOE, we encourage GSA to commit to EPA Tier 4 or better backup generators to minimize air pollution during emergency power generation.

Effective October 22, 2018, EPA no longer includes rating in our comment letters. Information about this change and EPA's continued roles and responsibilities in the review of federal actions can be found on our website at https://www.epa.gov/nepa/epa-review-process-under-section-309-clean-air-act

We appreciate the opportunity to review this Draft EIS. When the Final EIS is released for public review, please send one copy to the address above (mail code: ENF-4-2). If you have any questions, please contact me at 415-947-4161, or Zac Appleton, the lead reviewer for this project, at 415-972-3321 or appleton.zac@epa.gov.

Sincerely,

Connell Dunning

Connell Dunning, Acting Manager
Environmental Review Section

Appendix E

Revised Draft EIS Public Comment Period Materials

17890 **Federal Register** / Vol. 85, No. 62 / Tuesday, March 31, 2020 / Notices

such request to determine if confidential treatment is appropriate and will inform the respondent if the request for confidential treatment has been denied.

To the extent the instructions to the FR Y–9C, FR Y–9LP, FR Y–9SP, and FR Y–9ES reports each respectively direct the financial institution to retain the workpapers and related materials used in preparation of each report, such material would only be obtained by the Board as part of the examination or supervision of the financial institution. Accordingly, such information is considered confidential pursuant to exemption 8 of the FOIA (5 U.S.C. 552(b)(8)). In addition, the workpapers and related materials may also be protected by exemption 4 of the FOIA, to the extent such financial information is treated as confidential by the respondent (5 U.S.C. 552(b)(4)).

Board of Governors of the Federal Reserve System.

Ann Misback,

Secretary of the Board.

[FR Doc. 2020–06751 Filed 3–30–20; 8:45 am]

BILLING CODE 6210–01–P

FEDERAL RESERVE SYSTEM

Notice of Proposals to Engage in or To Acquire Companies Engaged in Permissible Nonbanking Activities

The companies listed in this notice have given notice under section 4 of the Bank Holding Company Act (12 U.S.C. 1843) (BHC Act) and Regulation Y, (12 CFR part 225) to engage de novo, or to acquire or control voting securities or assets of a company, including the companies listed below, that engages either directly or through a subsidiary or other company, in a nonbanking activity that is listed in § 225.28 of Regulation Y (12 CFR 225.28) or that the Board has determined by Order to be closely related to banking and permissible for bank holding companies. Unless otherwise noted, these activities will be conducted throughout the United States.

Each application is available for inspection at the Federal Reserve Bank indicated. The application also will be available for inspection at the offices of the Board of Governors. Interested persons may express their views in writing on the question whether the proposal complies with the standards of section 4 of the BHC Act.

Unless otherwise noted, comments regarding the applications must be received at the Reserve Bank indicated or the offices of the Board of Governors, Ann E. Misback, Secretary of the Board, 20th Street and Constitution Avenue NW, Washington DC 20551–0001, not later than April 30, 2020.

A. Federal Reserve Bank of Chicago (Colette A. Fried, Assistant Vice President) 230 South LaSalle Street, Chicago, Illinois 60690–1414:

1. *Ally Financial Inc. and IB Finance Holding Company, LLC, both of Detroit, Michigan;* to acquire Cardholder Management Services, Inc., Woodbury, New York, and indirectly acquire Merrick Bank Corporation, South Jordan, Utah, and thereby engage in operating an industrial bank, pursuant to section 225.28(b)(4)(i) of Regulation Y.

Board of Governors of the Federal Reserve System, March 26, 2020.

Yao-Chin Chao,

Assistant Secretary of the Board.

[FR Doc. 2020–06681 Filed 3–30–20; 8:45 am]

BILLING CODE P

GENERAL SERVICES ADMINISTRATION

[Notice–MA–2020–03; Docket No. 2020–0002, Sequence No. 10]

Premium Class Transportation Reporting Requirements

AGENCY: Office of Government-wide Policy (OGP), General Services Administration (GSA).

ACTION: Notice of Federal Travel Regulation (FTR) Bulletin 20–05, premium class transportation reporting requirements.

SUMMARY: GSA is publishing the reporting requirements for the use of other than coach class, also known as "premium class" transportation by Government employees on official travel. This bulletin also clarifies which accommodations are not considered premium class, and are therefore not reportable. This information will be available in FTR Bulletin 20–05, which can be found on GSA's website at *https://gsa.gov/ftrbulletins.*

DATES: Applicability date: March 31, 2020. This notice applies to all official travel and relocation and remains in effect until superseded or cancelled.

FOR FURTHER INFORMATION CONTACT: For clarification of content, please contact Ms. Cheryl D. McClain-Barnes, Program Analyst, Office of Government-wide Policy, Office of Asset and Transportation Management, at 202–208–4334, or by email at *travelpolicy@gsa.gov.* Please cite Notice of FTR Bulletin 20–05.

SUPPLEMENTARY INFORMATION:

The FTR requires Government travelers to use coach class accommodations, unless they have an authorized exception to use the lowest class of premium class transportation required to meet their needs and accomplish the mission. Federal agencies must report the authorized use and payment of premium class transportation while on official travel when the cost is more expensive than comparable coach class accommodations for the same itinerary. Changes in the airline industry such as the creation of classes that are in between coach and business classes has prompted agencies to request clarity in premium class reporting requirements. FTR Bulletin 20–05 provides the guidance needed to promote consistent reporting on the use of premium class transportation used for official temporary duty and relocation travel.

Jessica Salmoiraghi,

Associate Administrator, Office of Government-wide Policy.

[FR Doc. 2020–06666 Filed 3–30–20; 8:45 am]

BILLING CODE 6820–14–P

GENERAL SERVICES ADMINISTRATION

[Notice–PBS–2020–03; Docket No. 2020–0002; Sequence No. 11]

Notice of Availability of the Revised Draft Environmental Impact Statement for the Expansion and Modernization of the San Luis I Land Port of Entry, San Luis, Arizona

AGENCY: Public Building Service (PBS), General Services Administration (GSA).

ACTION: Notice of availability.

SUMMARY: This notice announces the availability, and opportunity for public review and comment, of the revised Draft Environmental Impact Statement (DEIS), which analyzes the potential environmental impacts of a proposal by the General Services Administration (GSA) to expand and modernize the San Luis I Land Port of Entry (LPOE) located in San Luis, Arizona along the U.S.-Mexico international border. During the draft EIS review period in April 2019, multiple comments were received, including one comment which identified a new alternative to be included in the analysis. Therefore, GSA determined that the Draft EIS would be re-released for public review that includes the new alternative. The revised DEIS describes the project purpose and need, the alternatives being considered, and the potential impacts of each alternative on the existing environment. As the lead agency for this undertaking, GSA is acting on behalf of

its major tenant at the facility, the Department of Homeland Security's U.S. Customs and Border Protection (CBP).

DATES: Due to the COVID–19 outbreak, the public comment period will be extended to 90 days (Friday, April 3, 2020 through Thursday, July 2, 2020). The date and location of the public meeting will be determined at a later date and an additional notice will be published with the meeting details.

ADDRESSES: An electronic copy of the revised DEIS and the 2019 DEIS may be found online on the following website: *https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/san-luis-i-land-port-of-entry.*

FOR FURTHER INFORMATION CONTACT: Questions or comments concerning this project should be directed to: Osmahn Kadri, Regional Environmental Quality Advisor/NEPA Project Manager, GSA, at 415–522–3617, or via email to *osmahn.kadri@gsa.gov.* Written comments can be mailed to: GSA San Luis EIS, c/o LMI, 7940 Jones Branch Drive, Tysons, VA 22102.

SUPPLMENTARY INFORMATION:

Background

The San Luis I LPOE is located on the U.S.-Mexico international border in the City of San Luis, Arizona. It is the westernmost LPOE in Arizona and is approximately four miles from the California border. The San Luis I LPOE was built in 1982 to accommodate noncommercial traffic to and from Mexico. The facilities at the LPOE are in deteriorated condition and are inadequate for the present volume of pedestrian and vehicle traffic. There has been a 58 percent increase in the number of personal vehicles processed since 2010. The higher volume and outdated facilities creates long wait times, leading to traffic backups in downtown San Luis.

GSA is proposing to expand and modernize the San Luis I LPOE to correct operational deficiencies imposed by deteriorating building conditions and improve the LPOE's functionality, capacity, and security. Four alternatives, the Proposed Action Alternative, Alternative 1, Alternative 2, and the No Action Alternative, are evaluated in the revised DEIS. Alternative 2 was added to the revised DEIS as a result of a comment received on the 2019 DEIS.

Proposed Action Alternative—Demolition and Redevelopment

GSA would acquire the land adjacent to the western end of the LPOE, the former Friendship Park, and the LPOE would be reconfigured to streamline CBP operations and inspection processes. GSA would demolish the old, deteriorated buildings and construct new buildings and infrastructure on the expanded site to accommodate the increasing volume of pedestrian and vehicle traffic. The Proposed Action would be implemented in a phased approach to alleviate potential disruptions to operations at the LPOE.

Alternative 1—Renovate and Modernize

GSA would not acquire former Friendship Park, but would renovate and modernize all existing facilities and infrastructure at the LPOE. The LPOE layout would remain as currently configured, and current traffic patterns entering and leaving the LPOE would remain the same.

Alternative 2—Relocate Southbound Exit

GSA would acquire Friendship Park and construct new facilities as described under the Proposed Action, however the outgoing traffic would be routed directly south from Archibald Street to Avenida Morelos in Mexico. The rerouting of southbound traveling vehicles directly south from Archibald Street would alleviate the need for vehicles to turn left onto Urtuzuastegui Street.

No Action Alternative

GSA would not renovate or modernize any portion of the LPOE. The LPOE would remain as-is and continue its operations in facilities as they are currently configured.

Public Meeting

The date and location of the public meeting will be determined at a later date and an additional notice will be published with that information. Comments must be received by July 2, 2020, via email to *osmahn.kadri@gsa.gov* or sent to the address listed above.

Jared Bradley,

Director, Portfolio Management Division, Pacific Rim Region, Public Buildings Service.

[FR Doc. 2020–06669 Filed 3–30–20; 8:45 am]

BILLING CODE 6820–YF–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Health Resources and Services Administration

National Vaccine Injury Compensation Program; List of Petitions Received

AGENCY: Health Resources and Services Administration (HRSA), Department of Health and Human Services (HHS).

ACTION: Notice.

SUMMARY: HRSA is publishing this notice of petitions received under the National Vaccine Injury Compensation Program (the Program), as required by Section 2112(b)(2) of the Public Health Service (PHS) Act, as amended. While the Secretary of HHS is named as the respondent in all proceedings brought by the filing of petitions for compensation under the Program, the United States Court of Federal Claims is charged by statute with responsibility for considering and acting upon the petitions.

FOR FURTHER INFORMATION CONTACT: For information about requirements for filing petitions, and the Program in general, contact Lisa L. Reyes, Clerk of Court, United States Court of Federal Claims, 717 Madison Place NW, Washington, DC 20005, (202) 357–6400. For information on HRSA's role in the Program, contact the Director, National Vaccine Injury Compensation Program, 5600 Fishers Lane, Room 08N146B, Rockville, Maryland 20857; (301) 443–6593, or visit our website at: *http://www.hrsa.gov/vaccinecompensation/index.html.*

SUPPLEMENTARY INFORMATION: The Program provides a system of no-fault compensation for certain individuals who have been injured by specified childhood vaccines. Subtitle 2 of Title XXI of the PHS Act, 42 U.S.C. 300aa–10 *et seq.*, provides that those seeking compensation are to file a petition with the United States Court of Federal Claims and to serve a copy of the petition to the Secretary of HHS, who is named as the respondent in each proceeding. The Secretary has delegated this responsibility under the Program to HRSA. The Court is directed by statute to appoint special masters who take evidence, conduct hearings as appropriate, and make initial decisions as to eligibility for, and amount of, compensation.

A petition may be filed with respect to injuries, disabilities, illnesses, conditions, and deaths resulting from vaccines described in the Vaccine Injury Table (the Table) set forth at 42 CFR 100.3. This Table lists for each covered childhood vaccine the conditions that may lead to compensation and, for each condition, the time period for occurrence of the first symptom or manifestation of onset or of significant aggravation after vaccine administration. Compensation may also be awarded for conditions not listed in the Table and for conditions that are manifested outside the time periods specified in the Table, but only if the

Affidavits

AFFP
NOA - Revised DEIS

Affidavit of Publication

STATE OF ARIZONA }
COUNTY OF YUMA } SS

Lisa Reilly or Kelsey Bistodeau, being duly sworn, says:

That she is Publisher or Business Manager of the Yuma Sun, a daily newspaper of general circulation, printed and published in Yuma, Yuma County, Arizona; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

July 10, 2020, July 12, 2020

That said newspaper was regularly issued and circulated on those dates.
SIGNED:

Publisher or Business Manager

Subscribed to and sworn to me this 12th day of July 2020.

Virgen P. Perez

Virgen P Perez, Notary, Yuma County, Arizona

My commission expires: May 10, 2021

00028405 00199574

LMI
7940 Jones Branch Drive
Tysons, VA 22102

VIRGEN P PEREZ
NOTARY PUBLIC, ARIZONA
YUMA COUNTY
My Commission Expires
May 10, 2021

Announcement of Virtual Public Meeting and Extension of the Public Review Period for the Revised Draft Environmental Impact Statement for the Expansion and Modernization of the San Luis I Land Port of Entry, San Luis, Arizona

This notice announces the virtual public meeting for the Revised Draft Environmental Impact Statement (EIS) for the expansion and modernization of San Luis I Land Port of Entry (LPOE) on the U.S.–Mexico international border in the City of San Luis, Arizona. The availability of the Revised DEIS was announced in a Federal Register notice on March 31, 2020 (85 FR 17890, pp. 17890-17891). The public comment period for the Revised Draft EIS has been extended and ends on July 21, 2020.

A virtual public meeting will be held on Tuesday, July 14, 2020 from 4:00 p.m. to 6:00 p.m., Mountain Standard Time (MST). Interested parties are encouraged to attend and provide comments on the Revised DEIS. Interested parties are also asked to register for the public meeting on the following website: **https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/san-luis-i-land-port-of-entry**. An electronic copy of the Revised DEIS and the 2019 DEIS may also be found on the provided website.

For questions please contact Osmahn Kadri (GSA Regional Environmental Quality Advisor/NEPA Project Manager) by telephone (415-522-3617) or email (**osmahn.kadri@gsa.gov**). Written comments on the Revised DEIS can be mailed to: GSA **San Luis EIS, c/o LMI Inc, 7940 Jones Branch Drive, Tysons, VA 22102** or emailed to: Osmahn Kadri (**osmahn.kadri@gsa.gov**). Comments received by July 21, 2020 will be considered in the Final EIS.

Yuma Sun: July 10, 10, 2020 - 00199574

AFFP

NOA - San LuisILPOE_DEIS Meeti

Affidavit of Publication

STATE OF ARIZONA }
COUNTY OF YUMA } SS

Lisa Reilly or Kelsey Gould, being duly sworn, says:

That she is Publisher or Business Manager of the Yuma Sun, a daily newspaper of general circulation, printed and published in Yuma, Yuma County, Arizona; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

June 19, 2020, June 21, 2020

That said newspaper was regularly issued and circulated on those dates.
SIGNED:

Publisher or Business Manager

Subscribed to and sworn to me this 21st day of June 2020.

Virgen P. Perez

Virgen P Perez, Notary, Yuma County, Arizona

My commission expires: May 10, 2021

00028405 00198620

LMI
7940 Jones Branch Drive
Tysons, VA 22102

VIRGEN P PEREZ
NOTARY PUBLIC, ARIZONA
YUMA COUNTY
My Commission Expires
May 10, 2021

Announcement of Virtual Public Meeting for the Revised Draft Environmental Impact Statement for the Expansion and Modernization of the San Luis I Land Port of Entry, San Luis, Arizona

This notice announces the virtual public meeting for the Revised Draft Environmental Impact Statement (EIS) for the expansion and modernization of San Luis I Land Port of Entry (LPOE) on the U.S.–Mexico international border in the City of San Luis, Arizona. The availability of the Revised DEIS was announced in a Federal Register notice on March 31, 2020 (85 FR 17890, pp. 17890-17891). The public comment period was extended to 90 days (Friday, April 3, 2020 through Thursday, July 2, 2020).

A virtual public meeting will be held on Wednesday, June 24, 2020 from 4:00 p.m. to 6:00 p.m., Mountain Standard Time (MST). Interested parties are encouraged to attend and provide comments on the Revised DEIS. Interested parties are also asked to register for the public meeting on the following website: **https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/san-luis-i-land-port-of-entry**. An electronic copy of the Revised DEIS and the 2019 DEIS may also be found on the provided website.

For questions please contact Osmahn Kadri (GSA Regional Environmental Quality Advisor/NEPA Project Manager) by telephone (415-522-3617) or email (**osmahn.kadri@gsa.gov**). Written comments on the Revised DEIS can be mailed to: GSA **San Luis EIS, c/o LMI Inc, 7940 Jones Branch Drive, Tysons, VA 22102** or emailed to: Osmahn Kadri (**osmahn.kadri@gsa.gov**). Comments received by July 2, 2020 will be considered in the Final EIS.

Yuma Sun: June 19, 21, 2020 - 00198620

Virtual Public Meeting Attendees

First Name	Last Name
Francia	Alonso
Maria	C Cruz
Tadeo A.	De La Hoya
Javier	Fernandez
Michelle	Fox
Buna	George
Fausto	Gonzalez
Stew	Grauer
John	Hall
Marlene	Lara - City of San Luis
Jaqueline	Lopez
John	Lowe
Kay	Macuil
Rogelio	Martinez
Keith	McCoy
Jason	Mikkelsen
Anna	Morales
Gerald	Mullarkey
CESAR	NEYOY
Jorge	Perez
Norma Luz	Pesqueira
William	Plumpton
Deb	Powers
Corinne	Ray
Nigel	Reynoso
Martin	Rodriguez
Thomas	Scott
Douglas	Strohmeier
Jenny	Torres
Padinare	Unnikrishna
RALPH	VELEZ
Eulogio	Vera
ecarbajal	
Louie	
mcastro	

Appendix F

Revised Draft EIS Public Comments

Questions/Comments submitted during the Virtual Public Meeting (July 15, 2020)

#	Commenter	Question/Comment
1	Corinne Ray	How is the coordiantion with Mexico on the realignment of southbound traffic? Has there been any official communications with Mexico since the Diplomatic note for the Archibald-Morelos connection?
2	Padinare Unnikrishna	What is the timeline for the project?
3	Jenny Torres	Was alternative 2 the only major change in the environment document?
4	Jenny Torres	Who will determine what phase will be done first from the figure 2.2?
5	Deb Powers	The DB procurement was mentioned to be 2nd quarter 2021. Did you mean 2nd quarter fiscal year or calendar year?
6	Padinare Unnikrishna	Is the expansion wholly in the U.S.? Any expansion anticipated in Mexico?
7	Jenny Torres	Yes what phase will be constructed first. Thank you!
8	Corinne Ray	Should funding for the remaining balance of the project come in the FY21 budget, will the phasing still ocurr? Or will it be treated as a single project?
9	Deb Powers	Will this be a DB Bridging project?
10	Corinne Ray	For northbound traffic, arrows inidcate exiting onto 1st and 2nd avenue, will the city need to make adjustements to the city roads to handle the increased Northbound traffic?
11	Kay Macuil	What does a bridging project mean?
12	Jaqueline Lopez	What will determine which alternative is selected?
13	Corinne Ray	Have there been any obejctions to the project during the public outreach process?
14	Padinare Unnikrishna	Are there any flooding concerns to the project?
15	Corinne Ray	Thank you for all the work that GSA has done to advance this project. The inclusion of the Archibald-Morelos alternative offers major gains to port efficiency in the long run. Looking forward to the actual start of the construction phase of the projectg..
16	Gerald Mullarkey	Gerald Mullarkey here. Other than the "Interest" slide, is there any speaking being done at this time? It is silent.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

July 1, 2020

Osmahn A. Kadri
Regional Environmental Quality Advisor/NEPA Project Manager
General Services Administration
50 United Nations Plaza, Room 3345, Mailbox #9
San Francisco, California 94102

Subject: Revised Draft Environmental Impact Statement for the San Luis I Land Port of Entry Expansion and Modernization Project, Yuma County, Arizona (EIS No. 20200084)

Dear Mr. Kadri:

The U.S. Environmental Protection Agency has reviewed the above-referenced document pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

We note the General Services Administration has prepared this Revised Draft Environmental Impact Statement to include an alternative southbound vehicular and pedestrian traffic route through the Friendship Park planning area, as discussed in public scoping meetings. The EPA submitted comments on the original DEIS for the San Luis I Land Port of Entry Expansion and Modernization Project on April 26, 2019. In our comment letter, we acknowledged the GSA's incorporation of the EPA's many scoping recommendations for air quality impacts, stormwater infrastructure, public transportation connectivity, and resource conservation. Since the GSA completed the Final Environmental Impact Statement for this project on March 26, 2020, the national economy has experienced significant changes, and the cost-effectiveness of alternative energy solutions may have become more favorable. The Land Port of Entry design continues to anticipate a significant backup electricity need. We again recommend the GSA consider, if feasible, on-site photovoltaic arrays and battery energy storage as an alternative to diesel-fueled backup generators. In the event the GSA continues to select diesel-fueled backup generators for the expanded facility, we continue to recommend the GSA specifically commit to Tier 4 or better generators to minimize air pollution during emergency power generation.

Thank you for the opportunity to review this Revised DEIS. We would appreciate receiving a copy of the Revised FEIS once it has been released. If you have any questions, please contact me at 415-947-4167, or contact Zac Appleton, the lead reviewer for this project, at 415-972-3321 or appleton.zac@epa.gov.

Sincerely,

CONNELL DUNNING Digitally signed by CONNELL DUNNING Date: 2020.07.01 08:59:33 -07'00'

For Jean Prijatel
Manager, Environmental Review Branch

City of San Luis
P.O. Box 1170
1090 E. Union Street
San Luis, AZ 85349-1170
Phone (928) 341-8520 • Fax (928) 341-8539
www.cityofsanluis.org

July 22, 2020

Mr. Osmahn Kadri
General Services Administration
San Luis EIS
c/o: LMI, Inc.
7940 Jones Branch Drive
Tysons, VA 22102

RE: City of San Luis Comment on the Revised Draft Environmental Impact Statement

Dear Mr. Kadri,

On behalf of the City of San Luis I write to express our support for Alternative 2 of the Revised Draft Environmental Impact Statement (EIS) dated April 2020. We cannot emphasize enough the importance of including the relocated southbound exit- as described in Alternative 2- in the final version of GSA's Proposed Action. Failure to proceed with relocation of southbound traffic will greatly minimize the potential impacts and benefits of this project.

As stated in the EIS and confirmed by our binational technical team for the project, the rerouting of southbound vehicles will alleviate congestion. This also has the benefit of eliminating the need for pedestrians to cross through several lanes of cars, greatly improving the safety of the thousands of pedestrians that cross at this port on a daily basis. The benefits of this new southbound approach greatly depend on the ability to move traffic with greater efficiency on the Mexican side, something that we are keenly aware of and are in direct contact with Mexico to make sure that the necessary improvements also occur on the Mexican side.

We have worked hand-in-hand with our counterparts in with the Municipality of San Luis Rio Colorado and the Sonoran Department of Infrastructure and Urban Development (SIDUR) to come up with the design that would leverage the rerouting of southbound vehicular traffic. Just last week, in an Inter-Secretarial meeting hosted by the Ministry of Foreign Affairs of Mexico, the six critical federal agencies that have direct responsibility for ports of entry and their connectivity to the federal highway system, gave their unanimous approval for a conceptual design for the modernization of the customs and immigration facilities on the Mexican side of San Luis I. The Inter-Secretarial meeting included representatives of the Ministry of Communications and Transportation,

Mexican Customs Service, the Institute for Administration and Valuation of National Assets, and more. We are working with our counterparts in Mexico so that this conceptual design is formally presented to GSA and other relevant agencies in the United States. I am attaching a copy of the conceptual design to this letter.

The modernization and expansion of the San Luis I port of entry and the economic growth that it promises is vital to our residents, businesses, and national competitiveness. We greatly appreciate working with you and Anthony Kleppe on the original EIS and especially the work that went into revising the document to include local input. Please let us know if there is anything the city can do to help advance this project.

Sincerely,

Tadeo A. De La Hoya
City Administrator

Conceptual Design
Modernization of the San Luis Rio Colorado I Port of Entry
San Luis Rio Colorado, Sonora, Mexico

Presented on July 3, 2020
Inter-Secretarial Meeting hosted by the Ministry of Foreign Affairs of Mexico

Conceptual design created by:

- Sonora Department of Infrastructure and Urban Development
- Municipality of San Luis Rio Colorado, Sonora

In consultation with:

- City of San Luis, Arizona
- Arizona Department of Transportation