

County Bank & Trust, Bardstown, Kentucky.

Board of Governors of the Federal Reserve System, January 3, 1997.

Jennifer J. Johnson,

*Deputy Secretary of the Board.*

[FR Doc. 97-478 Filed 1-8-97; 8:45 am]

BILLING CODE 6210-01-F

### Sunshine Act Meeting

**AGENCY HOLDING THE MEETING:** Board of Governors of the Federal Reserve System Federal Register Citation of Previous Announcement: 62 FR 408, January 3, 1997.

**PREVIOUSLY ANNOUNCED TIME AND DATE OF THE MEETING:** 10:00 a.m., Wednesday, January 8, 1997.

**CHANGES IN THE MEETING:** Change in the time of the open meeting to 11:00 a.m., Wednesday, January 8, 1997.

**CONTACT PERSON FOR MORE INFORMATION:** Mr. Joseph R. Coyne, Assistant to the Board; (202) 452-3204.

Dated: January 6, 1997.

William W. Wiles,

*Secretary of the Board.*

[FR Doc. 97-647 Filed 1-7-97; 2:44 pm]

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### GENERAL SERVICES ADMINISTRATION

#### Public Buildings Service; Record of Decision; Proposed Expansion Pacific Highway Port of Entry, Blaine, Whatcom County, Washington

##### I. Introduction

The United States General Services Administration (GSA) announces its decision, in accordance with the National Environmental Policy Act (NEPA) and the regulations issued by the Council on Environmental Quality, to expand to existing Pacific Highway Port of Entry (POE) in Blaine, Whatcom County, Washington. This Record of Decision (ROD) documents my decision regarding this proposal.

The existing facility is located on the west side of State Route 543 in Blaine, and serves as a major Port of Entry between the United States and the province of British Columbia, Canada. This ROD describes the alternatives considered and the rationale for selecting the environmentally preferred alternative.

The principal function of the proposed facility will be to accommodate the expansion requirements of the U.S. Customs Service, the Immigration and

Naturalization Service, the U.S. Department of Agriculture, Animal and Health Inspection Service, Food and Drug Administration, Food and Safety Inspection Service, U.S. General Services Administration/Public Buildings Service, and the U.S. Fish and Wildlife Service. The proposed expansion would replace the present facility, which is overcrowded and functionally obsolete.

##### II. Decision

Based upon review of the written materials associated with the environmental process, including the transcripts of the Scoping and Public Hearings and the comments received from those who reviewed the Draft, Final, and Supplemental Environmental Impact Statements, I have decided to proceed with the expansion of the POE. The site will expand from approximately 7 acres to 16 acres, part of which is already owned by the U.S. Government (approximately 9 acres would be acquired prior to construction). This ROD is in keeping with the statutory mission of General Services Administration to design, build, or lease, appraise, repair, operate, protect, and maintain federal properties. My decision is based upon the following factors:

The Pacific Highway POE is the largest commercial truck crossing port in Washington state, and is the U.S. Customs headquarters for Western Whatcom County, Washington and ports. Serving a major arterial highway, the POE also processes a significant amount of auto traffic as well as a majority of the state's bus traffic. Inspection agencies at the POE are responsible for monitoring vehicular and pedestrian traffic entering the U.S. This entails the use of surveillance equipment, inspection and detention facilities for vehicles and cargo, and detention facilities for people.

The present facility in Blaine can no longer efficiently nor effectively accommodate the volume of traffic encountered at this location, which has increased steadily in recent years. From 1978 to 1992, auto crossings have increased approximately 172 percent and truck crossings have increased approximately 252 percent. Between 1986 and 1991, the POE processed more than 6.7 million cars, trucks and buses. The flow of all traffic north and south bound has been severely affected. Furthermore, it is anticipated the growth in border traffic volume would continue, resulting from the 1989 Free Trade Agreement and the North America Free Trade Agreement (NAFTA), between the U.S. and Canada.

Because of the POE's location on a major north-south trucking route, traffic volumes that are processed directly reflect the level of trade between the two countries. Therefore, the continued increase in trade is anticipated to result in a concomitant increase in border traffic especially truck traffic, in the near future. In FY 1994, truck traffic increased 10.4 percent according to U.S. Customs. The inability of the POE to process current traffic volumes is not only related to the lack of capacity of individual processing units, but also because of an outdated site layout and inadequate site size, both of which are inadequate to ensure a safe and expedient flow of traffic.

In addition to the increase in traffic volume, the nature of transportation has changed a substantial degree during the past 20 years since the facility was constructed. New transportation technology that requires specific dimensions and handling systems, as well as automated cargo processing systems have rendered the existing facilities obsolete. The present 20-year facility is inadequately equipped to handle increasingly large loads of cargo and livestock at one time both in terms of space and processing equipment. Finally, structural and utility constraints of existing buildings do not allow for full utilization of modern office technology.

##### III. Alternatives Considered

The GSA has examined a range of alternatives that could feasibly attain the objectives of the proposed project. These alternatives are described in the Final EIS and Final Supplemental EIS and are summarized as follows:

###### A. Site Configuration

As reflected in the Draft and Final Environmental Impact Statements and the Draft and Final Supplemental Environmental Impact Statements, the GSA has conducted an intensive effort over a two-year period to study the best way to expand the POE facility. Because of the unique requirements of POE's, alternative sites on State route 543 have not been considered. POE's must, by law, be located at treaty designated locations set by the International Boundary Commission. Federal inspection facilities are by policy, situated at these points in order to perform their legal mission requirements. Therefore, expansion of the existing site was considered the only feasible alternative. A number of potential site configurations were investigated, two of which were deemed more desirable for expansion of the POE: Alternative 3B and Alternative 5.