

more than 90 days for the sole purpose of enabling a U.S. vessel to complete its voyage and proceed to a port in the U.S. when an inspection can be held. An information application must be submitted by a ship's owner, operator, or authorized agent. The application must be electronically submitted to the FCC Headquarters (via email to Ghassan.Khalek@fcc.gov, Katie.Knox@fcc.gov, Kathleen.Curameng@fcc.gov, and Thomas.Derenge@fcc.gov) at least three days before the ship's arrival. The application must provide specific information that is contained in rule section 80.59. The forms to be completed are FCC Forms 806, 824, 827, and 829.

Federal Communications Commission.

Marlene Dortch,

Secretary, Office of the Secretary.

[FR Doc. 2024-21472 Filed 9-19-24; 8:45 am]

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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.

The public portions of the applications listed below, as well as other related filings required by the Board, if any, are available for immediate inspection at the Federal Reserve Bank(s) indicated below and at the offices of the Board of Governors. This information may also be obtained on an expedited basis, upon request, by contacting the appropriate Federal Reserve Bank and from the Board's Freedom of Information Office at <https://www.federalreserve.gov/foia/request.htm>. 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.

Comments received are subject to public disclosure. In general, comments

received will be made available without change and will not be modified to remove personal or business information including confidential, contact, or other identifying information. Comments should not include any information such as confidential information that would not be appropriate for public disclosure.

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 October 7, 2024.

A. Federal Reserve Bank of Richmond (Brent B. Hassell, Assistant Vice President) P.O. Box 27622, Richmond, Virginia 23261. Comments can also be sent electronically to Comments.applications@rich.frb.org:

1. *Primis Financial Corp. McLean, Virginia*; to engage, through its indirect subsidiary, Panacea Financial Holdings, Inc., Dover, Delaware, in financial advisory activities pursuant to section 225.28(b)(6)(ii), (iii), and (v); management consulting activities pursuant to section 225.28(b)(9)(i)(A)(2); and data processing activities pursuant to section 225.28(b)(14)(i) and (ii), all of the Board's Regulation Y.

Board of Governors of the Federal Reserve System.

Erin Cayce,

Assistant Secretary of the Board.

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GENERAL SERVICES ADMINISTRATION

[Notice-PBS-2024-12; Docket No. 2024-0002; Sequence No. 42]

Notice of Availability for the Draft Environmental Impact Statement for the Proposed Modernization of the Bridge of the Americas LPOE in El Paso, Texas

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

ACTION: Notice of Availability.

SUMMARY: The GSA, in cooperation with the U.S. Customs and Border Protection, the U.S. International Boundary and Water Commission and in accordance with the National Environmental Policy Act (NEPA), announces the availability of the Draft Environmental Impact Statement (EIS) for the proposed modernization of the Bridge of the

Americas Land Port of Entry in El Paso, Texas.

The Draft EIS analyzes the potential environmental impacts of GSA's Proposed Action for the GSA to support CBP's mission by bringing the BOTA LPOE operations in line with current CBP land port design standards and operational requirements while addressing existing deficiencies identified with the ongoing port operations.

DATES: September 20, 2024.

Interested parties should submit written comments on or before Monday November 04, 2024, 45 days after the date of publication in the **Federal Register** to be considered in the formation of the Final EIS. The 45-day comment period will be set by the date the EPA publishes the NOA not the date GSA publishes the NOA.

ADDRESSES: Written comments may be sent to GSA via email at BOTA.NEPAcomments@gsa.gov, or the address in the **FOR FURTHER INFORMATION CONTACT** section.

FOR FURTHER INFORMATION CONTACT: Further information, including an electronic copy of the DEIS, may be found online at the following website: www.gsa.gov/bota under the Environmental Review section or by contacting Karla R. Carmichael, NEPA Program Manager, Environmental, Fire and Safety & Health Branch, GSA/PBS, Facilities Management and Services Programs Division, Greater Southwest Region 7, 819 Taylor St, Fort Worth, TX, 76102 or via telephone at 817-822-1372.

SUPPLEMENTARY INFORMATION:

Background

The Bridge of the Americas is located in El Paso County Texas along the Rio Grande River, which serves as the boundary between the U.S. and Mexico. The BOTA LPOE connects with the Mexican land port of "Cordova" in Juarez, Chihuahua, Mexico and is one of 4 crossings in the City of El Paso. The port currently processes toll-free inbound and outbound private vehicular, pedestrian, and commercial truck traffic.

The existing LPOE facilities were built in 1967 with minor updates and repairs occurring in the 80's and 90's. The facilities at BOTA are inadequate for processing the amount of inbound and outbound private vehicular, pedestrian, and commercial truck traffic it receives daily leading to significant wait times, congestion and lines of idling cargo trucks. Thus, the purpose and need for the modernization project