Issued in Washington, DC on December 18, 2008.

Michael McElligott,

Manager, Space Systems Development Division.

[FR Doc. E8–30845 Filed 12–24–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Availability; Washington, DC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Availability.

SUMMARY: The FHWA is issuing this notice to advise the public of the availability of the Final Section 4(f) Evaluation for the proposed roadway improvements proposed in conjunction with the consolidation of the Department of Homeland Security Headquarters at St. Elizabeths in Southeast Washington, DC in accordance with 49 U.S.C. 303.

FOR FURTHER INFORMATION CONTACT: Jack Van Dop, Senior Technical Specialist, Federal Highway Administration, 21400 Ridgetop Circle, Sterling, VA 20166, Telephone 703–404–6282 or *jack.j.vandop@fhwa.dot.gov.*

SUPPLEMENTARY INFORMATION:

Electronic Access to this Notice

An electronic copy of this document (notice) may be downloaded by using a computer, modem and suitable communications software from Government Printing Office's Electronic Bulletin Board Service at (202) 512–1661. Internet users may reach the Office of the Federal Register's home page at: *http://www.nara.gov/fedreg* and the Government Printing Office's Web site at: *http://www.access.gpo.gov/nara.*

Background

The FHWA has cooperated with the General Services Administration (GSA) in the preparation of a Final Environmental Impact Statement (EIS) for the consolidation of the Department of Homeland Security Headquarters at St. Elizabeths, Southeast Washington, DC. The EIS was prepared by the General Services Administration, National Capital Region. The Draft EIS contained a Draft Section 4(f) Evaluation and was released in late 2007. This Final Section 4(f) Evaluation presents an assessment of the permanent and temporary impacts to the National Park Service (NPS) land known as Shepherd Parkway and the GSA property of the St. Elizabeths West Campus, resulting from improvements to the Malcolm X Avenue/I–295 interchange and construction of a related access road between Firth Sterling Avenue and Malcolm X Avenue. Transportation improvements are needed to support the redevelopment of the St. Elizabeths West Campus and construction and operation of the DHS Headquarters. The Final Section 4(f) Evaluation also provides a description of the Section 4(f) resources that would be affected, consideration of total Section 4(f) resources avoidance alternatives, and identification of potential measures to minimize harm to the 4(f) resources.

Availability

The Section 4(f) Evaluation is available for review until January 23, 2009. A copy of the Section 4(f) Evaluation for which this notice is being made, is posted at *http://www.efl.fhwa.gov/projects-environment.aspx* and *http://www.stelizabethswestcampus.com.* Hard copies of this evaluation can be viewed at the following locations:

Anacostia Neighborhood Library, 1800 Good Hope Road, SE., at 18th Street, SE., Washington, DC 20020.

Francis A. Gregory, 3660 Alabama Avenue, SE., at 37th Street, SE., Washington, DC 20020.

Parkland-Turner Community Library, 1700 Alabama Avenue, SE., at Stanton Road, SE.,Washington, DC 20020.

ANC 8C, 3125 MLK Jr., Avenue, SE., Washington, DC 20020.

Washington Highlands, Neighborhood Library, 115 Atlantic Street, SW., at South Capitol Street, SW., Washington, DC 20032.

UPO Ralph Waldo 'Petey Greene', Community Service Center, 2907 Martin Luther King, Jr., Ave., SE., Washington, DC 20032.

National Capitol Planning Commission, 401 9th Street, NW., North Lobby, Suite 500, Washington, DC 20004.

Federal Highway Administration, 21400 Ridgetop Circle, Sterling, VA 20166.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this proposed action.)

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Dated: December 19, 2008.

Karen A. Schmidt,

Director, Program Administration.

[FR Doc. E8–30773 Filed 12–24–08; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for the California High Speed Train Project from San Francisco to San Jose, CA

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Intent to Prepare an Environmental Impact Statement

SUMMARY: This notice is to advise the public that FRA and the California High Speed Rail Authority (Authority) will jointly prepare a project Environmental Impact Statement (EIS) and project Environmental Impact Report (EIR) for the San Francisco to San Jose section of the Authority's proposed California High-Speed Train (HST) System in compliance with relevant state and federal laws, in particular the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

In 2001, the Authority and FRA started a tiered environmental review process for the HST system and in 2005, completed the first tier California High Speed Train Program EIR/EIS and approved the statewide HST system for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles and San Diego in the south. The approved HST system would be about 800-miles long, with electric propulsion and steel-wheel-on-steel-rail trains capable of maximum operating speeds of 220 miles per hour (mph) on a mostly dedicated system of fully grade-separated, access-controlled steel tracks and with state-of-the-art safety, signaling, communication, and automated train control systems. In 2008, the Authority and FRA completed a second program EIR/EIS to evaluate alignments and station locations within the broad corridor between and including the Altamont Pass and the Pacheco Pass to connect the Bay Area and Central Valley portions of the HST system. The Authority and FRA selected the Pacheco Pass—San Francisco and San Jose termini network alternative, as well as preferred corridor alignments and station location options. The selected alignment uses the Caltrain rail right-of-way, between San Francisco and San Jose along the San Francisco Peninsula, and the Pacheco Pass via Henry Miller Road, between San Jose and the Central Valley.

The preparation of the San Francisco to San Jose HST Project EIR/EIS will

involve development of preliminary engineering designs and assessment of environmental effects associated with the construction, operation, and maintenance of the HST system, including track, ancillary facilities and stations, along the Caltrain corridor from San Francisco to San Jose.

DATES: Written comments on the scope of the San Francisco to San Jose HST Project EIR/EIS should be provided to the Authority by March 6, 2009. Public scoping meetings are scheduled from January 22, 2009 to January 29, 2009, as noted below in San Mateo, San Francisco, and Santa Clara Counties.

ADDRESSES: Written comments on the scope should be sent to Mr. Dan Leavitt, Deputy Directory, ATTN: San Francisco to San Jose, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814, or via e-mail with subject line "San Francisco to San Jose HST" to: *comments@hsr.ca.gov.* Comments may also be provided orally or in writing at the scoping meetings scheduled at the following locations:

- Sam Trans Auditorium, 1250 San Carlos Avenue, San Carlos, California, January 22, 2009 from 3 p.m. to 8 p.m.
- San Francisco State University, 835 Market Street, 6th Floor (Rooms 673–674), San Francisco, California, January 27, 2009 from 3 p.m. to 8 p.m.
- Santa Clara Convention Center, 5001 Great American Parkway, Great American Meeting Rooms 1 & 2, Santa Clara, California, January 29, 2009 from 3 p.m. to 8 p.m.

FOR FURTHER INFORMATION CONTACT: Mr. David Valenstein, Environmental Program Manager, Office of Railroad Development, Federal Railroad Administration, 1200 New Jersey Avenue, SE. (Mail Stop 20), Washington, DC 20590; Telephone: (202) 493–6368, or Mr. Dan Leavitt, Telephone: (916) 324–1541 at the above noted address.

SUPPLEMENTARY INFORMATION: The Authority was established in 1996 and is authorized and directed by statute to undertake the planning and development of a proposed statewide HST network that is fully coordinated with other public transportation services. The Authority adopted a Final Business Plan in June 2000, which reviewed the economic feasibility of a 800-mile-long HST capable of speeds in excess of 200 miles per hour on a dedicated, fully grade-separated state-of-the-art track. The Authority released an updated Business Plan in November 2008.

The FRA has responsibility for oversight of the safety of railroad operations, including the safety of any proposed high-speed ground transportation system. For the proposed HST, it is anticipated that FRA would need to take certain regulatory actions prior to operation.

In 2005, the Authority and FRA completed a Final Program EIR/EIS for the Proposed California High Speed Train System (Statewide Program EIR/EIS), as the first phase of a tiered environmental review process. The Authority certified the Final Program EIR under CEQA and approved the proposed HST System, and FRA issued a Record of Decision under NEPA on the Final Program EIS. This statewide program EIR/EIS established the purpose and need for the HST system, analyzed an HST system, and compared it with a No Project/No Action Alternative and a Modal Alternative. In approving the statewide program EIR/EIS, the Authority and FRA selected the HST Alternative, selected certain corridors/general alignments and general station locations for further study, incorporated mitigation strategies and design practices, and specified further measures to guide the development of the HST system at the site-specific project level of environmental review to avoid and minimize potential adverse environmental impacts. In the subsequent Bay Area to Central Valley HST Final Program EIR/EIS, the Authority and FRA selected the Caltrain right-of-way between San Francisco and San Jose as the preferred alternative to connect with the San Jose to Central Valley section.

The San Francisco to San Jose HST Project EIR/EIS will tier from the Final Statewide Program EIR/EIS and the Final Bay Area to Central Valley HST Program EIR/EIS in accordance with Council on Environmental Quality (CEQ) regulations, (40 CFR 1508.28) and State CEQA Guidelines (14 C.C.R. § 15168[b]). Tiering will ensure that the San Francisco to San Jose HST Project EIR/EIS builds upon all previous work prepared for and incorporated in the Statewide Program EIR/EIS and the Bay Area to Central Valley HST Program EIR/EIS.

This Project EIR/EIS will describe site-specific environmental impacts, will identify specific mitigation measures to address those impacts and will incorporate design practices to avoid and minimize potential adverse environmental impacts. The FRA and the Authority will assess the site characteristics, size, nature, and timing of proposed site-specific projects to determine whether the impacts are potentially significant and whether impacts can be avoided or mitigated. This project EIR/EIS will identify and evaluate reasonable and feasible site-specific alignment alternatives, and evaluate the impacts from construction, operation, and maintenance of the HST system. Information and documents regarding this HST environmental review process will be made available through the Authority's Internet site: *http://www.cahighspeedrail.gov/.*

Purpose and Need: The purpose of the proposed HST system is to provide a new mode of high-speed intercity travel that would link major metropolitan areas of the state; interface with international airports, mass transit, and highways; and provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources. The need for a high-speed train (HST) system is directly related to the expected growth in population, and increases in intercity travel demand in California over the next twenty years and beyond. With the growth in travel demand, there will be an increase in travel delays arising from the growing congestion on California's highways and at airports. In addition, there will be negative effects on the economy, quality of life, and air quality in and around California's metropolitan areas from a transportation system that will become less reliable as travel demand increases. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion to meet existing demand and future growth.

Alternatives: The San Francisco to San Jose HST Project EIR/EIS will consider a No Action or No Project Alternative and an HST Alternative for the San Francisco to San Jose corridor.

No Action Alternative: The No Action Alternative (No Project or No Build) represents the conditions in the corridor as it existed in 2007, and as it would exist based on programmed and funded improvements to the intercity transportation system and other reasonably foreseeable projects through 2035, taking into account the following sources of information: State Transportation Improvement Program (STIP), Regional Transportation Plans (RTPs) for all modes of travel, airport plans, intercity passenger rail plans, city and county plans.

HST Alternative: The Authority proposes to construct, operate and maintain an electric-powered steel-wheel-on-steel-rail HST system, about 800 miles long, capable of operating

speeds of 220 mph on mostly dedicated, fully graded-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. The San Francisco to San Jose HST corridor selected by the Authority and FRA follows the Caltrain right-of-way from San Francisco to San Jose. The HST would operate in this area at speeds below 150 mph and would share tracks with Caltrain express commuter trains. Further engineering studies to be undertaken as part of this EIR/EIS process will examine and refine alignments in the Caltrain right-of-way. The entire alignment would be grade separated. The options to be considered for the design of grade separated roadway crossings would include (1) Depressing the street to pass under the rail line; (2) elevating the street to pass over the rail line; and (3) leaving the street as-is and constructing rail line improvements to pass over or under the local street. In addition, alternative sites for right-of-way maintenance, train storage facilities and a train service and inspection facility will be evaluated in the San Francisco to San Jose HST project area.

The preferred station in the City of San Francisco is the Transbay Transit Center; in the City of Millbrae the existing Millbrae BART/Caltrain Station, and in the City of San Jose the Intermodal Diridon Station. These locations were selected by the Authority and FRA through the Bay Area to Central Valley HST Final Program EIR/EIS considering the project purpose and need, and the program objectives. Potential station locations in the City of Redwood City at the existing Caltrain Station near downtown or in the City of Palo Alto at the existing Caltrain Station near downtown will also be evaluated in this project EIR/EIS. Alternative station sites at or near the selected station locations may be identified and evaluated in this Project EIR/EIS.

Probable Effects: The purpose of the EIR/EIS process is to explore in a public setting the effects of the proposed project on the physical, human, and natural environment. The FRA and the Authority will continue the tiered evaluation of all significant environmental, social, and economic impacts of the construction and operation of the HST system. Impact areas to be addressed include transportation impacts; safety and security; land use and zoning; land acquisition, displacements, and relocations; cumulative and secondary impacts; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; natural resource impacts including air quality, wetlands, water resources, noise, vibration, energy, wildlife and ecosystems, including engendered species. Measures to avoid, minimize, and mitigate adverse impacts will be identified and evaluated.

The San Francisco to San Jose HST Project EIR/EIS will be prepared in accordance with FRA's Procedures for Considering Environmental Impacts (64 FR 28545 [May 26, 1999]) and will address not only NEPA and CEQA but will also address as necessary other applicable statutes, regulations, and executive orders, including the Clean Air Act, Section 404 of the Clean Water Act, Section 106 of the National Historic Preservation Act of 1966, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice.

This EIR/EIS process will also continue the NEPA/Clean Water Act Section 404 integration process established through the Statewide Program EIR/EIS process. The EIR/EIS will evaluate project alignment alternatives, station and maintenance facility locations to support a determination of the Least Environmentally Damaging Practicable Alternative ("LEDPA") by the U.S. Army Corps of Engineers.

Scoping and Comments: FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. Comments are invited from all interested agencies and the public to ensure the full range of issues related to the proposed action and reasonable alternatives are addressed and all significant issues are identified. In particular, FRA is interested in determining whether there are areas of environmental concern where there might be a potential for significant site-specific impacts. Public agencies with jurisdiction are requested to advise FRA and the Authority of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the Project EIR/EIS. Public scoping meetings have been scheduled as an important component of the scoping process for both the State and Federal environmental review. The scoping meetings described in this Notice will also be the subject of additional public notification.

FRA is seeking participation and input of all interested federal, state, and local agencies, Native American groups, and other concerned private organizations or individuals on the scope of the EIR/EIS. Implementation of the San Francisco to San Jose section of the HST system is a federal undertaking with the potential to affect historic properties. As such, it is subject to the requirements of section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f.). In accordance with regulations issued by the Advisory Council on Historic Preservation, 36 CFR part 800, FRA intends to coordinate compliance with section 106 of this Act with the preparation of the EIR/EIS, beginning with the identification of consulting parties through the scoping process, in a manner consistent with the standards set out in 36 CFR 800.8.

Issued in Washington, DC on December 18, 2008.

Mark E. Yachmetz,

Associate Administrator for Railroad Development.

[FR Doc. E8–30751 Filed 12–24–08; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

December 18, 2008.

The Department of Treasury is planning to submit the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104–13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 11020, 1750 Pennsylvania Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before February 27, 2009 to be assured of consideration.

Office of Procurement

OMB Number: 1505–0107.

Type of Review: Extension.

Title: Regulation Agency Protests.

Description: The information being collected is obtained from contractors as part of their submissions whenever they file a bid protest with the Department or any of its Bureaus. The information is used by Treasury officials in deciding