

Municipal Ferry Building (existing Los Angeles Maritime Museum) at the foot of 6th Street and would incorporate a portion of the downtown promenade.

Downtown Civic Fountain—The Downtown Civic Fountain would be adjacent to the Town Square. The water feature would be designed to complement the civic setting of the adjacent San Pedro City Hall Building and the Town Square, and simulate the extension of the 7th Street Harbor to the San Pedro City Hall Building.

John S. Gibson Jr. Park—John S. Gibson Jr. Park is an existing 1.61-acre park located south of the 5th Street green. The intent is to maintain the existing memorials at the park and enhance their surroundings to highlight their historical and cultural significance with improved hardscape, landscaping, lighting, and interpretive signage elements.

Fishermen's Park—The proposed Fishermen's Park would encompass approximately 3 acres within Ports O'Call.

Outer Harbor Park—The proposed Outer Harbor Park would encompass approximately 6 acres at the Outer Harbor and would be designed as an integral feature and complementary to the secure operations of the proposed Outer Harbor Cruise Terminals.

San Pedro Park—The proposed San Pedro Park would encompass 18 acres located north of 22nd Street, south of Crescent Avenue, and west of Sampson Way.

Warehouses Nos. 9 and 10 and associated backland area—Adapt the area for low-intensity community-serving commercial or educational reuse that would be incorporated as an integral element of San Pedro Park.

New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants, Including Development of the New Cruise Terminals

Cruise Terminals—Upgrade Berths 45–47 for use as a cruise ship berth including terminal construction, and construct a new cruise ship berth and terminal at Berths 49–50 in the Outer Harbor.

Cruise Terminal Parking—The proposed upgrades to Berths 45–47 and new cruise ship terminal, the construction of a new cruise berth and terminal facility at Berths 49–50 in the Outer Harbor, and projected increases in ship calls and passengers at Berths 91–93 would require additional parking facilities. The parking for the combined cruise ship facilities would be located in the Inner Harbor and Outer Harbor.

Ports O'Call Redevelopment—Redevelop and construct new commercial development within Ports O'Call Village. The redevelopment and additional development at Ports O'Call would require an increase in parking spaces. Parking would be provided at a number of locations within the Port and near Ports O'Call.

Tug Operations—Renew leases and construct two new 10,000-square-foot buildings around the North Harbor for both Crowley and Millennium tug boats. Dispatching of tugs varies from day to day, and the impacts associated with tugboat operations are or will be accounted for in the respective projects that utilize tugboats.

Los Angeles Maritime Institute (LAMI)—Issue a new lease and reuse the Crowley Building in the Downtown Harbor area for LAMI.

Berth 240 Fueling Station—A new fueling station would be developed at Berth 240 on Terminal Island (i.e., along the east side of the Main Channel).

Catalina Express Terminal and SS Lane Victory—Permanently relocate the Catalina Express Terminal berthing facilities from Berths 95–96 to the existing location of the S.S. Lane Victory at Berth 94. S.S. Lane Victory would be relocated to the North Harbor water cut.

Transportation Improvements

Sampson Way—This road would be expanded to two lanes in each direction and curve near the Municipal Fish Market to meet with 22nd Street in its westward alignment east of Miner Street. The proposed construction would also include an enhanced four-way intersection at Sampson Way and 7th Street to provide improved access to and along the waterfront.

Harbor Boulevard—This road would remain in place at its current capacity with two lanes in each direction.

Landscaping and hardscape improvements are proposed along the east side and west side of Harbor Boulevard south of 7th Street, as well as in the median of Harbor Boulevard starting at the Swinford Street intersection, and would extend south to 22nd Street.

The Waterfront Red Car Line—This line would be extended from its existing terminus near the intersection of Harbor Boulevard and Miner Street and 22nd Street to City Dock No. 1 (adjacent to Warehouse No. 1), to the Outer Harbor along Miner Street, and to Inner Cabrillo Beach along Shoshonean Road.

FOR FURTHER INFORMATION CONTACT: Questions or comments concerning the Draft EIS/EIR should be directed to Dr. Spencer D. MacNeil, U.S. Army Corps of

Engineers, Los Angeles District, Regulatory Division, Ventura Field Office, 2151 Alessandro Drive, Suite 110, Ventura, CA 93001, (805) 585–2152.

SUPPLEMENTARY INFORMATION: The Port of Los Angeles and U.S. Army Corps of Engineers will jointly hold a public hearing to receive public comments and to assess public concerns regarding the Draft EIS/EIR and project on October 27, 2008 starting at 6 p.m. in the Crowne Plaza Hotel in San Pedro (601 S. Palos Verdes Street). Written comments will be accepted until the close of public review on December 8, 2008.

David J. Castanon,

Chief, Regulatory Division, Los Angeles District.

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DEPARTMENT OF EDUCATION

Submission for OMB Review; Comment Request

AGENCY: Department of Education.

SUMMARY: The IC Clearance Official, Regulatory Information Management Services, Office of Management invites comments on the submission for OMB review as required by the Paperwork Reduction Act of 1995.

DATES: Interested persons are invited to submit comments on or before October 27, 2008.

ADDRESSES: Written comments should be addressed to the Office of Information and Regulatory Affairs, Attention: Education Desk Officer, Office of Management and Budget, 725 17th Street, NW., Room 10222, Washington, DC 20503. Commenters are encouraged to submit responses electronically by e-mail to oira_submission@omb.eop.gov or via fax to (202) 395–6974. Commenters should include the following subject line in their response “Comment: [insert OMB number], [insert abbreviated collection name, e.g., “Upward Bound Evaluation”]. Persons submitting comments electronically should not submit paper copies.

SUPPLEMENTARY INFORMATION: Section 3506 of the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35) requires that the Office of Management and Budget (OMB) provide interested Federal agencies and the public an early opportunity to comment on information collection requests. OMB may amend or waive the requirement for public consultation to the extent that public participation in the approval process

would defeat the purpose of the information collection, violate State or Federal law, or substantially interfere with any agency's ability to perform its statutory obligations. The IC Clearance Official, Regulatory Information Management Services, Office of Management, publishes that notice containing proposed information collection requests prior to submission of these requests to OMB. Each proposed information collection, grouped by office, contains the following: (1) Type of review requested, e.g., new, revision, extension, existing or reinstatement; (2) Title; (3) Summary of the collection; (4) Description of the need for, and proposed use of, the information; (5) Respondents and frequency of collection; and (6) Reporting and/or Recordkeeping burden. OMB invites public comment.

Dated: September 22, 2008.

Angela C. Arrington,

IC Clearance Official, Regulatory Information Management Services, Office of Management.

Institute of Education Sciences

Type of Review: New Collection.

Title: Mapping the Adopted Core Curriculum in the Mid Atlantic Region.

Frequency: On Occasion.

Affected Public: State, Local, or Tribal Gov't, SEAs or LEAs.

Reporting and Recordkeeping Hour Burden:

Responses: 1,496.

Burden Hours: 748.

Abstract: It is important to identify adopted LEA curricula in language arts/literacy, mathematics and science to map the landscape of the Mid-Atlantic region and to inform policy and practice data-driven decision-making. After collecting information from interviews with key LEA staff from each REL Mid-Atlantic district, the lab will produce a foundational database from which to analyze trends and strategically develop appropriate research and evaluation agendas. A descriptive report summarizing the adopted K-12 curricula in the region and a user-friendly on-line interface will also be developed.

Requests for copies of the information collection submission for OMB review may be accessed from <http://edicsweb.ed.gov>, by selecting the "Browse Pending Collections" link and by clicking on link number 3768. When you access the information collection, click on "Download Attachments" to view. Written requests for information should be addressed to U.S. Department of Education, 400 Maryland Avenue, SW, LBJ, Washington, DC 20202-4537. Requests may also be electronically

mailed to *ICDocketMgr@ed.gov* or faxed to 202-401-0920. Please specify the complete title of the information collection when making your request.

Comments regarding burden and/or the collection activity requirements should be electronically mailed to *ICDocketMgr@ed.gov*. Individuals who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8339.

[FR Doc. E8-22640 Filed 9-25-08; 8:45 am]

BILLING CODE 4000-01-P

DEPARTMENT OF ENERGY

Amended Record of Decision for the Hanford Comprehensive Land-Use Plan Environmental Impact Statement

AGENCY: Department of Energy.

ACTION: Amended record of decision.

SUMMARY: The Department of Energy (DOE) is amending its Record of Decision (ROD) for the *Hanford Comprehensive Land-Use Plan Environmental Impact Statement* (HCP-EIS) (DOE/EIS-0222; September 1999), which evaluated the potential environmental impacts associated with implementing a comprehensive land-use plan (CLUP) for the Hanford Site near Richland, Washington. The CLUP consists of four key elements: (i) A land-use map that addresses the Hanford Site as five geographic areas and shows the planned future uses for each area, (ii) a set of nine land-use designations that define the permissible activities for each use, (iii) land-use planning policies, and (iv) implementing procedures that apply to the review and approval of future land uses. These elements were developed to ensure consistency in land-use decisionmaking and application of DOE institutional controls to the Site. The ROD (64 FR 61615; November 12, 1999) adopted the CLUP for at least the next 50 years.

In amending the 1999 ROD, DOE seeks to clarify two points: that when considering land-use proposals, DOE will use regulatory processes in addition to the implementing procedures in Chapter 6 of the HCP-EIS to ensure consistency with CLUP land-use designations, and that DOE will continue to apply the process under HCP-EIS Chapter 6 to modify or amend the CLUP, as needed.

The CLUP will remain in effect as long as DOE retains legal control of some portion of the Hanford Site, which is expected to be longer than 50 years. As a "living document," the CLUP is intended to be flexible enough to

accommodate changes, both anticipated and unforeseen, in missions and conditions. The HCP-EIS recommends reassessment of the CLUP every 5 years through a Supplement Analysis process under the DOE National Environmental Policy Act (NEPA) Implementing Procedures (10 CFR 1021.314).

ADDRESSES: The documents referenced herein are available from: Center for Environmental Management Information, P.O. Box 23769, Washington, DC 20026-3769, Telephone: 800-736-3282 (in Washington, DC: 202-863-5084).

The 1999 HCP-EIS and ROD are available, and the Supplement Analysis and this amended ROD will be available, at <http://www.gc.energy.gov/NEPA/> under "DOE NEPA Documents."

FOR FURTHER INFORMATION CONTACT:

For further information on the Supplement Analysis for the HCP-EIS, contact: Mr. Woody Russell, NEPA Compliance Officer, U.S. Department of Energy, Office of River Protection, MS H6-60 P.O. Box 450, Richland, WA 99352, Telephone: 509-373-5227.

For information on DOE's NEPA process, contact: Ms. Carol Borgstrom, Director, Office of NEPA Policy and Compliance (GC-20), U.S. Department of Energy, 1000 Independence Avenue, SW., Washington, DC 20585-0103, Telephone: 202-586-4600, or leave a message at 800-472-2756.

SUPPLEMENTARY INFORMATION:

I. Background

DOE published a Notice of Intent (NOI) (57 FR 37959; August 21, 1992) to prepare the *Hanford Remedial Action EIS* and identified as an EIS objective the establishment of future land uses at the Hanford Site near Richland, Washington. After public scoping, DOE issued an Implementation Plan (DOE/RL-93-66, June 1995) to document the recommendations of the Federal, state, and local agencies, Native American Tribes, and interested individuals and organizations, many of whom had been working with DOE to identify future use options for the Site.

In response to new directives (DOE Order 430.1A, *Life-Cycle Asset Management, and National Defense Authorization Act for FY97*, 42 U.S.C. 7274k, redesignated 50 U.S.C. 2582), DOE revised the scope of the EIS to prepare a comprehensive land-use plan for the Site. Seven cooperating agencies (Federal and local agencies) and two consulting Tribal governments developed alternatives analyzed in the EIS and helped develop the CLUP. In September 1996, DOE issued the *Draft Hanford Remedial Action EIS and*