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**Michael McElligott,**

*Manager, Space Systems Development Division.*

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## 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](mailto: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.*

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## 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