

Dated: December 16, 2008.

C. Miller Crouch,

Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Department of State.

[FR Doc. E8-30826 Filed 12-24-08; 8:45 am]

BILLING CODE 4710-05-P

DEPARTMENT OF STATE

[Public Notice 6469]

Culturally Significant Objects Imported for Exhibition Determinations: "Raoul Dufy: A Celebration of Beauty"

SUMMARY: Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, Delegation of Authority No. 236 of October 19, 1999, as amended, and Delegation of Authority No. 257 of April 15, 2003 [68 FR 19875], I hereby determine that the objects to be included in the exhibition "Raoul Dufy: A Celebration of Beauty," imported from abroad for temporary exhibition within the United States, are of cultural significance. The objects are imported pursuant to a loan agreement with the foreign owner or custodian. I also determine that the exhibition or display of the exhibit objects at the Mississippi Museum of Art, Jackson, MS, from on or about February 7, 2009, until on or about July 5, 2009, at possible additional exhibitions or venues yet to be determined, is in the national interest. Public Notice of these Determinations is ordered to be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: For further information, including a list of the exhibit objects, contact Julie Simpson, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202-453-8050). The address is U.S. Department of State, SA-44, 301 4th Street, SW., Room 700, Washington, DC 20547-0001.

Dated: December 17, 2008.

C. Miller Crouch,

Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Department of State.

[FR Doc. E8-30824 Filed 12-24-08; 8:45 am]

BILLING CODE 4710-05-P

DEPARTMENT OF STATE

[Public Notice 6470]

Culturally Significant Objects Imported for Exhibition Determinations: "Surrealism and Beyond"

SUMMARY: Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, Delegation of Authority No. 236 of October 19, 1999, as amended, and Delegation of Authority No. 257 of April 15, 2003 [68 FR 19875], I hereby determine that the objects to be included in the exhibition "Surrealism and Beyond," imported from abroad for temporary exhibition within the United States, are of cultural significance. The objects are imported pursuant to loan agreements with the foreign owners or custodians. I also determine that the exhibition or display of the exhibit objects at the Cincinnati Art Museum, Cincinnati, OH, from on or about February 15, 2009, until on or about May 17, 2009, and at possible additional exhibitions or venues yet to be determined, is in the national interest. Public Notice of these Determinations is ordered to be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: For further information, including a list of the exhibit objects, contact Carol B. Epstein, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202/453-8048). The address is U.S. Department of State, SA-44, 301 4th Street, SW., Room 700, Washington, DC 20547-0001.

December 18, 2008.

C. Miller Crouch,

Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Department of State.

[FR Doc. E8-30827 Filed 12-24-08; 8:45 am]

BILLING CODE 4710-05-P

DEPARTMENT OF STATE

[Public Notice 6468]

In the Matter of the Review of the Designations of Jaish-e-Mohammed (JEM) and Lashkar-e-Tayyiba (LT), and All Designated Aliases, as Foreign Terrorist Organizations Pursuant to Section 219 of the Immigration and Nationality Act, as Amended

Based upon a review of the Administrative Records assembled in this matter pursuant to Section 219(a)(4)(C) of the Immigration and Nationality Act, as amended (8 U.S.C. 1189(a)(4)(C)) ("INA"), and in consultation with the Attorney General and the Secretary of the Treasury, I conclude that the circumstances that were the basis for the 2003 redesignations of the aforementioned organizations as foreign terrorist organizations have not changed in such a manner as to warrant revocation of the designations and that the national security of the United States does not warrant a revocation.

Therefore, I hereby determine that the designations of the aforementioned organizations as foreign terrorist organizations, pursuant to Section 219 of the INA (8 U.S.C. 1189), shall be maintained.

This determination shall be published in the **Federal Register**.

Dated: December 15, 2008.

John D. Negroponte,

Deputy Secretary of State, Department of State.

[FR Doc. E8-30828 Filed 12-24-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Office of Commercial Space Transportation; Notice of Approval on a Record of Decision (ROD) for the Spaceport America Commercial Launch Site, Sierra County, NM

AGENCY: The Federal Aviation Administration (FAA), Department of Transportation.

ACTION: Notice of Approval of Record of Decision.

SUMMARY: In accordance with National Environmental Policy Act (NEPA) regulations and FAA Order 1050.1E, Change 1, the FAA is announcing the availability of the ROD for the Spaceport America Commercial Launch Site, Sierra County, New Mexico. The ROD provides the FAA's final environmental determination and approval to support

the issuance of a Launch Site Operator License to the New Mexico Spaceport Authority (NMSA) to operate Spaceport America, as proposed in the Final Environmental Impact Statement (EIS) published in November 2008.

The ROD provides a description of the applicant's Proposed Action and reasonable alternatives, and identifies the FAA's preferred and the environmentally preferred alternative. It includes a discussion of environmental impacts associated with the Proposed Action in each resource area, as analyzed in the Final EIS. The ROD summarizes the mitigation and enforcement actions that would be made the subject of the terms and conditions of the Launch Site Operator License issued to NMSA, as well as other conservation and enhancement measures described in the Final EIS and presented for consideration.

The Final EIS, prepared by the FAA for the Spaceport America Commercial Launch Site, serves as the primary reference and basis for preparation of the ROD. The Final EIS documents the analysis of environmental consequences associated with the construction and operation of Spaceport America and reasonable alternatives to the Proposed Action. The FAA is the lead Federal agency responsible for the preparation of the EIS and ROD for the proposed Spaceport America. Cooperating agencies include the Bureau of Land Management, the National Park Service, the U.S. Army's White Sands Missile Range (WSMR), and the National Aeronautics and Space Administration. The EIS and ROD were prepared pursuant to the requirements of the National Environmental Policy Act of 1969 as amended (42 U.S.C. 4321, *et seq.*), the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR 1500–1508), and FAA Order 1050.1E, Change 1, *Environmental Impacts: Policies and Procedures*.

The FAA has posted the ROD on the FAA Web site at <http://ast.faa.gov>. In addition, paper copies of the ROD will be sent out with the signed Programmatic Agreement to persons and agencies on the distribution list (found in Chapter 8 of the Final EIS). The Programmatic Agreement addresses significant impacts to Historical, Architectural, Archaeological, and Cultural Resources from the Proposed Action.

Additional Information: Under the Proposed Action, and the alternative selected by the FAA for implementation, the FAA would issue a Launch Site Operator License to NMSA

that would allow the State to operate the proposed Spaceport America Commercial Launch Site. The EIS analyzed launching both horizontal and vertical launch vehicle (LV) launches. Horizontal LVs would launch and land at the proposed Spaceport America airfield. Vertical LVs would launch from Spaceport America and either land at Spaceport America or at WSMR. Rocket-powered vertical landing vehicles would land on either the Spaceport America airfield or a vertical launch/landing pad.

In addition, the Proposed Action includes construction of facilities needed to support the licensed launch activities at the proposed launch site. Development of Spaceport America infrastructure would occur in two phases. The total area of land disturbed by construction would be approximately 970 acres; the total area of the final facilities footprint would be approximately 145 acres. The proposed Spaceport America boundary would encompass approximately 26 square miles. This area currently contains both State and private land.

Operational activities in support of the Proposed Action would begin as soon as the phased construction activities related to the Proposed Action were completed. The operational activities that may have environmental consequences and would support, either directly or indirectly, licensed launches include:

- Transport of Launch Vehicles to the Assembly or Staging Areas
- Transport and Storage of Rocket Propellants and Other Fuels
- Launch, Landing and Recovery Activities for Horizontal Vehicles
- Launch, Landing and Recovery Activities for Vertical Vehicles
- Other Activities
 - Ground-Based Tests and Static Firings
 - Training
 - X Prize Cup Events

The FAA identified two alternatives and the No Action Alternative to the Proposed Action, which are considered in the Final EIS. Under Alternative 1, FAA would consider issuing a Launch Site Operator License only for the operation of a launch site to support horizontal launches. This is considered a feasible alternative because a significant number of launches of horizontal LVs are projected, and most X Prize Cup activities would be located at the airfield.

Under Alternative 2, FAA would consider issuing a Launch Site Operator License only for the operation of a launch site to support vertical launches.

This is considered a feasible alternative because a significant number of launches are projected to be of vertical LVs.

Under the No Action Alternative, the FAA would not issue a Launch Site Operator License to the NMSA. Subsequently, the need to support commercial launches and host the X Prize Cup would not be met by the State of New Mexico.

Resource areas were considered to provide a context for understanding and assessing the potential environmental effects of the Proposed Action, with attention focused on key issues. The resource areas considered included compatible land use; Section 4(f) lands and farmlands; noise; visual resources and light emissions; historical, architectural, archaeological, and cultural resources; air quality; water quality, wetlands, wild and scenic rivers, coastal resources, and floodplains; fish, wildlife, and plants; hazardous materials, pollution prevention, and solid waste; socioeconomic, environmental justice, and children's environmental health and safety risks; and energy supply and natural resources. Construction impacts and secondary (induced) impacts are also considered. Additional analyses considered in the appendices include geology and soils; mineral resources; air space; health and safety; and transportation.

As stated in the ROD and supported by the Final EIS, Alternatives 1 and 2 and the No Action Alternative would result in restrictive licensing that would impede the FAA's ability to assist the commercial space transportation industry in meeting projected demand for services and expansion into new markets. The Preferred Alternative, the applicant's Proposed Action, would allow the greatest development and growth of the U.S. commercial space launch industry. In addition, although implementation of the Preferred Alternative would result in slightly greater environmental impacts than the overall impacts associated with the alternatives including the No Action Alternative, the impacts are still expected to be less than significant, in all but one resource area. Therefore, the FAA has selected the Preferred Alternative.

FOR FURTHER INFORMATION CONTACT:
Stacey M. Zee (AST-100), Office of Commercial Space Transportation, 800 Independence Avenue SW., Room 331, Washington, DC 20591, telephone (202) 267-9305; E-mail stacey.zee@faa.gov.

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]

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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.

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]

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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