

MetroRail subway stops (Blue and Orange lines). There is no vehicular access to Jackson Place. Taxicabs should be directed to the Decatur House, 1600 H Street, NW.

Dated: March 6, 2000.

**L.M. Bynum,**

*Alternative OSD Federal Register Liaison Officer, Department of Defense.*

[FR Doc. 00-5902 Filed 3-9-00; 8:45 am]

**BILLING CODE 5001-10-M**

## DEPARTMENT OF DEFENSE

### Office of the Secretary

#### Meeting of the Historical Records Declassification Advisory Panel of the Department of Defense Historical Advisory Committee

**ACTION:** Notice of partially closed meeting.

**SUMMARY:** Notice is hereby given of the forthcoming meeting of the Historical Records Declassification Advisory Panel. The purpose of this meeting is to discuss recommendations to the Department of Defense on topical areas of interest that, from a historical perspective, would be of the greatest benefit if declassified. This is the first session held in 2000. The transcripts of the open to the public session will be published on the HRDAP Webpage as they become available. The OSD Historian will chair this meeting.

**DATES:** Friday, March 24, 2000; 9:00 a.m.-3:00 p.m.

**TIME:** The March 24th morning HRDAP session will be open to the public from 9:00 a.m. until 11:45 a.m. The March 24th afternoon HRDAP session will be closed to the public from 1:00 p.m. to 3:00 p.m.

**ADDRESSES:** The National Archives Building, Room 505, 7th and Pennsylvania Avenue, NW, Washington, DC 20408.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jeff Ross, Room 1D760, Office of the Assistant Secretary of Defense (Command, Control, Communications and Intelligence), 6000 Defense Pentagon, Washington, DC 20301-6000, telephone (703) 614-5995.

Dated: March 3, 2000.

**L.M. Bynum,**

*Alternate OSD Federal Register Liaison, Department of Defense.*

[FR Doc. 00-5901 Filed 3-9-00; 8:45 am]

**BILLING CODE 5000-10-M**

## DEPARTMENT OF DEFENSE

### Department of the Army, Corps of Engineers

#### Availability of the Draft Environmental Impact Statement for the Raritan Bay and Sandy Hook Bay, Hurricane and Storm Damage Reduction Study, Port Monmouth, New Jersey

**AGENCY:** U.S. Army Army Corps of Engineers, DoD.

**ACTION:** Notice of Availability.

**SUMMARY:** The New York District of the U.S. Army Corps of Engineers has prepared a Draft Environmental Impact Statement (DEIS) for the Raritan Bay and Sandy Hook Bay, Hurricane and Storm Damage Reduction Study, Port Monmouth, New Jersey. The purpose of the study is to identify a plan that would protect the Port Monmouth community from damages caused by hurricanes and storm. The DEIS was prepared to evaluate those alternative identified in the Feasibility Report. Additional information on the study is provided the **SUPPLEMENTARY INFORMATION** section as indicated below. **DATES:** The DEIS will be available for public review on or about March 10, 2000. The review period of the document will be for forty five days from the publication date of the DEIS. To request a copy of the DEIS please call (212) 264-4663.

**FOR FURTHER INFORMATION CONTACT:** For further information regarding the DEIS, please contact Mark Burlas, Project Wildlife Biologist, telephone (212) 264-4663, Planning Division, ATTN: CENAN-PL-EA, Corps of Engineers, New York District, 26 Federal Plaza, New York, New York 10278-0090.

#### **SUPPLEMENTARY INFORMATION:**

1. The Raritan Bay and Sandy Hook Bay (RBSHB), Hurricane and Storm Damage Reduction Study, Port Monmouth, New Jersey was authorized by the U.S. House of Representatives, Committee on Public Works and Transportation, adopted August 1, 1990, which states "Resolved by the Committee on Public Works and Transportation of the United States House of Representatives, that the Board of Engineers for Rivers and Harbors is requested to review the report of Chief of Engineers on RBSHB, New Jersey, published as House Document 464, Eighty-seventh Congress, Second Session, and other pertinent reports, to determine the advisability of modifications to the recommendations contained therein to provide erosion control and storm damage prevention for the RBSHB."

2. The 1.8-square-mile Project area is located in Port Monmouth, Middletown Township, Monmouth County, New Jersey, along the RBSHB, bounded by Compton Creek to the east, Pews Creek to the west, and New Jersey State Highway 36 to the south. The Project was divided into three study area for plan formulation and impact assessment purposes: the Bay Shoreline Study Area (BSSA), the Pews Creek Study Area (PCSA), and the Compton Creek Study Area (CCSA). The BSSA is located along the RBSHB, and comprises the shoreline, beach, and dune complex that has historically experienced significant erosion, and consequently provides limited tidal surge and flood protection to the adjacent Port Monmouth community. The PCSA is located in the western portion of the Project area, and is situated in a highly developed, residential portion of Middletown Township. The PCSA includes the Pews Creek channel, a tidal creek that drains to the north into the RBSHB, and is mostly tidal wetlands. The CCSA is located in the eastern portion of the Project area, and is associated with a high developed, residential portion of Middletown Township. The CCSA includes the Compton Creek channel, a tidal creek that drains to the north into RBSHB, and is mostly tidal wetlands.

3. The selected plan is comprised of levees, floodwalls, a storm gate, road closure gates, fortification of an existing dune, pump stations, stormwater retention basins, beach nourishment, periodic beach renourishment, environmental mitigation, and an offshore borrow area. The selected plan, which is the environmentally preferred plan, was determined to be the National Economic Development (NED) Plan. A NED Plan is one that is consistent with the objectives of contributing to NED through the reduction of flood hazards and associated flood damages while protecting the Nation's natural, cultural, biological, historic, and social resources.

a. The District determined that interior drainage facilities were required to safely store and discharge storm water runoff that would collect on the protected side of the CCSA levee. Specifically, these facilities were planned and evaluated separately from the line of protection (levees and floodwalls) and would provide adequate drainage at least equal to that of the existing infrastructure.

b. Throughout the planning process, the District formulated alternative plans to meet general and specific planning objectives while considering the preferences of various interested parties with regard to plan selection and