

SUPPLEMENTARY INFORMATION: The 2005 BRAC Commission recommended the closure of Fort McPherson no later than 15 September 2011 and the relocation of tenant headquarters organizations to Fort Sam Houston, Texas; Fort Eustis, Virginia; Fort Bragg/Pope Air Force Base, North Carolina; and Shaw Air Force Base, South Carolina. The actions at those places are subject to separate NEPA analysis.

Following closure, the property (approximately 487 acres) will be excess to Army needs. Accordingly, the Army proposes to dispose of its real property interests at Fort McPherson. The Army has recognized the McPherson Planning Local Redevelopment Authority (MPLRA) as the local reuse authority for reuse planning associated with Fort McPherson. The MPLRA released the Fort McPherson Outreach and Land Use Plan in September 2007. The plan is available electronically at http://www.mcphersonredevelopment.com/comprehensive_reuse.html.

The DES analyzed four alternatives: (1) Early Transfer—under which transfer and reuse of the property would occur before environmental remedial action has been completed; (2) Traditional Disposal—under which transfer and reuse of the property would occur once environmental remediation is complete for individual parcels of the installation; (3) Caretaker Status—would begin following the closure of the installation in the event that the Army is unable to dispose of the property. The maintenance of the property would be reduced to minimal activities necessary to ensure security, health, and safety, and to avoid physical deterioration of facilities; and (4) No Action, under which the Army would continue operations at Fort McPherson at levels similar to those occurring prior to the BRAC Commission's recommendation for closure. Three reuse scenarios, based on medium, medium-high, and high intensity levels of reuse, are evaluated as secondary actions of disposal of Fort McPherson. These reuse scenarios encompass the level of reuse expected under the MPLRA's reuse plan and higher and lower levels of reuse.

For either of the transfer alternatives, moderate adverse effects would be expected to occur to aesthetics and visual resources, noise, water resources, biological resources, cultural resources, transportation, and utilities. Reuse analyzed in the DEIS could result in significant adverse effects in the areas of land use, air quality, socioeconomics, transportation, and utilities. The McPherson Implementation Redevelopment Authority is authorized to redevelop the installation in

accordance with the Reuse Plan. Disposal of the property for reuse in accordance with the Reuse Plan would mitigate to less than significant the direct and cumulative impacts of disposal and reuse.

The Army invites the public, tribal governments, local governments, and state and federal agencies to submit written comments or suggestions concerning the alternatives and analyses presented in the DEIS. The public and government agencies also are invited to participate in a public meeting where oral and written comments and suggestions will be received. A public meeting will be held at a convenient location near Fort McPherson. The date, time, and location will be announced in the local news media. Copies of the DEIS will be available for review at several local libraries prior to the public meeting. The DEIS may also be viewed at <http://www.mcphersonredevelopment.org> and http://www.hqda.army.mil/acsim/bractnepa_eis_docs.htm.

Addison D. Davis, IV,

Deputy Assistant Secretary of the Army (Environment, Safety and Occupational Health).

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ELECTION ASSISTANCE COMMISSION

Sunshine Act Notice

AGENCY: U.S. Election Assistance Commission.

ACTION: Notice of public meeting.

DATE & TIME: Wednesday, October 15, 2008, 1-4 p.m.

PLACE: National Press Club of Washington, 529 14th St., NW., 13th Floor, Washington, DC 20045, (202) 662-7500 (Metro Stop: Metro Center).

AGENDA: Commissioners will meet and hold a panel discussion to examine key issues facing election officials and journalists in reporting election results, particularly in competitive states. Some of the topics include: (1) Voting systems technology; (2) non-traditional ballots such as provisional and absentee ballots and ballots of military and overseas citizens; (3) time and procedures for getting election results; (4) post-election issues such as recounts and audits; (5) time zones, poll closings and reporting exit polls and election results. Participants will include media representatives, state election officials and a discussion moderator.

This meeting will be open to the public.

PERSON TO CONTACT FOR INFORMATION:

Sarah Litton, Telephone: (202) 566-3100.

Rosemary E. Rodriguez,

Chair, U.S. Election Assistance Commission.

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DEPARTMENT OF ENERGY

Record of Decision and Floodplain Statement of Findings—Nevada Rail Alignment for the Disposal of Spent Nuclear Fuel and High-Level Radioactive Waste at Yucca Mountain, Nye County, NV

AGENCY: Office of Civilian Radioactive Waste Management, U.S. Department of Energy.

ACTION: Record of Decision.

SUMMARY: In July 2008, the Department of Energy (Department or DOE) issued the "Final Supplemental Environmental Impact Statement for a Geologic Repository for the Disposal of Spent Nuclear Fuel and High-Level Radioactive Waste at Yucca Mountain, Nye County, Nevada—Nevada Rail Transportation Corridor" (DOE/EIS-0250F-S2) (hereafter referred to as the final Nevada Rail Corridor SEIS), the "Final Environmental Impact Statement for a Rail Alignment for the Construction and Operation of a Railroad in Nevada to a Geologic Repository at Yucca Mountain, Nye County, Nevada" (DOE/EIS-0369) (hereafter referred to as the final Rail Alignment EIS), and the "Final Supplemental Environmental Impact Statement for a Geologic Repository for the Disposal of Spent Nuclear Fuel and High-Level Radioactive Waste at Yucca Mountain, Nye County, Nevada" (DOE/EIS-0250F-S1) (hereafter referred to as the final Repository SEIS). The final Nevada Rail Corridor SEIS analyzed the potential impacts of constructing and operating a railroad for shipments of spent nuclear fuel, high-level radioactive waste, and other materials in the Mina corridor, and DOE concluded that the Mina corridor warranted further analysis at the alignment level. This further, more detailed analysis is presented in the final Rail Alignment EIS, which analyzed the potential environmental impacts of constructing and operating a railroad along rail alignments in both the Caliente and Mina rail corridors. The final Rail Alignment EIS also analyzed the potential environmental impacts from shipments of general freight (also referred to as common carriage