

SUMMARY: The FHWA hereby gives notice that it intends to prepare an EIS for the proposed preservation of right-of-way for the construction of projects that would increase surface transportation capacity (additional travel lanes, intersection improvements) and improve operating conditions and safety (access management improvements) for both near-term and long-term needs. This EIS is being prepared and considered in accordance with the National Environmental Policy Act (NEPA) of 1969, regulations of the Council on Environmental Quality (40 CFR parts 150–1508), and FHWA regulations, guidance and policy.

Anticipated Federal approvals/actions needed for this project to be constructed include permits for sections 401 and 404 of the Clean Water Act (U.S. Army Corps of Engineers) and compliance with section 4(f) of the Department of Transportation Act, section 7 of the Endangered Species Act and section 106 of the national Historic Preservation Act.

Cooperating Agencies: There are no cooperating agencies identified for this project.

DATES: Public comments and questions are welcome anytime during the NEPA process and should be directed to the address listed below. Additional formal opportunities for public participation are tentatively scheduled as follows: Review and comment of Draft EIS (including a public hearing): Fall 2008. Review of Final EIS: Spring 2009.

Notices of availability for the Draft EIS, Final EIS and Record of Decision will be provided through direct mail, the **Federal Register** and other media. Notification also will be sent to Federal, State, local agencies, persons, and organizations that submit comments or questions. Precise schedules and locations for public meetings will be announced in the local news media. Interested individuals and organizations may request to be included on the mailing list for the distribution of meeting announcements and associated information.

FOR FURTHER INFORMATION CONTACT: Edwin Johnson, Field Operations Engineer; Federal Highway Administration, 3050 Lake Harbor Lane, Suite 126, Boise, Idaho 83703, Telephone: (208) 334-9180.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the 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://nara.gov/fedreg> and the Government Printing Office's database at: <http://access.gpo.gov/nara>.

Background

Recommendations for improvements along this corridor are identified in the regional long-range transportation plan, "Communities in Motion," prepared by the Boise-Nampa Metropolitan Planning Organization, Community Planning Association of Southwest Idaho (COMPASS) and adopted by the COMPASS board in August 2006.

SH-44 lies in an important east/west corridor connecting Ada and Canyon counties from the city of Eagle to the highway's junction with I-84 in Canyon County. The once rural areas along the highway are changing from farms and orchards to subdivisions and businesses. The highway runs through the central business districts of the cities of Star and Middleton. The speed is gradually decreased from 55 to 25 mph within city limits. It is one of only three main highways that carry traffic directly from the city of Caldwell to Boise. Growth and development have resulted in higher traffic volumes and congestion.

The city of Middleton has identified a need for a bypass of its downtown area and has preliminary plans for a route south of town. There has been discussion about a bypass for the city of Star, but the level of support for this has not been determined.

Public scoping meetings on this project were held from 4 p.m. to 8 p.m. on May 24, 2006 in Middleton, ID, and May 25, 2006 in Eagle, ID, to solicit public comment regarding the full spectrum of issues and concerns, including the need for the project, alternate routes around the cities of Middleton and Star, access management, and environmental issues to be considered in the analysis. Attendees were informed at the meeting that an EIS would be prepared for the corridor preservation study.

The EIS will examine the short and long-term impacts of a reasonable range of alternatives, including the no action alternative, on the natural, physical, and human environments. The impacts assessment will include, but not be limited to, impacts on wetlands, wildlife; social environment; changes in land use; noise, aesthetics; changes in traffic; and economic impacts. Environmental Justice (as outlined in Executive Order 12898) will also be addressed as part of the impact

assessment. The EIS will also examine measures to mitigate adverse impacts resulting from the proposed action.

Comments are being solicited from Federal, State, and local agencies and from private organizations and citizens who have interest in this proposal. Public information meetings will be held in the project area to discuss the potential alignments and alternatives. The draft EIS will be available for public and agency review, and a public hearing will be held to receive comments. Public notice will be given of the time and place of all meetings and hearings.

Comments and/or suggestions from all interested parties are requested, to ensure that the purpose and need for the project, the full range of all issues, and significant environmental issues in particular, are identified and reviewed. Comments or questions concerning this proposed action and/or its EIS should be directed to the FHWA at the addresses listed previously.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, 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; 23 CFR 771.123; 49 CFR 1.48.

Peter J. Hartman,

Idaho Division Administrator, FHWA.

[FR Doc. 07-4195 Filed 8-27-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

Indexing the Annual Operating Revenues of Railroads

This Notice sets forth the annual inflation adjusting index numbers which are used to adjust gross annual operating revenues of railroads for classification purposes. This indexing methodology will insure that regulated carriers are classified based on real business expansion and not from the effects of inflation. Classification is important because it determines the extent of reporting for each carrier.

The railroad's inflation factors are based on the annual average Railroad's Freight Price Index. This index is developed by the Bureau of Labor Statistics (BLS). This index will be used to deflate revenues for comparison with established revenue thresholds.

The base year for railroads is 1991. The inflation index factors are presented as follows:

RAILROAD FREIGHT INDEX

Year	Index	Deflator
1991	409.50	¹ 100.00
1992	411.80	99.45
1993	415.50	98.55
1994	418.80	97.70
1995	418.17	97.85
1996	417.46	98.02
1997	419.67	97.50
1998	424.54	96.38
1999	423.01	96.72
2000	428.64	95.45
2001	436.48	93.73
2002	445.03	91.92
2003	454.33	90.03
2004	473.41	86.40
2005	522.41	78.29
2006	567.34	72.09

EFFECTIVE DATE: January 1, 2006.

FOR FURTHER INFORMATION CONTACT: Scott Decker (202) 245-0330. [Federal Information Relay Service (FIRS) for the hearing impaired: 1-800-877-8339.]

¹ Ex Parte No. 492, *Montana Rail Link, Inc., and Wisconsin Central Ltd., Joint Petition for Rulemaking With Respect to 49 CFR 1201*, 8 I.C.C. 2d 625 (1992), raised the revenue classification level for Class I railroads from \$50 million to \$250 million (1991 dollars), effective for the reporting year beginning January 1, 1992. The Class II threshold was also revised to reflect a rebasing from \$10 million (1978 dollars) to \$20 million (1991 dollars).

By the Board, Leland L. Gardner, Director, Office of Economics, Environmental Analysis, and Administration.

Vernon A. Williams,

Secretary.

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DEPARTMENT OF THE TREASURY

Fiscal Service

Surety Companies Acceptable on Federal Bonds; FCCI Insurance Company

AGENCY: Financial Management Service, Fiscal Service, Department of the Treasury.

ACTION: Notice.

SUMMARY: This is Supplement No. 1 to the Treasury Department Circular 570, 2007 Revision, published July 2, 2007, at 72 FR 36192.

FOR FURTHER INFORMATION CONTACT: Surety Bond Branch at (202) 874-6850.

SUPPLEMENTARY INFORMATION: A Certificate of Authority as an acceptable surety on Federal bonds is hereby issued under 31 U.S.C. 9305 to the following company: FCCI Insurance Company (NAIC #10178). Business Address: 6300 University Parkway, Sarasota, FL 34240. Phone: (800) 226-3224 xt 7632. Underwriting Limitation b/: \$39,014,000. Surety Licenses c/: AL,

AZ, FL, GA, IL, IN, IA, KS, KY, MI, MS, MO, NE, NC, OK, PA, SC, TN. Incorporated in: Florida.

Federal bond-approving officers should annotate their reference copies of the Treasury Circular 570 ("Circular"), 2007 Revision, to reflect this addition.

Certificates of Authority expire on June 30th each year, unless revoked prior to that date. The Certificates are subject to subsequent annual renewal as long as the companies remain qualified (see CFR part 223). A list of qualified companies is published annually as of July 1st in the Circular, which outlines details as to underwriting limitations, areas in which companies are licensed to transact surety business, and other information.

The circular may be viewed and downloaded through the Internet at <http://www.fms.treas.gov/c570>.

Questions concerning this Notice may be directed to the U.S. Department of the Treasury, Financial Management Service, Financial Accounting and Services Division, Surety Bond Branch, 3700 East-West Highway, Room 6F01, Hyattsville, MD 20782.

Dated: August 14, 2007.

Vivian L. Cooper,

Director, Financial Accounting and Service Division, Financial Management Service.

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