

working side (i.e., equipment work area and travel lane) would typically be 75 feet wide and partially located outside the existing maintained right-of-way. Following construction, up to a 50-foot-wide permanent right-of-way in addition to the existing permanent right-of-way will be maintained for operation of the pipeline.

Dated: July 23, 2007.

David Brown,

Director, Office of Environmental Policy, Bureau of International Oceans, Environment and Scientific Affairs, U.S. Department of State.

[FR Doc. E7-14488 Filed 7-26-07; 8:45 am]

BILLING CODE 4710-07-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Third Meeting, Special Committee 213 Enhanced Flight Vision Systems/Synthetic Vision System, (EFVS/SVS)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 213, Enhanced Flight Vision Systems/Synthetic Vision System, (EFVS/SVS).

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 213, Enhanced Flight Vision Systems/Synthetic Vision System, (EFVS/SVS).

DATES: The meeting will be held August 21-23, 2007 from 9 a.m.-5 p.m.

ADDRESSES: The meeting will be held at Hilton Gardens 1801 East Valley Road, Renton, WA 98055.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC, 20036; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org> for directions. Hilton Gardens: telephone (425) 430-1414.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 213 meeting. The agenda will include:

- August 21:
- Opening Plenary Session (Welcome, Introductions, and Agenda Review).
- Review SC-213 Objectives, Action Items, and SC-213 Web site content.
- Review initial reports from WG 1, and WG 2.
- Presentations.
- Afternoon: WG 1 and WG 2 meetings.
- August 22:

- WG 1 and WG 2 meeting.
- August 23:
- Morning: Work Group meetings and development of actions items.
- Afternoon: Plenary.
- Review action items and
- Define next steps for continued MASPS development.
- Closing Plenary Session (Other Business, Establish date and time for next meeting, Adjourn).

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on July 23, 2007.

Francisco Estrada C.,

RTCA Advisory Committee.

[FR Doc. 07-3677 Filed 7-26-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Cole County, MO

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for proposed improvements to U.S. 50/U.S. 63, (Rex Whitton Expressway), in Jefferson City, Cole County, Missouri.

FOR FURTHER INFORMATION CONTACT: Ms. Peggy Casey, Environmental Projects Engineer, FHWA Division Office, 3220 West Edgewood, Suite H, Jefferson City, MO 65109, Telephone: (573) 638-2620 or Mr. Kevin Keith, Chief Engineer, Missouri Department of Transportation, P.O. Box 270, Jefferson City, MO 65102, Telephone: (573) 751-2803.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), will prepare an EIS for a proposal to upgrade the existing U.S. 50/U.S. 63 (Rex Whitton Expressway) facility. MoDOT completed a Problem Definition Study for the study area in April 2006. The study identified issues and potential concepts to address the issues.

The proposed action will accomplish several goals: (1) Provide sufficient roadway capacity and improve traffic operations, (2) improve traffic safety, (3) address geometric and structural deficiencies, (4) and improve access to major activity centers and encourage development.

The proposed project study area is defined as the area in Jefferson City from just east of the U.S. 50/U.S. 54 Tri-level interchange to the Eastland Drive interchange for an approximate length of 3 miles; and from 300 feet south of U.S. 50/U.S. 63 to McCarty Street on the north. An additional area to the north of McCarty will be studied to address access to the Missouri State Prison Redevelopment site. The width of the study area varies from 400 to 800 feet.

Known potential impacts include access changes, and residential, commercial and institutional acquisitions/relocations. Properties eligible for the National Register of Historic Places which are protected by Section 4(f) of the Department of Transportation Act of 1966 may also be impacted. Other potential Section 4(f) impacts are to the East Miller Park, the Lincoln University Recreation Park, and the Lincoln University Tennis Courts. The Lincoln University Tennis Courts are also protected by the Land and Water Conservation Fund Act requirements. A floodplain development permit from the State Emergency Management Agency may be required.

It is anticipated that the following will be invited to be participating agencies on this project: The U.S. Environmental Protection Agency, the U.S. Department of Housing and Urban Development, the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, the State Emergency Management Agency, the Missouri Department of Conservation, the Missouri Department of Natural Resources, and the State Historic Preservation Office.

Alternatives under consideration include: (1) No build, (2) build alternatives, and (3) transportation management options. The Problem Definition Study looked at a number of alternatives but made no recommendation. The EIS will look at the work done in this study as a starting point and use this information in developing and evaluating the reasonable alternatives.

To date, preliminary coordination has occurred with local officials and other interested parties. A public meeting and two stakeholder meetings were held during the Problem Definition Study. As part of the scoping process, an

interagency coordination meeting will be held August 14, 2007 with federal, state, and local agencies. In addition, public information meetings and further meetings for community officials will be held to solicit public and agency input on the project coordination plan, the purpose and need for the project, and the reasonable range of alternatives. A location public hearing will be held to present the findings of the Draft EIS. Public notice will be given announcing the time and place of all public meetings and the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments and questions concerning this proposed action should be directed to FHWA or MoDOT at the addresses provided above.

(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 program.)

Issued on: July 19, 2007.

Peggy J. Casey,

Environmental Project Engineer, Jefferson City.

[FR Doc. E7-14572 Filed 7-26-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35064]

Watco Companies, Inc., and Watco Transportation Services, Inc.—Continuance in Control Exemption—Michigan Central Railway, LLC

Watco Companies, Inc. (Watco Companies) and its wholly owned subsidiary, Watco Transportation Services, Inc. (Watco Transportation) (collectively, Watco), both noncarriers, jointly have filed a verified notice of exemption to continue in control of Michigan Central Railway, LLC (Michigan Central), upon Michigan Central's becoming a Class II rail carrier through its proposed acquisition and operation of certain rail lines in Michigan and Indiana. Michigan Central will be controlled directly by Watco Transportation, with a 67% membership interest, and indirectly by Watco, while Norfolk Southern Railway Company

(NSR) will have a noncontrolling 33% membership interest.¹

This transaction is related to a petition for exemption for the acquisition and operation of these rail lines concurrently filed in STB Finance Docket No. 35063, *Michigan Central Railway, LLC—Acquisition and Operation Exemption—Lines of Norfolk Southern Railway Company*. In that proceeding, Michigan Central seeks an exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10901 to acquire and operate some 299 miles of rail line owned and operated by NSR, and some 85.5 miles of trackage rights, in Michigan and Indiana.² In the proposed acquisition, NSR will contribute these rail lines, trackage rights, and related assets to Michigan Central, subject to certain traffic restrictions, in exchange for its 33% interest. Watco Transportation will contribute over time \$18 million in cash and locomotives to Michigan Central in exchange for its controlling 67% interest.³

This transaction also is related to a concurrently filed verified notice of exemption in STB Finance Docket No. 35065, *Norfolk Southern Railway Company—Trackage Rights Exemption—Michigan Central Railway, LLC*. There, Michigan Central has agreed to grant limited local trackage rights to NSR in Michigan and Indiana.

The parties intend to consummate the transaction after the Board has issued a final decision granting the petition for exemption in STB Finance Docket No. 35063.

Watco currently controls 16 Class III rail carriers: South Kansas and Oklahoma Railroad Company, Palouse River & Coulee City Railroad, Inc., Timber Rock Railroad, Inc., Stillwater Central Railroad, Inc., Eastern Idaho Railroad, Inc., Kansas & Oklahoma Railroad, Inc., Pennsylvania Southwestern Railroad, Inc., Great

¹ Watco has filed a copy of the First Amended and Restated Agreement into which Watco Transportation, NSR, and Michigan Central will enter in connection with the consummation of the proposed control transaction and related transactions referenced in this notice. The agreement provides for the independent management of Michigan Central, according to Watco, under Watco's control.

² In STB Finance Docket No. 35063, Michigan Central also has filed a petition to revoke the otherwise applicable class exemption at 49 CFR 1150.31 for the acquisition and operation of rail lines by a noncarrier and a proposed procedural schedule.

³ A redacted version of the Transaction Agreement by and among NSR, Michigan Central and Watco Transportation was filed with the petition for exemption in STB Finance Docket No. 35063. The full version of the Transaction Agreement was concurrently filed under seal along with a motion for protective order.

Northwest Railroad, Inc., Kaw River Railroad, Inc., Mission Mountain Railroad, Inc., Mississippi Southern Railroad, Inc., Yellowstone Valley Railroad, Inc., Louisiana Southern Railroad, Inc., Arkansas Southern Railroad, Inc., Alabama Southern Railroad, Inc., and Vicksburg Southern Railroad, Inc.⁴

Watco represents that: (1) The rail lines to be acquired by Michigan Central do not connect with any other railroads in the Watco corporate family; (2) these continuance in control is not part of a series of anticipated transactions that would connect these railroads with each other or any other railroad in the Watco corporate family; and (3) the transaction does not involve a Class I rail carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Because the transaction involves the control of one Class II and one or more Class III rail carriers, the exemption is subject to the labor protection requirements of 49 U.S.C. 11326(b).

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than August 3, 2007 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 35064, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Karl Morell, Of Counsel, Ball Janik, LLP, Suite 225, 1455 F Street, NW., Washington, DC 20005.

Board decisions and notices are available on our Web site at: <http://www.stb.dot.gov>.

Decided: July 19, 2007.

⁴ A former Watco Class III railroad, the Appalachian & Ohio Railroad, Inc., was acquired by Four Rivers Transportation, Inc. See *Four Rivers Transportation, Inc.—Control Exemption—Appalachian & Ohio Railroad, Inc.*, STB Finance Docket No. 34856 (STB served May 23, 2006).