

and, Mr. Sim Farar of California. The seventh seat on the Commission is currently vacant.

The following individual has been nominated to the Commission but awaits Senate confirmation as of this writing: Anne Wedner of Illinois. Ms. Wedner will replace Mr. Jay Snyder on the Commission.

The Commission was established under Section 604 of the United States Information and Educational Exchange Act of 1948, commonly known as the Smith-Mundt Act, as amended (22 U.S.C. 1469) and Section 8 of Reorganization Plan Numbered 2 of 1977. The U.S. Advisory Commission on Public Diplomacy is authorized by Public Law 101-246 (2009), 22 U.S.C. 6553, and has been further authorized through September 20, 2011.

Dated: June 15, 2011.

Matthew C. Armstrong,

Executive Director, Department of State.

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DEPARTMENT OF STATE

[Public Notice 7473]

Shipping Coordinating Committee; Notice of Committee Meeting

The Shipping Coordinating Committee (SHC) will conduct an open meeting at 1 p.m. on Thursday, July 21, 2011, in Room 5-1224 of the United States Coast Guard Headquarters Building, 2100 Second Street, SW., Washington, DC 20593-0001. The primary purpose of the meeting is to prepare for the fifty fourth Session of the International Maritime Organization's (IMO) Subcommittee on Stability and Load Lines and on Fishing Vessels Safety (SLF) to be held at the IMO Headquarters, United Kingdom, January 16-20, 2012.

The primary matters to be considered include:

- Adoption of the agenda.
- Decisions of other IMO bodies.
- Development of second generation intact stability criteria
- Development of performance standards on time-dependent survivability of passenger ships in damaged condition.
- Development of guidelines for verification of damage stability requirements for tankers.
- Revision of the damage stability regulations for ro-ro passenger ships.
- Development of amendments to SOLAS chapter II-1 subdivision standards for cargo ships.

- Revision of SOLAS chapter II-1 subdivision and damage stability regulations.
- Development of provisions to ensure the integrity and uniform implementation of the 1969 TM Convention.
- Development of amendments to part B of the 2008 IS Code on towing and anchor operations.
- Consideration of IACS unified interpretations.
- Development of amendments to the criterion for maximum angle of heel in turns of the 2008 IS Code.
- Development of amendments to SOLAS regulation II-1/4 concerning subdivision standards for cargo ships.
- Biennial agenda and provisional agenda for SLF 55.
- Election of Chairman and Vice-Chairman for 2013.
- Any other business.
- Report to the Maritime Safety Committee.
- Consideration of the report of the Committee on its fifty fourth session.

Members of the public may attend this meeting up to the seating capacity of the room. To facilitate the building security process, and to request reasonable accommodation, those who plan to attend should contact the meeting coordinator, LCDR Catherine Phillips, by e-mail at Catherine.A.Phillips@uscg.mil, by phone at (202) 372-1374, by fax at (202) 372-1925, or in writing at Commandant (CG-5212), U.S. Coast Guard, 2100 2nd Street, SW., Stop 7126, Washington, DC 20593-7126 not later than July 14, 2011, 7 days prior to the meeting. Requests made after July 14, 2011 might not be able to be accommodated. Please note that due to security considerations, two valid, government issued photo identifications must be presented to gain entrance to the Headquarters building. The Headquarters building is accessible by taxi and privately owned conveyance (public transportation is not generally available). However, parking in the vicinity of the building is extremely limited. Additional information regarding this and other IMO SHC public meetings may be found at: <http://www.uscg.mil/imo>.

Dated: June 14, 2011.

Greg O'Brien,

*Shipping Coordinating Committee,
Department of State.*

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Nueces County, TX

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent (NOI).

SUMMARY: Pursuant to 40 CFR 1508.22 and 43 TAC § 2.5(e)(2), the FHWA and the Texas Department of Transportation (TxDOT) are issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Nueces County, Texas. The project and study limits include the US 181 and Beach Avenue interchange on the north and the SH 286 and Morgan Avenue interchange on the south. Areas within the city of Corpus Christi are included in the study area. The project will be developed in compliance with Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the National Environmental Policy Act (NEPA).

FOR FURTHER INFORMATION CONTACT:

Gregory Punske, P.E., District Engineer, Federal Highway Administration—Texas Division, 300 East 8th Street, Austin, Texas 78701. Telephone: 512-536-5960.

SUPPLEMENTARY INFORMATION: The US 181 Harbor Bridge project is listed in the Corpus Christi Metropolitan Planning Organization's Metropolitan Transportation Plan 2010-2035 (the long range transportation plan) as construction of a new bridge over the Corpus Christi Ship Channel. An NOI for this project was first published on May 20, 2005, for proposed improvements that included replacement of the existing Harbor Bridge and approaches where US 181 crosses the Corpus Christi Ship Channel, a roadway distance of approximately 2.25 miles. On March 20, 2007, a revised NOI was published to advise the public that the study limits described in the 2005 NOI had been expanded to accommodate added capacity that might have included managed lanes or various tolling strategies; the primary change was to the southern limit which would have extended the project along SH 286 to SH 358 (South Padre Island Drive). On November 3, 2010, the revised NOI published in 2007 was rescinded, via a notice in the **Federal Register**, because