

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.*

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**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.*

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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