

Land Use and Local Development Impacts

The current area land use along the existing FM 3464 corridor is predominately warehousing, light industrial and commercial. Short-term development impacts are considered insignificant because of the site's rural nature and consist of increased traffic resulting from roadway construction. Alternative 1 (expanding FM 3464 while maintaining its existing alignment and extending this roadway from Mines Road to the Bridge) may result in minimal traffic delays as a result of construction activities. Alternatives 2, 3, and 4 each involve building a new roadway within 1000 feet of existing FM 3464 and traffic would use the existing facility during construction activities. Long-term impacts will be determined by the rate and intensity of development associated with the Bridge and roadway construction between it and IH 35. Under Alternative 1, development would likely continue to be centered around the improved roadway and traffic patterns would not likely change significantly. If Alternative 2, 3, or 4 were chosen, development would probably be centered around the relocated roadway facility. Though traffic patterns would change, the existing roadway would remain open to traffic and would be maintained as a city street.

Threatened and Endangered Species

None of the four roadway alternatives would result in a significant reduction in range and brush land available for habitat. In October 1996 a biological survey was completed regarding the Bridge facilities and alternative road alignments (an area of almost 441 acres). The survey area has two riparian woodlands/wetlands areas comprising 55.4 acres. No endangered plant species were found and impacts to threatened or endangered plants are not anticipated under the four alternatives. Impacts to endangered ocelots and other wildlife may be direct in the form of death through vehicular collision. Such direct impacts appear to be lowest for Alternative 1 and similar as between Alternatives 2 and 4 as each of these alternatives would involve construction of a new roadway across linear habitat features (wetlands and riparian corridors) used by wildlife. Alternative 3 includes an additional two-lane, one-way roadway, which would increase the potential occurrence of mortality from road kill. In addition to the mitigation measures referred to above (see discussion of floodplains), the U.S. Department of the Interior has indicated

that Alternative 2 would be acceptable to it provided that recommendations of the Fish and Wildlife Service were followed. In accordance with the recommendations of the Fish and Wildlife Service, the City has agreed to work with the Texas Department of Transportation so that permanent street lighting is directed only on the roadway and not on surrounding vegetation near crossings and activities resulting in vegetation disturbance are avoided during the general migratory bird nesting period of March through August.

Traffic Noise

Construction noise is difficult to predict. Provisions should be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of equipment muffler systems. Post-construction traffic noise analysis of the four roadway alternatives indicates no impact will result.

Wetlands

Two potential Palustrine wetland areas were identified occupying 15.23 acres of the survey area. These lie at the Las Manadas Creek headwaters. Alternative 1 would widen the existing FM 3464 crossing at the headwaters of Las Manadas Creek wetland and would impact 1.85 acres of potential wetlands. Similar direct impacts would be anticipated with respect to Alternatives 2 and 3, which would involve constructing a new road across the wetland area and could involve 3.72 acres of wetlands. Alternative 4 would involve constructing a new roadway across the narrowest portion of the wetland along Las Manadas Creek. This alternative could produce direct impacts to 1.98 acres of wetlands. Cumulative impacts are similar for each of the four roadway alternatives. These may include for each, additional non-point source pollutant discharge into Las Manadas Creek, increased surface runoff, and erosion and degradation of wetland function. Additional consultations with the U.S. Army Corps of Engineers are required in order to obtain a permit under Section 404 of the Clean Water Act and 40 CFR 230, which authorizes the discharge of dredge and fill materials into waters of the United States. The City and the Texas Department of Transportation have assured the Department that they will comply with Section 404.

Environmental Justice

The Bridge, ancillary facilities and the roadway connection to IH 35 are located in census tract 001075, which the 1990 census indicated had a population of 3,320. The 1996 population is estimated to be 7,167 and over 96 percent are estimated to be Hispanic. No residential population is located within 4,000 feet of the proposed project. Median household income was \$30,149. Therefore, minority and low-income populations will not be impacted disproportionately in an adverse manner by any of the proposed roadway alignment alternatives, nor will there be any negative impacts to community cohesion or neighborhood stability.

Dated: June 9, 1999.

David E. Randolph,

*Coordinator, U.S.-Mexico Border Affairs,
Office of Mexican Affairs.*

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DEPARTMENT OF STATE

[Public Notice No. 3060]

Office of Mexican Affairs; Notice of Issuance of an Amended Presidential Permit for the Laredo Northwest International Bridge (Bridge IV), Laredo, TX

AGENCY: Department of State.

ACTION: Notice of Issuance of an Amended Presidential Permit for the Laredo Northwest International Bridge (Bridge IV), Laredo, Texas.

SUMMARY: Notice is hereby given that the Department of State has issued an Amended Presidential Permit for the Laredo Northwest International Bridge (Bridge IV) project sponsored by the City of Laredo, Texas. The amended permit was issued April 12, 1999 pursuant to the International Bridge Act of 1972 (33 U.S.C. 535 *et seq.*) and Executive Order 11423 of 1968, as amended by Executive Order 12847 of 1993.

ADDRESSES: Copies of the Presidential Permit may be obtained from Mr. David E. Randolph, Coordinator, U.S.-Mexico Border Affairs, Office of Mexican Affairs, Room 4258, Department of State, Washington, DC 20520, telephone (202) 647-8529.

SUPPLEMENTARY INFORMATION: Notice of the application by the City of Laredo, Texas for a permit to build a new bridge, with access road, to be constructed across the Rio Grande River between Laredo, Texas and Nuevo Laredo, Tamaulipas, Mexico was published in the **Federal Register** on October 3, 1991

at 56 FR 50148. Notice of issuance of the Presidential Permit and Finding of No Significant Impact was published in the **Federal Register** on November 16, 1994 at 59 FR 59267. The bridge will carry pedestrian and commercial traffic, and is intended to relieve the traffic burden on existing bridges in the downtown area. As a condition for the Presidential Permit, the City of Laredo has agreed to route all commercial traffic to this new bridge or to the Colombia Bridge, which connects the City of Laredo to the State of Nuevo Leon. Further, the City has agreed that all hazardous materials will be directed to the Colombia Bridge, where the U.S. Customs Service operates a hazardous materials containment facility. The new bridge is needed because the two existing international bridges between downtown Laredo and Nuevo Laredo cannot accommodate additional traffic without further safety and environmental degradation. The permit was amended to specify that the permit holder (City of Laredo) is authorized to align the approach road to the bridge in accordance with any of four alternatives that have been found to have no significant environmental impact.

The application for the Amended Presidential Permit was reviewed and approved by numerous federal, state and local agencies. The final application and environmental assessment were reviewed and approved or accepted by the Immigration and Naturalization Service, General Services Administration, Department of Interior, Department of Agriculture, Department of Commerce, U.S. Customs Service, U.S. Coast Guard, Federal Highway Administration, Food and Drug Administration, International Boundary and Water Commission—U.S. Section, Department of Defense, the Environmental Protection Agency, the Department of State and the appropriate Texas State Agencies—the Parks and Wildlife Department, the Department of Transportation, the Historical Commission and the Natural Resource Conservation Commission.

Dated: June 9, 1999.

David E. Randolph,

*Coordinator, U.S.-Mexico Border Affairs,
Office of Mexican Affairs.*

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TENNESSEE VALLEY AUTHORITY

Sunshine Act Meeting

Agency Holding the Meeting: Tennessee Valley Authority (Executive Meeting No. 1).

Time and Date: 9 a.m. (CDT), June 16, 1999.

Place: TVA Environmental Research Center Auditorium, Muscle Shoals, Alabama.

Status: Open.

Agenda

New Business

Energy

C1. Supplement to Contract No. 96NNX-161365-003 with Stone & Webster Construction Company, Inc., for modification and supplemental maintenance services at TVA nuclear plants.

C2. Contracts with Adecco, Westaff, and Midpoint International, Inc., for staff augmentation engineering and technical support services for TVA.

C3. Supplement to Blanket Purchase Order No. 97X1E-197652 with ABB Power T&D for transmission and distribution equipment.

C4. Contract with Indus International, Incorporated, for PassPort Supply Chain Management Software, implementation services, EMPAC work management software, and maintenance support.

C5. Contract with Anixter, Inc., for miscellaneous telecommunications equipment.

C6. Contracts with Siemens Information and Communication Networks, Inc., and Ameritech Data Networking Solutions, Inc., for local area network equipment.

C7. Contract with Government Technology Services, Inc., and Federal Data Corporation for network management tools.

C8. Contract with AEI Resources, Inc., to replace renegotiated contracts with Crockett Collieries, Inc.; Mountain Coals Corporation; and Leslie Resources, Inc., all of which are subsidiaries of AEI Resources, Inc.

C9. Delegation of authority to the Vice President, Fuel Supply and Engineering Services, or a designee, to award a 10-year coal contract under Requisition 36, Request for Proposals of Bituminous Term Coal to Oxbow Mining, Inc.

C10. Fixed-price contracts with ABB CE Services, Inc., and Babcock & Wilcox Company for long-term alliances to furnish pulverizer parts and technical support.

Information Items

1. Filing of condemnation cases to acquire a temporary right to enter to

survey and appraise for an electric power transmission line: Madison West-South Jackson Transmission Line, Madison County, Tennessee.

2. Filing of condemnation cases to acquire a temporary right to enter to survey and appraise for an electric power transmission line: Murfreesboro-Smyrna No. 2 Transmission Line, Rutherford County, Tennessee.

3. Filing of condemnation cases to acquire easements and rights-of-way for pipeline and access road affecting the following transmission line: Johnsonville Fossil Plant Pipeline, Humphreys County, Tennessee.

4. Contribution to Tennessee Aquarium, a nonprofit organization, located in Chattanooga, Tennessee.

5. Agreement with The University of Tennessee at Knoxville to cover all future activities being conducted by the respective TVA business units, with a monetary limit of \$6 million.

6. Approval of recommendations resulting from negotiations with the Office and Professional Employees' International Union over compensation for annual and hourly employees.

7. New investment manager and proposed new Investment Management Agreement between the TVA Retirement System and Smith Breeden Associated, Inc.

8. Amendments to the Rules and Regulations of the TVA Retirement System and the provisions of the TVA Savings and Deferral Retirement Plan (401(k) Plan).

9. Approval to sell TVA Power Bonds.

10. Delegation of authority to the Chief Financial Officer to authorize loan write-offs of up to \$250,000 on loans managed by Economic Development and authority to execute any appropriate documents to effectuate the write-off.

11. Approval to establish a Public Power Institute within the Chief Operating Officer's organization to be located in Muscle Shoals.

12. Approval of member of and designation of chair of the Land Between The Lakes Advisory Committee and delegation of authority to the Chief Operating Officer, subject to the concurrence of the Board during such periods as there are at least two Board members in office and in the absence of at least two Board members in office with the concurrence of the Chairman, to fill future vacancies.

13. Award of contract to Carl E. Smith, Incorporated, for the construction, testing, and commissioning of a 28-mile natural gas pipeline, meter station, pressure regulation, and plant piping for Johnsonville Combustion Turbines and