

James E. Caponiti, Associate  
Administrator for National Security,  
Maritime Administration

Bonnie M. Green, Deputy Administrator  
for Inland Waterways and Great  
Lakes, Maritime Administration

Jerry A. Hawkins, Director, Office of  
Human Resources, Federal Highway  
Administration

**Office of the Secretary, Transportation  
Administrative Service Center, Bureau  
of Transportation Statistics**

Linda Lawson, Director, Office of  
Economics, Office of the Secretary

Donald Trilling, Director, Office of  
Environment, Energy and Safety,  
Office of the Secretary

Roberta D. Gabel, Assistant General  
Counsel for Environmental, Civil  
Rights, and General Law, Office of the  
Secretary

Luz A. Hopewell, Director, Office of  
Small and Disadvantaged Business  
Utilization, Office of the Secretary

Beverly Pheto, Director, Office of Budget  
and Program Performance, Office of  
the Secretary

Patricia D. Parrish, Principal, TASC  
Customer Service, TASC

Edward L. Thomas, Associate  
Administrator for Research,  
Demonstration and Innovation,  
Federal Transit Administration

Jerry A. Hawkins, Director, Office of  
Human Resources, Federal Highway  
Administration

**Research and Special Programs  
Administration**

Vivian Hobbs, Director, Office of Traffic  
and Operations Management,  
Research and Special Programs  
Administration

Robert McGuire, Acting Associate  
Administrator for Management and  
Administration, Research and Special  
Programs Administration

John Murray, Director of Policy and  
Program Support, Research and  
Special Programs Administration

Dorrie Aldridge, Associate  
Administrator for Administration,  
Federal Transit Administration

John Graykowski, Deputy  
Administrator, Maritime  
Administration

Joseph Kianianthra, Director, Office of  
Vehicle Safety Research, National  
Highway Traffic Safety  
Administration

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BILLING CODE 4910-62-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**RTCA SPECIAL COMMITTEE 195;  
SPECIAL MEETING; LITHIUM  
BATTERIES**

Pursuant to section 10(a)(2) of the  
Federal Advisory Committee Act (P.L.  
92-463, 5 U.S.C., Appendix 2), notice is  
hereby given for Special Committee  
(SC)-168 meeting to be held September  
15-16, starting at 9 a.m. each day. The  
SC-168 finished their work in 1995 and  
several attempts to reference RTCA DO-  
227 in a TSO have been unsuccessful.  
The RTCA Program Management  
Committee approved this one time  
meeting to help resolve the issues  
identified. The meeting will be held at  
RTCA, Inc., 1140 Connecticut Avenue,  
NW, Suite 1020, Washington, DC,  
20036.

The agenda will include: September  
15 and 16 (1) Welcome and  
Introductions; (2) Status of Lithium  
Battery Activities;

(3) Review of TSO-C142, Comments  
Received and Conclusions;

(4) Recommend and Approve the  
Process and wording to Resolve the  
Open Issues Identified; (5) Other  
Business; (6) Closing.

Attendance is open to the interested  
public but limited to space availability.  
With the approval of the chairman,  
members of the public may present oral  
statements at the meeting. Persons  
wishing to present statements or obtain  
information should contact the RTCA  
Secretariat, 1140 Connecticut Avenue,  
NW, Suite 1020, Washington, DC,  
20036; (202) 833-9339 (phone); (202)  
833-9434 (fax); or <http://www.rtca.org>  
(web site). Members of the public may  
present a written statement to the  
committee at any time.

Issued in Washington, DC, on August 12,  
1999.

**Janice L. Peters,**  
*Designated Official.*

[FR Doc. 99-22221 Filed 8-25-99; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

**Environmental Impact Statement;  
Portsmouth & Tiverton, RI**

**AGENCY:** Federal Highway  
Administration (FHWA), RIDOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this  
notice to advise the public that an  
Environmental Impact Statement will be

prepared for the proposed rehabilitation  
or replacement of the Sakonnet River  
Bridge, carrying RI Route 24 between  
Portsmouth and Tiverton.

**FOR FURTHER INFORMATION CONTACT:**  
Daniel J. Berman, Assistant Division  
Administrator, Federal Highway  
Administration, 380 Westminster Mall,  
Room 547, Providence, RI 02903,  
Telephone: (401) 528-4560; OR,  
Edmund T. Parker, Jr., P.E., Chief Design  
Engineer, Rhode Island Department of  
Transportation, Two Capitol Hill, Room  
231-D, Providence, RI 02903,  
Telephone: (401) 222-4911.

**SUPPLEMENTARY INFORMATION:** The  
FHWA, in cooperation with RIDOT, will  
prepare the Environmental Impact  
Statement (EIS) for the proposed  
rehabilitation or replacement of the  
Sakonnet River Bridge carrying RI Route  
24 between Portsmouth and Tiverton.

This EIS will investigate scientific  
and engineering studies and other  
activities necessary to determine the  
environmental and socioeconomic  
impacts of various alternative  
rehabilitation and replacement  
scenarios to address the substandard  
condition of the Sakonnet River Bridge.

Rhode Island Bridge Number 250,  
known as the Sakonnet River Bridge,  
was originally constructed between the  
years 1954-1956. The main bridge  
structure is comprised of 27 spans with  
a total length of approximately 2,982  
feet. According to the original design  
plans, the structure was designed in  
accordance with 1944 A.A.S.H.O  
Specifications. The Sakonnet River  
Bridge has been carrying highway traffic  
for over 43 years. With the exception of  
limited emergency repairs performed in  
1997, and two partial painting contracts,  
the structure has not undergone any  
significant rehabilitation in over 20  
years.

RIDOT conducted an in-depth field  
inspection of the bridge during  
September and October, 1997, and  
March and April, 1998. The inspection  
of the bridge found significant  
deficiencies in the concrete support  
piers and abutment walls, the steel  
substructure, and the bridge deck.

The majority of the bridge is  
supported by either main girders or  
trusses. These members have been  
identified as non-redundant and  
fracture critical; therefore, their  
deterioration and eventual failure could  
result in a compromise of the structural  
integrity of the bridge and possible  
collapse of the structure.

Due to the extensive nature of the  
rehabilitation required to address the  
structural deficiencies of the Sakonnet  
River Bridge, RIDOT is also considering

potential options to replace the bridge with a new structure. The following paragraphs present a brief discussion of four potential alternatives which may be considered for further evaluation.

#### **Option No. 1—No Build**

This potential option consists of maintaining the current bridge, with major rehabilitation to address the deficiencies. Portions of the bridge structure would be replaced, and all elements would be brought to a serviceable condition under this option. This work would occur while the structure is in use, resulting in traffic delays during a continuous two year construction period. The existing bridge and approach rights-of-way would be maintained. The rehabilitated bridge would have a remaining useful life of 25 to 30 years.

#### **Option No. 2—New Bridge on the Existing Alignment**

This potential option consists of demolishing the existing bridge, and constructing a new bridge in the same alignment. During the three year construction period, RI Route 24 would be closed at this point, and all traffic between points north and Aquidneck Island would be detoured to alternate routes including the Mt. Hope bridge on RI Route 136. This option involves completion of interim repairs to the existing bridge to ensure that it is serviceable during environmental review of the project and design of the new bridge. The new bridge would have a 75- to 100-year lifespan. This alternative would accommodate a future bridge for commuter rail service along the existing railroad right-of-way.

#### **Option No. 3—New Bridge to the North of the Existing Bridge**

This potential option consists of constructing a new bridge on an alignment to the north of the existing bridge. The new alignment would be between the existing bridge and the railroad bridge, and will include provisions to accommodate a future lower bridge for commuter rail service. This option involves completion of interim repairs to the existing bridge to ensure that it is serviceable during environmental review, design and construction of the new bridge. The interim repairs and coincident construction of the new bridge would not involve significant traffic delays. Additional rights-of-way would be required for the new bridge and approach alignments. After the new bridge is in service, the existing bridge would be removed. The new bridge would have a 75- to 100-year lifespan.

#### **Option No. 4—New Bridge to the South of the Existing Bridge**

This potential option consists of constructing a new bridge on an alignment to the south of the existing bridge. The alignment would be approximately 30-feet from the existing bridge. This option involves completion of interim repairs to the existing bridge to ensure that it is serviceable during environmental review, design and construction of the new bridge. The interim repairs and coincident construction of the new bridge would not involve significant traffic delays. Additional rights-of-way would be required for the new bridge and approach alignments. After the new bridge is in service, the existing bridge would be removed. The new bridge would have a 75- to 100-year lifespan. This alternative would accommodate a future bridge for commuter rail service along the existing railroad right-of-way.

A scoping meeting to discuss the potential project alternatives and environmental and socioeconomic impacts will be held on October 6, 1999, from 9:00 am to 12:00 pm, at the Rhode Island Department of Administration, One Capitol Hill, Providence, RI 02903 in conference room A on the second floor. Written comments received within 30 days of the scoping meeting date will be incorporated into the record.

In addition to the scoping meeting, public participation will continue throughout the EIS process. Public workshops will be held in both Portsmouth and Tiverton, and potentially in other affected communities, to discuss the proposed project alternatives and issues, and receive public input prior to publishing a Draft EIS. Following publication of the Draft EIS, a formal public hearing will be held to receive comments regarding the proposed project. The Draft EIS will be available for public and agency review and comment prior to the public hearing, and comments will be received for 45-days following the public hearing.

To ensure that a full range of issues relating to this proposed action are addressed and all potential impacts are identified, comments and suggestions are invited from all interested parties. Comments or questions regarding this proposed action and the EIS should be directed to the Rhode Island Department of Transportation at the above address.

**Authority:** 23 U.S.C. 315; 49 CFR 1.48.

Issued on August 18, 1999.

**Melisa L. Ridenour,**

*Division Administrator, Federal Highway Administration.*

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Railroad Administration**

[Docket No. RSAC-96-1, Notice No. 18]

#### **Railroad Safety Advisory Committee; Notice of Meeting**

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of Railroad Safety Advisory Committee ("RSAC") meeting.

**SUMMARY:** FRA announces the next meeting of the RSAC, a Federal Advisory Committee that develops railroad safety regulations through a consensus process. The meeting will address a wide range of topics, including possible adoption of specific recommendations for regulatory action.

**DATES:** The meeting of the RSAC is scheduled to commence at 9:30 a.m. and conclude at 4:00 p.m. on Wednesday, September 8, 1999.

**ADDRESSES:** The meeting of the RSAC will be held at The Wyndham Hotel, 1400 M Street NW, Washington, DC. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Sign language interpreters will be available for individuals with hearing impediments.

**FOR FURTHER INFORMATION CONTACT:** Vicky McCully, RSAC Coordinator, FRA, 1120 Vermont Avenue, NW, Stop 25, Washington, DC 20590, (202)493-6305 or Grady Cothen, Deputy Associate Administrator for Safety Standards and Program Development, FRA, 1120 Vermont Avenue, NW, Stop 25, Washington, DC 20590, (202) 493-6302.

#### **SUPPLEMENTARY INFORMATION:**

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), FRA is giving notice of a meeting of the Railroad Safety Advisory Committee ("RSAC"). The meeting is scheduled to begin at 9:30 a.m. and conclude at 4 p.m. on Wednesday, September 8, 1999. The meeting will be held at The Wyndham Hotel, 1400 M Street, NW, Washington, DC. All times noted are Eastern Standard Time.

RSAC was established to provide advice and recommendations to the FRA on railroad safety matters. The Committee consists of 48 individual