

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.

[FR Doc. 99-22119 Filed 8-25-99; 8:45 am]

BILLING CODE 4910-22-P

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

representatives, drawn from among 27 organizations representing various rail industry perspectives, and 2 associate non-voting representatives from the agencies with railroad safety regulatory responsibility in Canada and Mexico. Staff of the National Transportation Safety Board and Federal Transit Administration also participate in an advisory capacity.

During this meeting, the RSAC will be briefed on the proposed standard for locomotive sanitary conditions, which has been forwarded to the Locomotive Cab Working Conditions Working Group for consensus approval to become the Working Group's recommendation to the full RSAC.

The RSAC will be requested to vote on the proposed adoption of the Positive Train Control Working Group's, Report on Implementation of Positive Train Control Systems, as the RSAC's report to the Federal Railroad Administrator.

A status report will be provided by the Accident/Incident Working Group, tasked with evaluating the concept of a reportable train accident, specifically the means by which the railroad property damage threshold is calculated. The Locomotive Crashworthiness Working Group will brief the RSAC on the status of proposed recommended standards for freight, passenger and switching locomotives.

A discussion on the issue of qualification and certification of safety-critical employees will be conducted, based on information to be provided to the FRA by the RSAC members.

FRA may request the RSAC to accept a task that would include revising the regulations governing the protection of employees engaged in the inspection, testing, repair and servicing of rolling equipment (49 CFR part 218, subpart B).

Informational briefings will be provided to the RSAC on safety-related issues of general interest.

Please refer to the notice published in the **Federal Register** on March 11, 1996 (61 FR 9740) for more information about the RSAC.

Issued in Washington, D.C. on August 23, 1999.

George A. Gavalla,

Acting Associate Administrator for Safety.

[FR Doc. 99-22219 Filed 8-25-99; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket: RSPA-98-4957; Notice 7]

Notice of Extension of Existing Information Collection

AGENCY: Research and Special Programs Administration, DOT.

ACTION: Request for public comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, the Research and Special Programs Administration's (RSPA) is publishing this notice seeking public comments on a proposed renewal of an information collection for oil spill response plans prepared by onshore oil pipeline operators. This notice provides the public with 60 days for comment **DATES:** Comments on this notice must be received on or before October 25, 1999 to be assured of consideration. U.S. Department of Transportation, Dockets Facility, Plaza 401, 400 Seventh Street, SW, Washington, DC 20590-001 or e-mail to dms.dot.gov. Please put docket number on all comments.

FOR FURTHER INFORMATION CONTACT: Marvin Fell, Office of Pipeline Safety, Research and Special Programs Administration, Department of Transportation, 400 Seventh Street, SW, Washington, DC 20950, (202) 366-6205 or by electronic mail at Marvin.fell@rspa.dot.gov.

SUPPLEMENTARY INFORMATION:

Title: Response Plans for Onshore Oil Pipelines.

OMB Number: 2137-0589.

Type of Request: Renewal of an existing information collection.

Abstract: The Oil Pollution Act of 1990 (OPA 90) requires that certain pipelines that transport oil must develop a response to minimize the impact of an oil discharge in the case of an accident. These response plans enhance the spill response capability of pipeline operators.

Estimate of Burden: The average burden hours per response is approximately 47 hours.

Respondents: Oil pipeline operators.

Estimated Number of Respondents: 1,400.

Estimated Total Annual Burden on Respondents: 65,467 hours.

Frequency: Every three years.

Use: To enhance response capability in the event of an oil spill.

Copies of this notice and supporting documents on this information collection renewal can be reviewed at the Dockets Facility, Plaza 401, U.S.

Department of Transportation, 400 Seventh St., SW, Washington, DC 20590, Monday through Friday from 9:00 A.M. to 5:00 P.M. Excluding Federal holidays. This information can also be reviewed electronically over the Internet at dms.dot.gov.

Comments are invited on: (a) the need for the proposed collection of information for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information including the validity of the methodology and assumptions used; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques.

Issued in Washington, DC on August 20, 1999.

Richard B. Felder,

Associate Administrator for Pipeline Safety.

[FR Doc. 99-22209 Filed 8-25-99; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Collection; Comment Request for Form 8850

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Pub. L. 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning Form 8850, Pre-Screening Notice and Certification Request for the Work Opportunity and Welfare-to-Work Credits.

DATES: Written comments should be received on or before October 25, 1999 to be assured of consideration.

ADDRESSES: Direct all written comments to Garrick R. Shear, Internal Revenue Service, room 5244, 1111 Constitution Avenue NW., Washington, DC 20224.