DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA–2002–12459]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management Budget (OMB) for extension of the currently approved information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments was published on February 22, 2002.

Customer Service Surveys

DATES: Comments must be submitted before (Insert date 30 days after publication. A comment to OMB is most effective if OMB receives in within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Sylvia L. Marion, Office of Administration, Office of Management Planning, (202) 366–6680.

SUPPLEMENTARY INFORMATION:

Title: Customer Service Surveys *(OMB Number: 2132–0559).*

Abstract: Executive Order 12862, ''Setting Customer Service Standards,'' requires FTA to identify its customers and determine what they think about FTA's service. The surveys covered in this request for a blanket clearance will provide FTA with a means to gather data directly from its customers. The information obtained from the surveys will be used to assess the kind and quality of services customers want and their level of satisfaction with existing services. The surveys will be limited to data collections that solicit voluntary opinions and will not involve information that is required by regulations.

Estimated Total Annual Burden: 511 hours.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office Management and Budget, 725–17th Street, NW., Washington, DC 20503, Attention: FTA Desk Officer.

Comments Are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued: June 7, 2002.

Dorrie Y. Aldrich,

Associate Administrator for Administration.

[FR Doc. 02–14956 Filed 6–12–02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Pipeline Safety: Gas and Hazardous Liquid Pipeline Mapping

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice; issuance of advisory bulletin.

SUMMARY: The Research and Special Programs Administration's (RSPA) Office of Pipeline Safety (OPS) is issuing this advisory to gas distribution, gas transmission, and hazardous liquid pipeline systems. Owners and operators should review their information and mapping systems to ensure that the operator has clear, accurate, and useable information on the location and characteristics of all pipes, valves, regulators, and other pipeline elements for use in emergency response, pipe location and marking, and pre-construction planning. This includes ensuring that construction records, maps, and operating history are readily available to appropriate operating, maintenance, and emergency response personnel.

FOR FURTHER INFORMATION CONTACT: Richard Huriaux, (202) 366–4565; Steve Fischer, (202) 366–6267; or by e-mail, *steve.fischer@rspa.dot.gov.* This document can be viewed at the OPS home page at *http://ops.dot.gov.*

SUPPLEMENTARY INFORMATION:

I. Background

The need for accurate maps of pipeline systems has been highlighted by pipeline accidents in which the lack of accurate maps contributed to an accident or inhibited effective emergency response. The National Transportation Safety Board's (NTSB) Safety Recommendation P–87–34 urged RSPA to revise the pipeline safety regulations ''to require that gas company system maps and records be maintained accurately to identify the locations, size, and operation[al] pressure of all their pipelines.'' Most recently, in Safety Recommendation P–97–19, NTSB emphasized the need for RSPA/OPS to ''develop mapping standards for a common [pipeline] mapping system, with a goal to actively promote its widespread use.'' NTSB recommends that pipeline mapping should consider the amount of detail and the accuracy of information necessary for effective use.

These recommendations resulted from a series of accidents in which a lack of accurate maps played a role. A typical problem described by the NTSB included workers at a college campus in Connecticut that searched for more than a half hour to find the shut-off valve after excavation damage to a telephone cable. The gas line and valves were not marked on maps. Another was the 1996 gas explosion in San Juan, Puerto Rico, which resulted in 33 fatalities and 69 injuries. A lack of accurate information on and maps of the underground piping system was cited as a factor contributing to this excavation-caused accident.

NTSB noted that damage prevention programs often use many different types of maps, ranging from city road maps to grid systems based on State coordinate systems. Pipeline engineers, maintenance workers, repair crews, and emergency responders are forced to use a variety of data sources to locate underground piping and facilities, including land use maps, zoning maps, tax assessor maps, easement descriptions, highway and transportation network maps, topographic maps, construction permit drawings, construction plans, and aerial photographs.

NTSB also noted that different utilities and pipeline companies may use maps that vary in scale, resolution, data formats, notational systems, and accuracy. Some pipelines have imaged older paper-based diagrams and maps and some have developed fully digitized mapping systems. The accuracy of the underlying information on these maps is often problematical. For example, the digital maps may not reflect the uncertainties inherent in the original paper source maps. In addition, many mapping systems lack any information on abandoned facilities, without which excavators may mistake the abandoned facility for an active, potentially dangerous, pipeline.

Maps and other locational records maintained by gas companies and other underground facility operators are the most common source of information