

*national security* goal seeks the improvement of the capacity and operation of the highway system to support defense mobilization.

The assistance program envisioned would be an annual program under which awards would be made on a competitive basis, predicated on merit review, typically for a period of three years. Funding beyond the first year would be based on an annual evaluation of documented progress, availability of funds, and the amount of funds reported as unexpended by the awardee at the end of each year's period of performance. A preliminary estimate of total award amounts would be approximately \$100,000 on an annual basis.

The HBCUs and the MIHE that are interested in participating in such an assistance program are invited to submit an "Expression of Interest." Your submission should include:

1. Full name and address of school/university, point of contact, phone number, fax number and E-Mail address,
2. Specific FHWA goal(s) that your institution would be interested in participating under and your actual recent (past three years) experience in the area,
3. A list of your institution's current curriculum/majors as they relate to the FHWA strategic goals,
4. Any laboratories/research facilities that you currently have access to, and
5. Any specific future plans you have for expanding your curriculum and/or research facilities.

Provided that a sufficient number of relevant "Expressions of Interest" are received in response to this notice, the FHWA would issue a program-based solicitation calling for submission of applications. The application process would be open to all HBCUs and MIHE and is not dependent upon submitting an initial "Expression of Interest." Applications would be assessed according to specific criteria that relate to the goals of the FHWA's National Strategic Plan and would be awarded to a limited number of applicants according to the merit of the application and the availability of funds in each fiscal year. The target date for initial awards would be FY 2000.

**Authority:** 23 U.S.C. 307 and 403; E.O. No. 12876, 58 FR 58735, 3 CFR, 1994 Comp., p. 671; E.O. No. 13021, 61 FR 54929, 3 CFR, 1997 Comp., p. 221; 49 CFR 1.48.

Issued on August 18, 1999.

**Gloria J. Jeff,**

*Federal Highway Deputy Administrator.*

[FR Doc. 99-22289 Filed 8-26-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Research and Special Programs Administration

#### Directional Drilling and Other Trenchless Technology Operations Conducted in Proximity to Underground Pipeline Facilities

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

**ACTION:** Notice; issuance of advisory bulletin.

**SUMMARY:** RSPA is issuing this advisory bulletin to owners and operators of natural gas and hazardous liquid pipeline systems to advise them to review, and amend if necessary, their written damage prevention program to minimize the risks associated with directional drilling and other trenchless technology operations near buried pipelines. This action follows several pipeline incidents involving trenchless technology operations which resulted in loss of life, injuries, and significant property damage. It also corresponds to National Transportation Safety Board (NTSB) Safety Recommendation P-99-1, which suggests that RSPA

\*\*\* ensure that the operators' damage prevention programs include actions to protect their facilities when directional drilling operations are conducted in proximity to those facilities.

This advisory bulletin emphasizes the importance of having procedures to mitigate the risks of directional drilling and other trenchless technology.

**ADDRESSES:** This document can be viewed at the Office of Pipeline Safety (OPS) home page at: <http://ops.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Eben M. Wyman, (202) 366-0918, or by email at [eben.wyman@rspa.dot.gov](mailto:eben.wyman@rspa.dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Background

RSPA revised its inspection form for hazardous liquid pipelines to examine how operators monitor directional drilling and other trenchless technology operations in the vicinity of underground pipelines. The pipeline safety regulations require pipeline operators to carry out a written damage prevention program for buried pipelines. The revised inspection form considers whether a pipeline operator's damage prevention program includes actions to protect their facilities when directional drilling operations are conducted in proximity to the pipeline. RSPA will make similar changes to the natural gas pipeline inspection form in its next revision. In light of recent accidents involving trenchless

technology operations, RSPA is encouraging operators to carefully review their damage prevention program and make modifications as appropriate. RSPA also notes the importance of accurately locating underground piping and ensuring the qualifications of personnel performing this work.

Additionally, NTSB Safety Recommendation P-99-1 (April 28, 1999) directs that RSPA

[w]hen reviewing pipeline operator safety programs, ensure that the operators' damage prevention programs include actions to protect their facilities when directional drilling operations are conducted in proximity to those facilities.

This recommendation reflects NTSB's investigation into the rupture of a natural gas pipeline near Indianapolis, Indiana. The ignition of the escaping gas caused a fatality and an injury. NTSB determined that the probable cause was the failure of the pipeline operator to ensure that safe directional drilling operations were conducted in proximity to underground facilities.

RSPA believes that this Advisory Bulletin will encourage operators to recognize the dangers associated with directional drilling and other trenchless technology operations and to take appropriate action to ensure that underground facilities are adequately located and protected when these activities take place near pipeline these facilities.

##### II. Advisory Bulletin (ADB-99-04)

**To:** Owners and Operators of Hazardous Liquid and Natural Gas Pipelines

**Subject:** Directional Drilling and Other Trenchless Technology Operations Conducted in Proximity to Underground Pipeline Facilities.

**Purpose:** To ensure that pipeline operators take actions to recognize the dangers associated with directional drilling and other trenchless technology operations, and to ensure that underground pipeline facilities are adequately located and protected from inadvertent damage.

**Advisory:** RSPA urges all owners and operators of gas and hazardous liquid pipelines to review their operations, maintenance, and damage prevention programs to include effective actions to protect their underground facilities from the dangers posed by directional drilling and other trenchless technology operations. Operators should take actions to ensure that both company and contractor personnel are following safe practices.

Trenchless technologies, including directional drilling, are effective

excavating practices that can reduce the threat of third-party damage to gas and hazardous liquid pipelines. They can also mitigate environmental and other concerns associated with traditional trenching methods of pipe and cable installation.

However, the potential exists for trenchless technology operations to damage underground facilities, sometimes with catastrophic results. Directional drilling and other trenchless technology operations employ a variety of cutting, jetting, boring, reaming, and jacking techniques. These techniques can result in rupture or damage to existing underground facilities, including oil and gas pipelines, electric cables and ducts, water and sewer pipes, telecommunications ducts, fiber optic cables, and cable television facilities.

Usually, the exact depth of existing underground facilities is not known, even if the facilities are accurately located before directional drilling commences. In addition, many facilities are buried deeper than the minimums required by law and regulation. This can be caused by changes in the surface contours due to agricultural activities, landscaping, and road building.

Damage to underground facilities can occur without any immediate indication to the operator. Sometimes a damaged underground facility will not fail for years after the completion of trenchless technology operations. Drilling equipment does not need to fully rupture a facility to create a hazardous situation. Damage to coatings and other corrosion prevention systems can increase the risk of a delayed corrosion failure. Escaping and migrating gas can create a safety issue for people living and working near these facilities long after the completion of directional drilling and other trenchless technology operations. Leakage from a damaged or ruptured hazardous liquid pipeline can create environmental and safety issues.

The primary safety concern is ensuring that trenchless technology operations do not accidentally contact existing underground facilities. This can be averted by knowing the precise locations of all underground facilities in proximity to trenchless technology operations. In addition to full compliance with the one-call notification process, the operator should also consider thorough site surveys of the area of a proposed directional drilling or trenchless technology project to locate potential conflicts with underground facilities.

Information on the safe conduct of trenchless technology operations is available from various trade associations

and technical publications. In addition, the Gas Piping Technology Committee, a standards committee composed of experts on gas piping issues, publishes guidelines for planning and designing trenchless technology pipe installations in its Guide for Gas Transmission and Distribution Piping Systems, which is available from the American Gas Association.

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

**Richard B. Felder,**

*Associate Administrator for Pipeline Safety.*

[FR Doc. 99-22331 Filed 8-26-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket Nos. 33788 and 33789]

#### **Norfolk Southern Railway Company—Trackage Rights Exemption—Over North Carolina Railroad Company; Atlantic and East Carolina Railway Company—Trackage Rights Exemption—Line of North Carolina Railroad Company Operated Under Trackage Rights by Norfolk Southern Railway Company**

In STB Finance Docket No. 33788, North Carolina Railroad Company (NCRR) has agreed to grant to Norfolk Southern Railway Company (NSR) exclusive local and overhead freight trackage rights over its entire line of railroad between Charlotte and Morehead City, NC.<sup>1</sup> The line extends between mileposts EC-0.0± and EC-94.7±; mileposts H-0.0± and H-129.5±; and mileposts 284.0± and 376.5±, a distance of approximately 317.2 miles in Alamance, Cabarrus, Carteret, Craven, Davidson, Durham, Guilford, Johnston, Jones, Lenoir, Mecklenburg, Orange, Randolph, Rowan, Wake, and Wayne Counties, NC.

Under the agreement, NSR is permitted to grant trackage rights to its subsidiaries. Accordingly, in STB Finance Docket No. 33789, NSR has agreed to grant to its wholly owned subsidiary, Atlantic and East Carolina Railway Company (AECR), local and overhead trackage rights over a portion of NCRR's line between Goldsboro, NC, and Morehead City. That portion extends between mileposts EC-0.0± and EC-94.7±, a distance of approximately

<sup>1</sup> NSR is permitted to continue in effect existing and certain future agreements pertaining to passenger operations by the National Railroad Passenger Corporation (Amtrak) over the line. The Board's jurisdiction is not implicated as to this provision of the agreement.

94.7 miles in Carteret, Craven, Jones, Lenoir, and Wayne Counties.

The exemption was effective on August 19, 1999, and the trackage rights operations are scheduled to begin on September 1, 1999.

The purpose of the trackage rights is to allow NSR and AECR to continue as the providers of local and overhead freight service on the NCRR lines, as they have previously done under now-expired leases.<sup>2</sup>

As a condition to these exemptions, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

These notices are filed under 49 CFR 1180.2(d)(7). If either contains false or misleading information, both exemptions are void *ab initio*. Petitions to revoke the exemptions under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.<sup>3</sup>

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33788, STB Finance Docket No. 33789, or both (as applicable) must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on G. Paul Moates, Esq., Sidley & Austin, 1722 Eye Street, N.W., Washington, DC 20006.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: August 23, 1999.

By the Board, David M. Konschnik, Director, Office of Proceedings.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 99-22340 Filed 8-26-99; 8:45 am]

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<sup>2</sup> See *North Carolina Railroad Company—Petition to Set Trackage Compensation and Other Terms and Conditions—Norfolk Southern Railway Company, Norfolk & Western Railway Company, and Atlantic and East Carolina Railway Company*, STB Finance Docket No. 33134 (STB served May 29, 1997) (*NCRR Compensation*).

<sup>3</sup> In a pending motion in *NCRR Compensation*, intervenor Walker F. Rucker seeks an order that he and the State of North Carolina be allowed and directed to participate in the negotiations for the trackage rights agreements that are the subject of this notice of exemption. The parties hereto replied, and Mr. Rucker responded to their replies. That collateral dispute provides no basis for rejection of the notice of exemption in this proceeding.