DEPARTMENT OF TRANSPORTATION
Pipeline and Hazardous Materials Safety Administration

Notice of Availability of Draft Environmental Assessment for Public
Comment for the Longhorn Pipeline
Reversal Project

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice of Availability of Draft Environmental Assessment for Public Comment for the Longhorn Pipeline Reversal Project.

SUMMARY: In accordance with the National Environmental Policy Act (NEPA), 42 U.S.C. 4321–4347, and the Council on Environmental Quality NEPA implementing regulations, 40 CFR Parts 1500–1508, the Pipeline and Hazardous Materials Safety Administration (PHMSA) is announcing the availability of and requesting comments on the Draft Environmental Assessment (Draft EA) for the Longhorn Pipeline Reversal Project (Proposed Project).

DATES: Submit any comments regarding the Draft EA no later than September 14, 2012.

ADDRESSES: Comments should reference the docket number PHMSA–2012–0175 at the beginning of the comment. Comments are posted without changes or edits to http://www.regulations.gov, including any personal information provided. There is a privacy statement included with the docket number. If you submit comments by mail, please submit two copies. To receive confirmation that PHMSA has received your comments, please include a self-addressed stamped postcard.

Hand Delivery: Docket Management System: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590 between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.


The Draft EA is also available for inspection at the following public libraries:
• Austin Public Library—Twin Oaks Branch, 1800 South 5th Street, Austin, TX 78704, 512–974–9980.
• Collier Regional Library, 6200 Pinemont Drive, Houston, TX, 77092, 832–393–1740.
• Abilene Public Library—South Branch, 1401 South Danville Drive, Abilene, TX, 79605, 325–698–7565.
• El Paso Main Library, 501 North Oregon Street, El Paso, TX, 79901, 915–543–5433.
• Ector County Public Library, 321 West 5th Street, Odessa, TX, 79761, 432–332–0633.

FOR FURTHER INFORMATION CONTACT:
Amelia Samaras, Attorney, Pipeline and Hazardous Materials Safety Administration, Office of the Chief Counsel, 1200 New Jersey Avenue SE., Washington, DC 20590; by phone at 202–366–4362; or email at amelia.samaras@dot.gov.

SUPPLEMENTARY INFORMATION:
The Longhorn Pipeline runs from El Paso, Texas to Houston, Texas and is owned and operated by Magellan Pipeline Company, L.P. (Magellan). The Longhorn Pipeline currently transports refined petroleum products from east to west (Houston to El Paso). The Proposed Project would convert the segment of the Longhorn Pipeline from Crane that would take place as a result of the Proposed Project are analyzed in this Draft EA as connected actions.

This Draft EA analyzes the changes that would take place as a result of the Proposed Project and how the changes could impact the human environment during construction, normal operations, and in the unlikely event of a release. PHMSA has also analyzed the condition of the Longhorn Pipeline and how the change in product and direction would affect the pipeline.

Linda Daugherty,
Deputy Associate Administrator for Policy and Programs.
residences within a ½-mile radius of the accident site.

The National Transportation Safety Board (NTSB) determined that the probable cause of the accident was the washout of the track structure that was discovered about one hour before the train’s arrival, and CN’s failure to notify the train crew of the known washout in time to stop the train because of the inadequacy of CN’s emergency communication procedures. At the site of the derailment was a 12-inch diameter underground natural gas transmission pipeline operated by Nicor Gas. The pipeline well exceeded Federal standards for protective ground cover.

Yet, as the wreckage was removed from above the pipeline, Nicor’s crews discovered that a railcar wheel and axle assembly had impinged on the pipeline. Although the pipeline was buried about 11 feet deep and protected within a 16-inch diameter casing, the rail car wheels impacted and severely dented the pipeline. The impact caused a severe flattening of the pipe casing with sharp angular bends at two locations where it was contacted by the rail car wheel assembly. This degree of deformation to the 16-inch casing pipe likely caused similar damage to the 12-inch carrier pipe. The NTSB concluded that had the gas pipeline been installed at the railroad crossing with the minimum level of ground cover permitted by the current Federal and industry pipeline construction standards, it likely would have failed as a result of being struck by derailed equipment in this accident.

Advisory Bulletin (ADB–2012–08) To: Owners and Operators of Hazardous Liquid and Gas Pipeline Systems

Subject: Inspection and Protection of Pipeline Facilities after Railway Accidents.

Advisory: To further enhance the Department’s safety efforts, PHMSA is issuing this advisory bulletin as a reminder for pipeline owners and operators to appropriately inspect and protect pipeline facilities following railroad accidents that occur in pipeline right-of-ways.

As illustrated in the June 19, 2009, Cherry Valley, Illinois train derailment, buried pipelines are susceptible to damage even when depth-of-cover protection exceeds minimum Federal requirements. Pipeline owners and operators should inspect their facilities following a railroad accident or other significant event occurring in right-of-ways to ensure pipeline integrity. Also, during response operations, pipeline owners and operators need to inform rail operators and emergency response officials of the presence, depth and location of the pipelines so that the movement of heavy equipment on the right-of-way does not damage or rupture the pipeline or otherwise pose a hazard to people working in, and around, the accident location.

Additionally, PHMSA encourages pipeline owners and operators, as a part of their public awareness program, to inform rail operators and emergency response officials of the benefits of using the 811 “Call Before You Dig” program to identify and notify underground utilities that an incident has occurred in the vicinity of their buried facilities.

Linda Daugherty,
Deputy Associate Administrator for Policy and Programs.

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DEPARTMENT OF THE TREASURY
Internal Revenue Service

Proposed Collection; Comment Request for Form 14145

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, Public Law 104–13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning Form 14145, IRS Applicant Contact Card.

DATES: Written comments should be received on or before October 1, 2012 to be assured of consideration.

ADDRESSES: Direct all written comments to Yvette Lawrence, Internal Revenue Service, room 6129, 1111 Constitution Avenue NW., Washington, DC 20224.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form and instructions should be directed to R. Joseph Durbala, (202) 622–3634, at Internal Revenue Service, room 6129, 1111 Constitution Avenue NW., Washington, DC 20224, or through the Internet at RJoseph.Durbala@irs.gov.

SUPPLEMENTARY INFORMATION: Title: IRS Applicant Contact Card.

OMB Number: 1545–XXXX.