



RSPA RESULTS...

U.S. DEPARTMENT OF TRANSPORTATION
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RSPA's Pipeline Safety Program Makes Big Strides



Tim Rich, Williams Pipeline Company District Manager (lft cntr) gives a tour of pipeline improvements near their company's compressor station in Ellicott City, Maryland, to Alex Dankanich, OPS Eastern Region (lft), Jim O'Steen, Deputy Associate Administrator Pipeline Safety (rt cntr), and Jim Wiggins, Director RSPA Policy and Program Support (rt).

In less than 18 months, the dedicated field and headquarters staff of RSPA's Office of Pipeline Safety (OPS) have completed most of the work mandated by Congress under the Pipeline Safety Improvement Act of 2002 (PSIA). They are working hard to implement strategy and improve the safety and reliability of our nation's pipeline infrastructure.

This flurry of significant pipeline

activity was the emphasis of DOT Inspector General Kenneth Mead's June 16 testimony before the House Committee on Transportation and Infrastructure Subcommittee on Highways, Transit, and Pipelines. In that testimony, Mead highlighted OPS' progress in two key areas—cleaning up Congressional mandates and closing out National Transportation Safety Board (NTSB) safety recommendations.

"Of the 31 mandates from legislation enacted in 1992 and 1996, 25 mandates have been implemented. OPS has also made considerable progress in meeting the 23 mandates enacted in the PSIA," said DOT Inspector General Mead. "OPS has closed out 21 of 23 safety recommendations we identified in our March 2000 report. Also, since that report, OPS has received 13 new

NTSB recommendations, of which 8 have been closed. NTSB removed pipeline safety from its most-wanted list of safety improvements."

Other safety improvements being implemented by OPS staff include completion of a full-scale inspection of all large liquid pipeline operators and their facilities, development of standards to evaluate qualifications of pipeline safety employees, and the creation of a national pipeline mapping system to help local officials keep tabs on safety efforts associated with local pipelines.

These are parallel benefits in OPS meeting Congressional mandates and advancing pipeline safety milestones. They also meet Secretary Mineta's DOT strategic goals of promoting public safety, and protecting and enhancing communities and the

Pipeline Big Strides (continued on page 3)

RSPA Advances World Focus on Hydrogen Economy

Beijing, China, took center stage in May as the host of two simultaneous international symposiums on global progress in the pursuit of a hydrogen economy. Among those in attendance was **RSPA Deputy Administrator Samuel Bonasso**, who represented DOT as Co-Chair of the International Partnership for a Hydrogen Economy (IPHE) Steering Committee meeting. The assembly drew energy ministers from 15 countries and the European Commission to share information, form new partnerships,

Hydrogen Economy (continued on page 3)

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The Deputy Administrator's Office

From the Desk of the Deputy Administrator...



Deputy Administrator Sam Bonasso

Congratulations to the RSPA team for your continued results-oriented performance as the Department's intermodal hazmat safety and technical services support team. Our job is to ensure that Secretary Mineta's primary strategic goal of **SAFETY** is reflected in every aspect of RSPA's transportation programs oversight.

We can all be proud of our record of meeting Congressional mandates, improving transportation safety regulations, and enforcing hazardous materials and pipeline safety regulations when individuals or industry turn a blind eye.

In my recent review of RSPA's accomplishments in the last three years, I was amazed that it was such a long list. Let me highlight just a few of our more important achievements:

The Office of Pipeline Safety has captured a lot of positive visibility lately. What a turnaround we have seen here. OPS has added 57 inspectors to its staff, eliminated most of a 12-year backlog of outstanding mandates and recommendations from Congress, the NTSB, the DOT Inspector General, and the GAO, and successfully executed its first 5-year Interstate Agent Agreement with States. More information on how OPS is moving forward on the Pipeline Safety Improvement Act of 2002 is outlined in our feature story on

page 1, and associated stories on page 4.

Hazardous materials transport, as a part of the total commercial transportation industry, is essential to the national economy. Just this past May, DOT's Transportation Services Index (TSI) reached the highest level in the 14-year period covered by the index with a 0.1 percent rise. The freight TSI reached an all-time high with a 0.2 percent increase. I would like to think that the efforts of our Office of Hazardous Materials Safety team are instrumental in achieving this growth.

Our recently published final rules on the Hazmat Security Plan and Hazmat Applicability Standards pose major implications to the regulated industry. However, a final rule or regulation is only as good as its enforcement. Take a look at the Hazmat enforcement story on page 6 showing our continued cooperation with the Department of Justice in prosecuting a negligent cylinder retester.

RSPA's Office of Innovation, Research and Education led DOT's participation in the DOT Hydrogen Fuels Working Group and supported R&D investment criteria in meeting requirements under the President's Management Agenda. The RSPA team is also moving forward in support of the President's Hydrogen Initiative, as detailed in the stories on pages 1 and 6, to move the nation's global hydrogen economy efforts.

Lastly, the Volpe Center continues to be DOT's premiere transportation research and study facility. The dedicated engineers, scientists and technical staff at Volpe completed studies on Transit Security Guidelines, U.S. Capitol Police Security Enhancements, Cyber Security for Aviation Systems, and management of the Libby, Montana Environmental Remediation Project. Volpe's contributions to the FAA's Enhanced Traffic Management System is yet another piece in the puzzle to improve on-time arrivals and departures at Chicago's O'Hare Airport. Get more on that story on page 8.

These accomplishments, and more, are recognized by Secretary Mineta and are a testament to the commitment, support and hard work of a lot of people. These dedicated employees are the front lines of RSPA, where we make contact with the hazmat and pipeline industry; where we support other DOT Operating Administrations; where we engage with Capitol Hill staff; and where we touch the lives of the general public. Without their growing efforts to perform high quality work, RSPA would not progress.

The quality and thoroughness of the work performed by RSPA is important to everyone we serve. It is each person's day-to-day contributions and accomplishments that go into making up our success. I am proud of the **RESULTS** achieved by our RSPA team. Congratulations on a job well done!

RSPA in Action



Pipeline Big Strides *(continued from cover)*

natural environment affected by transportation. The ripple effect ensures a safe transportation system that enhances the quality of life and furthers our vital national interests for all Americans.

“These improvements have helped to strengthen oversight and safety of our nation’s pipeline system,” said **RSPA Deputy Administrator Samuel Bonasso**. “Our nation depends on petroleum and natural gas products for its energy. We must continue to perform high quality work to ensure that the people and environments near pipelines are protected.”

Last December the OPS staff completed the second step of its hazardous liquid and natural gas integrity management regulations by issuing the Gas Integrity Management Program final rule. Completing the integrity management regulations was the most significant safety standards improvement for pipelines in the history of the pipeline safety program.

Currently, OPS has a five-year plan for pipeline research and development supported by the award of almost \$12 million dollars for three dozen research projects, with over half of these awards provided by the private sector. It also has a memorandum of understanding with the Department of Energy (DOE) and the National Institute of Standards and Technology (NIST) for research planning. This has provided a clear vision for the advancement of technology focusing on improving pipeline safety.

Hydrogen Economy *(continued from cover)*



(Lft-Rt) Tsinghua University Associate Professor Dr. Junzhi Zhang, RSPA Hazmat International Standards Coordinator Duane Pfund, RSPA Deputy Administrator Samuel Bonasso, Tsinghua University New Energy Vehicles Senior Advisor Bertrand Hsu, and Tsinghua University Automotive Safety and Energy Assistant Director Dr. Fanhua Ma preview China’s fuel cell prototype bus at Tsinghua University, Beijing.

and discuss the opportunities and obstacles to success.

Chairing the meeting with Acting Co-Chair Bonasso was David Garman, Acting Undersecretary of the U.S. Department of Energy. DOT is working closely with DOE to advance the Federal government’s research and technology efforts in this country. Hydrogen use for transportation is quickly becoming a reality, and as the Federal regulatory authority for ensuring the safety of U.S. transportation systems, DOT is taking an increasingly dynamic role in guiding the development of safety codes, standards and regulations for the new hydrogen fuel cell vehicles and supporting transportation infrastructure.

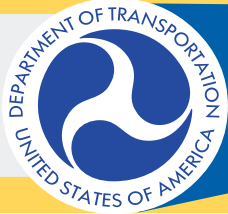
With President Bush’s 2003 announcement of a \$1.7 billion dollar Hydrogen Initiative, the development of hydrogen as an alternative fuel became a national energy priority. The earmarked Federal funding provides for the first five years

of a long-term hydrogen energy technology and infrastructure development program. This effort includes the FreedomCAR program, a public-private partnership with the U.S. auto industry to develop fuel cell vehicles.

The move towards a hydrogen economy is spearheading a mounting global revolution in energy practices. A flurry of hydrogen research

activity is blossoming not only in the U.S. but throughout the world. Consortia composed of policymakers, safety regulators and inspectors, engineers, scientists, universities, and private industry are focusing their efforts and research to convert hydrogen safely into a fundamental renewable energy source, and to spur the development of the economy that will use it.

This was the first meeting for the IPHE Steering Committee since its inaugural Ministerial meeting November, 2003, which resulted in member nation commitments to move the world towards a hydrogen economy. The IPHE was founded to serve as a mechanism to organize and implement effective, efficient, and focused international research, development, demonstration and commercial utilization activities related to hydrogen and fuel cell technologies.



Pipeline Safety

RSPA Visits Pipeline Construction Site During National Transportation Week



Williams-Transco engineers weld new 36" internal inspection device receiver to natural gas pipeline.

The week of May 16-22 was proclaimed by President Bush as National Transportation Week (NTW) to recognize the country's transportation professionals who help keep our transportation systems secure, efficient, and reliable.

In association with NTW, RSPA Office of Pipeline Safety (OPS) senior staff took the opportunity to visit the Williams-Transco compressor station in Ellicott City, Maryland. The Ellicott City compressor station is one of many along the company's interstate natural gas pipeline route which extends from the Gulf of Mexico to Long Island, NY.

"National Transportation Week is an opportunity to celebrate our achievements in transportation and face up to the challenges ahead. It is also an excellent time to convey to the American people how proud we are to be transportation workers," said Secretary Norman Y. Mineta.

The RSPA team, composed of **Jim Wiggins** and **Damon Hill** from Program and Policy Support, along with **Jim O'Steen** and **Alex Dankanich**

"We will continue to foster the strong relationship between industry and government, working as partners to spur economic growth. Working together we will make transportation safer," said Secretary Mineta.

from OPS, met with Williams-Transco officials to discuss the importance of the nation's pipeline transportation system, Federal oversight of this system, and to get a first-hand glimpse of the company's construction activity.

To meet new Federal integrity management requirements, Williams-Transco completed modifications of its existing 30" and 36" interstate natural gas pipelines extending from Calverton, Virginia, to the Ellicott City station.

RSPA recently issued Final Rule "Pipeline Integrity Management for Gas Pipelines in High Consequence Areas" required pipeline companies to make adjustments to their systems to ensure safety in areas where a failure would have the highest impact on the public or property.

The completion of modifications on the two pipelines will allow Williams-Transco to transport newer, more effective pipeline internal inspection devices. This will improve data collection capabilities and analysis of pipeline information that are central to integrity management and accident prevention.

OPS R&D Program Supports Technology Demonstrations



The green box on the right of the helicopter contains a laser-based hydrocarbon detection unit to be field tested at DOE's Oilfield Testing Center.

During the week of September 13-17, RSPA's OPS will co-sponsor, with the DOE National Energy Technology Laboratory an extensive field demonstration of advanced technologies for remote sensing of natural gas leaks.

The field tests will be performed at DOE's Rocky Mountain Oilfield Testing Center (RMOTC) in Casper, Wyoming. OPS and DOE-funded projects will test mobile platforms ranging from aircraft, satellites, and unmanned aerial vehicles to special ground vehicles. The results of the testing program are expected to allow potential commercial businesses to evaluate the readiness of the technologies for commercialization. It will also allow the pipeline gas industry to observe the effectiveness of the technologies in a real-world environment.

If successful, the technologies will allow users to quickly and accurately monitor large sections of the nation's natural gas infrastructure for leaks. This new capability will enhance the reliability of the infrastructure as well as increase safety.

Emergency Transportation



DOT Marks First Hosting of NATO Civil Aviation Planning Committee



(Lft-rt) NATO Representative Thomas Torsten-Meyer (Germany), OET CAPC Program Manager Lloyd Milburn, and RSPA Deputy Administrator Sam Bonasso discuss emergency airlift issues.

The June NATO Civil Aviation Planning Committee (CAPC) meeting and training seminar was a significant event for both DOT and CAPC, as it marked the first time that DOT hosted a CAPC meeting, and only the second time in its 40-plus year history that the CAPC has met in the United States. RSPA's Office of Emergency Transportation (OET) hosted the weeklong session in Crystal City, VA, welcoming over 60 representatives from 23 NATO member and partner nations.

Of particular note was that in early

OET Trains Transportation Emergency Personnel

Warm and sunny Jacksonville, Florida, was the site of the OET's semi-annual Regional Emergency Transportation Representative (RETREP) training July 26-30. The RETREP'S and Emergency Support Function-1 [Transportation] personnel from DOT's ten regions received training in many areas of emergency response.

March, President Bush welcomed seven new nations into the NATO partnership at a White House ceremony. Three of these new member nations were represented at this OET-hosted event.

"Our great transatlantic alliance has met and overcome great dangers, but our work in NATO is not done. In the past, many assumed that NATO represented a pledge that America would come to the aid of Europe. Today, by our words and by our actions, we know that NATO means much more—it is a solemn commitment that America and Europe are joined together to advance the causes of freedom and peace," said President Bush at the induction ceremony.

DOT Under Secretary Jeffery Shane, opening the 5-day session, spoke about the security challenges that NATO nations face today.

"NATO is an alliance of strong allies mutually committed to the causes of freedom and peace, and it will serve as an enduring beacon of hope for the rest of the world," Shane commented. "You are here this week to focus on an essential

Personnel were updated on the National Response Plan, the National Incident Management System (NIMS) and Homeland Security Presidential Directives 5, 7, and 8. Most significant was the training conducted on the NIMS Incident Command System (ICS), where the RETREP's met and exceeded the requirements for NIMS certification.

element of our ability to meet that commitment—the contribution that international civil aviation authorities make to our mutual security."

Several days were devoted to breakout sessions composed of 5 teams, each given specific theoretical challenges to resolve. One team member from France commented, "It seems that we came up with more and more hypothetical questions rather than answers, but that is highly stimulating, and what we need. We need to imagine all sorts of terrorist scenarios before they happen. That is the only way we can be prepared to respond together effectively."

National Response Plan Update

The National Response Plan (NRP) is nearing completion with an approximate implementation date of September 1, 2004. OET has been working very closely with the Department of Homeland Security (DHS) Writing Team, DOT support agencies, and modal administrations in the writing of the DOT roles and responsibilities as Emergency Support Function-1 [Transportation]. OET has also coordinated the review of the NRP and its annexes with the modes and DOT support agencies.

Upon implementation of the NRP, OET will work diligently with the DOT modal administrations to transition from the Federal Response Plan to the procedures and guidelines required by the NRP.



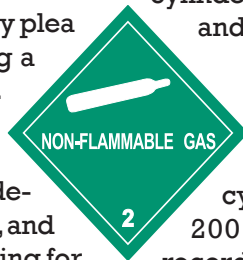
Hazardous Materials Safety

Office of Chief Counsel Assists U.S. Justice Department with Hazmat Conviction

RSPA attorneys **Ken Williams** and **Donna O'Berry** provided expert legal counsel to the Office of Hazardous Materials Safety (OHMS) and U.S. Department of Justice (DOJ) that resulted in the May 4 conviction of **Greg Austin** on charges of criminal violation of the Hazardous Materials Regulations.

The United States Attorney for the District of Delaware announced that the defendant entered a guilty plea to a felony charge of making a false statement to the DOT. The maximum penalty for the charge is 5 years in jail and \$250,000 in fines. The defendant was released on bail, and the court scheduled sentencing for August 5.

The defendant lied on three separate occasions to inquiries from DOT agents in connection with his knowledge of the business operations of Austin & Pruitt Fire & Safety Equipment, Inc., of Wilmington, Delaware. Austin & Pruitt was one of approximately 2,000 high pressure compressed gas cylinder retest facilities authorized by the DOT



to conduct periodic visual and hydrostatic retests of high pressure cylinders, such as fire extinguishers and firefighter air packs.

After an unannounced inspection on September 27, 2000, Austin & Pruitt was asked to recall and retest 81 cylinders. On September 26, 2001, the defendant faxed records to DOT purporting that about 64 of the 81 cylinders had been recalled and retested. The investigators did not believe him, and tracked down about 30 of the cylinders at various fire departments. None of the cylinders they found showed any evidence of having been retested. In his guilty plea, the defendant admitted that to the best of his knowledge none of the 64 cylinders had actually been retested.

“At the Department of Transportation, we give no quarter to companies that violate Hazmat safety standards and regulations. Their irresponsible actions put our communities at risk and jeopardize the lives and health of the traveling public, and, indeed, the public at large.”

[Statement by DOT Secretary Mineta at the September 2003 announcement of a joint DOJ/DOT HazMat Initiative]

“This is a situation where profits were made by a company willing to risk the lives of unsuspecting consumers,” said Bill McDaniel, Special Agent in Charge of the Mid-Atlantic Region of the DOT’s Office of Inspector General. “This prosecution should deter people in the industry from endangering the lives of those who use compressed gas cylinders.”

The RSPA Office of Hazardous Materials Enforcement Division is responsible for the oversight of governmental regulations for the safe containment and transport of hazardous materials, including compressed gas and propane cylinders.

Exemptions Office Advances President’s Hydrogen Initiative

The Office of Hazardous Materials Exemptions and Approvals (OHMEA) recently approved Texaco Ovonic Hydrogen Systems of Rochester Hills, Michigan, for the manufacture, marketing, sale and transport of hydrogen in metal hydride storage systems for portable applications. This approval represents an early step in the advancement of the hydrogen economy as it will enable customers across the

United States to receive shipments of hydrogen fuel products that are ready to be plugged into a growing array of hydrogen-fueled devices.

RSPA’s OHMEA has granted previous shipping exemptions for specific metal hydride products in the past, but this new exemption is unique in several ways:

The prescribed packaging is a hydrogen storage system incorporating a non-DOT specification cylinder

containing hydrogen absorbed in metal hydride.

It requires that the cylinder have a design service pressure of at least 1,800 pounds per square inch.

The exemption also authorizes re-qualification by ultrasonic inspection, effectively extending the service life of a metal hydride canister well beyond the 5-year limit of previous exemptions.



Crossover to Sustainable Mobility

RSPA/DOT Involvement in Challenge X

RSPA's Office of Innovation, Research, and Education proposes to provide technical guidance and subject matter support to a



government/industry sponsored three-year university automotive competition dubbed *Challenge X: Crossover to Sustainable Mobility*. Challenge X is a unique competition sponsored by the U.S. Department of Energy and General Motors (GM). It is modeled after the GM Global Vehicle Development Process to closely follow current real-world automotive design and engineering practices; develop and demonstrate advanced vehicle technologies in a crossover vehicle;

and equip students with the tools they need to fully realize improved vehicle designs.

Seventeen university teams have recently been selected through a competitive proposal process. The first year focuses on modeling, simulation, and bench testing of powertrain components before a vehicle is provided to the schools. In the subsequent years, the powertrains will be integrated into a Chevrolet Equinox and subjected to extensive testing. The program will begin in earnest with the 2004-2005 academic year.

DOT's participation will provide an opportunity to influence the next generation of transportation engineers, provide an understanding of DOT's approach to safety and CAFÉ, and develop working relationships with top engineering schools and their technical mentors.

Montana State University's UTC Supports Student Concrete Canoe Contest



Members of the Western Transportation Institute proudly display their entry in this year's concrete canoe race.

Photo courtesy Montana State University

The Western Transportation Institute (WTI) at Montana State University (MSU) provided a \$2,000 Student Chapter Support Grant to members of the University's American Society of Civil Engineers (ASCE) Student Chapter. The grant allowed engineering students to participate in this year's nationwide concrete canoe competition. The MSU ASCE students placed first overall in the regional competition in Oregon.

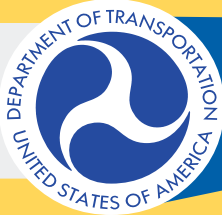
WTI is a U.S. DOT-funded University Transportation Center managed by RSPA. WTI's award to the Chapter assisted them in covering the necessary supplies and funded the team's travel to both the regional and national competitions.

Each year, ASCE student chapters nationwide compete in regional ASCE concrete canoe competitions. This past spring, 10 MSU students traveled to Klamath Falls, Oregon, to compete in the Pacific Northwest Regional ASCE annual competition. The team's 350 pound craft, the "Golden Stonefly," took an estimated 900 hours of extracurricular time to design and build.

The canoe had to pass a number of tests at the regional competition, including a 100 meter sprint, a 600 meter endurance race, and an aesthetics competition. The students also had to give an oral presentation and provide a design report.

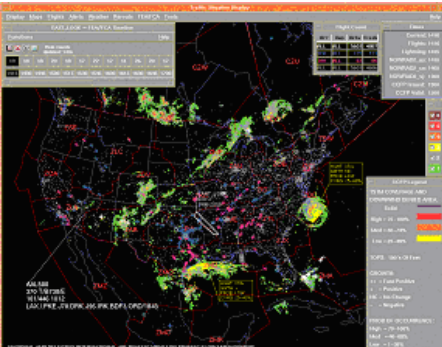
For the first time, MSU students had the honor of taking their canoe to compete at the national competition in Washington, DC.

WTI's Student Chapter Support program recognizes the many benefits students receive from participating in extracurricular projects through professional student organizations. The Student Chapter Support Grants are used to increase student awareness of the transportation field, while assisting students to build professional skills. To receive a grant, student chapters are required to submit a project proposal and budget, which provides students with valuable fundraising and project planning experience.



Volpe Center

Enhanced Traffic Management System Release Improves Efficiency



Air traffic managers interact with ETMS through the Traffic Situation Display (TSD), a graphical display of air traffic, weather, alerts, and statistical information. The TSD screen above shows more than 5,000 flights being tracked over the United States.

Since its introduction in 1988, the Enhanced Traffic Management System (ETMS) has become an indispensable decision support tool and automation system for the nation's air traffic controllers. Developed and operated by the Volpe National Transportation Systems Center's Automation Applications Division for the Federal Aviation Administration (FAA), ETMS helps air traffic

"We cannot permit O'Hare congestion to ground an economy and aviation system that are both roaring back," Secretary Mineta said.

managers track, anticipate, and manage the flow of air traffic throughout U.S. airspace. It integrates real-time flight and weather data from multiple sources, presenting information graphically in a highly adaptable format. ETMS Version 7.8, deployed in May 2004 in time for the severe weather season, includes new capabilities for en route congestion management, enhanced collaborative decision making with aviation users, and more accurate representation of current airspace conditions.

ETMS 7.8 also provides new features to display, analyze, and share information on areas of airspace congestion. The feature, called the Dynamic Sectorization component of ETMS, processes raw messages

from the host computers at the FAA Air Route Traffic Control Centers to show when sector geometries have been adjusted in response to changing conditions of staffing or airspace demand. Up to date sector definitions are now reflected in traffic projections viewable via the Monitor Alert, NAS, and Center Monitor functions of ETMS.

The next 2004 ETMS release, tentatively planned for late October, will include support for FAA's Reduced Vertical Separation Minimum (RVSM) program. ETMS will flag flights that are noncompliant with RVSM equipment requirements and denote them on the Traffic Situation Display, the primary ETMS user interface. The spring 2005 ETMS release will focus on technology modernization and computer processing improvements.

The Volpe ETMS team is composed of staff from the Automation Applications Division and support contractors.

Volpe Center Supports DHS Efforts in Boston

RSPA's Volpe National Transportation Systems Center in Cambridge, Massachusetts, was the focal point from which the Department of Homeland Security (DHS) supported the Democratic National Convention in Boston from July 26-29.

Volpe hosted two communications centers for the U.S. Secret Service and the Federal Bureau of Investigation (FBI), as well as supporting the U.S. Coast Guard in adapting security enhancement technology to Boston Harbor.

The Secret Service and FBI used

the Volpe Center as a base for security support of the Democratic National Convention, much like a large "911" dispatch center. A multi-agency communications center, supported by a second smaller one, involved the cooperation of over thirty Federal, state, and local agencies with security emergency response roles to coordinate the monitoring of rail, transit, highway, air and marine traffic. This joint effort with DHS directly ties to Secretary Mineta's commitment to supporting the National Security Strategy.

The Volpe Center also assisted the

U.S. Coast Guard adapt its Vessel Identification and Positioning System (VIPS) to enhance Boston Harbor security. Originally developed for the Department of Defense in response to the terrorist attack on the USS Cole, VIPS is an encrypted system that displays real-time tracking of vessels carrying VIPS transponders, unidentified vehicles, watercraft tracked by shore-side and vessel-based radar systems, and commercial vessels equipped with Volpe-developed Automatic Identification System transponders.



TSI Curriculum Furthers Highway Safety Training Under NHTSA Review



McCaskill holds a copy of the pilot test course manual

NHTSA is conducting a pilot test of a driving safety curriculum completed as a Master's degree project by TSI program analyst **Pam McCaskill**.

The pilot test for *Stop-Think-Survive the Drive*, the title of McCaskill's curriculum, is being reviewed by teachers, trainers and highway safety professionals across the United States. If successful, NHTSA will offer the

course through TSI as part of a pre-driver training program, which focuses on junior high school student alcohol and seat belt outreach.

"What started out as my University of Oklahoma Masters degree project could possibly end up as a course here at TSI," said Pam McCaskill. "I am excited about the prospect of it possibly being approved as a course."

McCaskill is a program analyst with the Highway Safety Division of TSI. She recently put the finishing touches on her Master's degree project and expects to graduate this summer from the College of Liberal Studies at the University of Okla-

homa.

McCaskill developed a one-day awareness program for junior high school students. This program explains the benefits of wearing safety belts and the consequences of impaired driving. She produced a teacher's manual, participant guide, and all of the supporting audio-visuals for the program.

An 18-year employee in TSI's Highway Safety Division, McCaskill focused her degree on Education, Drug and Alcohol Psychology, and Mass Communications, giving her a firm foundation on which to develop this curriculum.

TSI Trains South African Aviators

In cooperation with the Federal Aviation Administration's "Safe Skies for Africa" initiative, Transportation Safety Institute's (TSI) Aviation Safety Division instructors traveled to Pretoria, South Africa, earlier this year to provide a two-week training course for the South African Civil Aviation Authority (SACAA).

The ultimate goal of "Safe Skies for Africa" is to make air travel as safe and efficient abroad as it is at home in the United States. TSI's aviation training helped the SACAA take one step in that direction. The course provided Basic, Rotorcraft, and Human Factors Aircraft Accident Investigation instruction to 25 SACAA students.

"This training was well received



Personnel from TSI's Aviation Safety Division and the South African Civil Aviation Authority make a field inspection of an aircraft crash site.

and generated enough enthusiasm for a possible future course next year in Cape Town, South Africa, with other African nations," said TSI Director **Frank Tupper**.

The United States has long been a leader in the global civil aviation system, along with being the largest contributor of technical and financial support to the International Civil Aviation Organization (ICAO).

ICAO represents 188 of the world's civil aviation authorities, of which South Africa is a member.

The ICAO promotes global compliance with safety oversight standards by broadening and supporting the international network of partnerships with civil aviation authorities and organizations around the world. "Safe Skies for

Africa" is one of these partnership programs, with a goal to help South Africa adopt common international safety standards, harmonize air traffic procedures, standardize aircraft accident investigation, and learn new technologies.



Civil Rights

analyze • write • train • enforce

RSPA Summer Recruitment

MSI Intern Brings Fresh Ideas to Recruitment Campaign



Kara Dowling shown here holding RSPA's latest recruitment brochure.

Late this spring, **Tom Kiddy** of Hazmat's Office of Initiatives and Training, was given the opportunity to oversee one of RSPA's Minority Serving Institute's (MSI) summer interns for a 10 week project. Knowing that RSPA needs new recruitment materials to launch a successful campaign to build our transportation workforce, he convened a planning meeting with representatives from the Office of Civil Rights, Human Resources, and the graphic design group he leads, to plan an appropriate project.

Kara Dowling, 23, was carefully selected for this project because she is a recent graduate of the Rochester Institute of Technology, one of the most respected institutions in the printing and graphics industry. She also indicated a strong proficiency in page layout and photo editing software in her application package.

The week Kara arrived, Kiddy and

team held a focus group with all RSPA interns and co-op students to determine what kinds of brochures and graphics would attract the attention of people in their age group. Not surprisingly, they suggested younger, hipper concepts with brighter colors and less static layout and design. Their feedback proved instrumental in driving the materials Kara developed.

This internship has benefited both Kara and RSPA. Kara had the opportunity to get new perspectives on both Federal service and private industry based on the diverse professional experiences of her co-workers. In turn, RSPA was exposed to contemporary views and ideas, both technical and creative, that are currently being taught in college classrooms.

By the time her internship ended in mid-August, RSPA had a print-ready brochure and poster for mass distribution to university career placement centers and career fairs throughout the country. The publication will also be used as a guide in updating RSPA's recruitment information on the website.

Some internships are less successful, especially when there is not advanced planning by supervisors to envision a practical and valuable project. Even then, internships can fail if the intern and project are not a good fit of interests and skills. In Kara's case it was a perfect match.

Employee Ombudsman Council Evolves

RSPA's Employee Ombudsman Council (EOC) has evolved from humble beginnings into a formal entity which fosters a comfortable and open atmosphere in which to effectively resolve problems and conflicts. The EOC's goal is to provide a conflict management system with sufficient flexibility to respond efficiently and expertly to the wide variety of situations that inevitably arise in the workplace.

In late 2001 an ad hoc collaboration among three RSPA offices helped expedite the resolution of a formal employee dispute. This impromptu team, comprised of **Helen Hagin** of Civil Rights, **Paul Robinson** and **Rhonda Malloy** of Human Resources, and **Paul Sanchez** of Chief Counsel, moved to establish a potentially significant change in the way these cases had been handled in the past. Over the ensuing months, they met to collaborate on complex dispute issues more frequently, finding that their combined expertise surpassed their individual knowledge and authority. The end result of this partnership was the establishment of the EOC.

The EOC is dedicated to ensuring that the rights of all employees are upheld and that each employee is treated fairly and with dignity, irrespective of their sex, race, age, religion or the type of work they undertake. EOC members are charged with the equitable, impartial and objective consideration of all sides of an issue, identifying options and strategies for resolution. The results of their activities and assessments aid RSPA in devising and instituting better policies, procedures and preventive measures in addressing employee disputes.



Chief Counsel Learns Hazmat Inspection Procedures



(Lft-Rt) Patricia Burke, Joe Solomey, Elaine Joost and Barbara Bedstock of RSPA's Office of Chief Counsel, and Billy Hines, Chief, Southwest Region Office of Enforcement meet at the hazmat retreat.

While attending a DOT legal retreat in Austin, TX, RSPA's Chief Counsel, **Elaine Joost**, accompanied by three assistant chief counsels, had the opportunity to witness RSPA's hazardous materials safety rules - and staff - in action.

Billy Hines, Director of the Southwest Regional Office for Hazmat Safety, led the lawyers to a chemical production plant and a hazmat transportation facility. They were shown how hazmat inspectors determine compliance with the safety regulations that the chief counsel's office works so diligently to put into place. They spoke with local inspectors whose job it is to ensure compliance, and were led on a tour of the facility, where they observed the equipment and documentation an inspector looks for as indications of noncompliance.

Ms. Joost was appreciative of Hines' charisma, command of the subject, and obvious love of his work. "Throughout the course of the tour he would point out items of interest and ask us about the regulatory implications. The Socratic method was a perfect choice for instructing lawyers!" she said.

For those whose job it is to form policy, codes, standards and regulations, this kind of hands-on experience is invaluable.

RSPA Expands Intern Program to Year-Round



2004 RSPA interns assembled in the DOT courtyard.

The Office of Human Resources is avidly working to shore up the RSPA workforce with young blood and fresh ideas through a number of internship initiatives.

Under the management of Lamar Porter, a full-time Student Career Experience Program (SCEP) intern graduating this August with a B.S. in Business Administration, Project Management & Management Foundations, the RSPA intern program has expanded to include, in addition to summer interns, more year-round interns than ever before.

This year's roster (see photo above) includes:

Front row (lft-rt) **Kara Dowling** Graduate, Rochester Institute of Technology - New Media Publishing - DHM

Brian Moore - Howard University - Graduate - Mechanical Engineering - DHM

Emil Pagoaga - Undergraduate - University of New Orleans - Business Administration - DMA

Iman Watson - Undergraduate - Bowie State University - Accounting - DPP

LaChaundra Graham - Undergraduate - University of Maryland, University College - Information Systems Management - OPS

Back row (lft-rt) **Ana Cruz** - Undergraduate - University of Southern California - Accounting - DPP

William "Tut" Fuentevilla - Undergraduate - University of Maryland, College Park - Environmental Engineering - OPS

Lamar Porter - University of Maryland, University College - Undergraduate - Business Administration, Project Management & Management Foundations - DMA

Daniela Monterrubio - Undergraduate - The Catholic University of America - Biomedical Engineering - DHM (not pictured)

Blenda Perez - Graduate - University of Maryland, Baltimore County - Economic Policy & Analysis - DMA (not pictured)

RSPA Intern (continued on page 12)

Southwest Region Partners with Texas State University



Summer student volunteers Cassandra Watson-Combre, SCEP student, Daniela Monterrubio and other volunteers: Joseph Ndungu, Chavella Smith, and Antwela Cato, hold certificates of appreciation received from DHM-54 this summer.

The DHM Southwest region partnered with Texas State University's Graduate School of Public Affairs. Students with specializations in Public Administration received educational credit, yet all students performed in various liaison capacities for DHM, OPS, and local Federal agencies such as Defense Contract Management Agency, Defense Financial Systems Administration and Transportation Security Administration. This appears to be the first of many strategic educational partnerships to increase RSPA's presence at a number of diversely populated colleges and universities.



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at rspa.results@rspa.dot.gov

RSPA...Where preparation equals
performance, and performance
equals RSPA RESULTS...!

RSPA Intern (continued on page 12)

Jacqueline Herrera – Undergraduate –
– Montgomery College – Economics –
DHM (not pictured).

The objective of the 2003 RSPA
Recruitment Plan was to fill 25
percent of advertised vacancies
for entry-level hires with a diverse
body of talented young interns.

DID YOU KNOW?

RSPA's Office of Hazardous
Materials Safety is on track for a
September distribution of two
million revised 2004 Emergency
Response Guidebooks (ERG).
The ERG provides critical
guidance to first responders for
quickly identifying the specific
or generic hazards of materials
involved in an incident and
protecting themselves and the
general public during the initial
response phase of the incident.
The ERG is published in English,
Spanish, and French for the
benefit of multilingual first
responders.

New Hires

Administrator's Office

Eric Peterson

Management and Administration

Blenda Perez

**Office of Policy
and Program Support**

Iman J. Watson Charles H. Turner

Office of Pipeline Safety

Frank A. Licari Steven V. Nanney
Ross Reineke Anthony Rallis
Marvin E. Roberson, Jr.

**Office of Hazardous
Materials Safety**

Jacqueline Herrera Tonya Schreiber
Brian Moore Daniela Monterrubio

**Volpe National Transportation
Systems Center**

Lynn L. Ngo	Amber R. Jaycocks
Alexander S. Fok	Colleen M. Carrigan
Sodany Sor	Natasha Arnopolskay
Garth A. Brazelton	Adam F. Klauber
Lauren A. Piccolo	Courtney N. Stevenson
Kerri A. Connolly	Lisandra Garay-Vega
Mubarik F. Iman	Michael Chalson
John F. Egan	Brian H. Yau
Michelle Gauvin	Brian H. Cawley
Avinash R. Rao	John P. Mayers
Moses A. Heyward	Caroline L. Donohoe
Kristen L. Harmon	Julia Greene
Kristen A. Butler	William R. Henrikson
James J. Caldera	Jeffrey M. Brenson
Robert H. Guen	Dan Hernandez-Stewart

Transportation Safety Institute

Lawrence E. Patterson Elvra Gizzard-Lee

**OPM Director
Congratulates DOT for
“Green” Scores**

With 27 green scores on the Of-
fice of Management and Budgets'
quarterly scorecard ending June
30, agencies are doing their part
to fulfill the five management ar-
eas addressed in the President's
Management Agenda.

The DOT faired the best overall
with four out of five scores appear-
ing in the green. The Office of Per-
sonnel Management, Department
of Energy and Social Security Ad-
ministration came in a close sec-
ond with three out of five green
scores.

During a ceremony recognizing
the Department of Transportation
for “Getting to Green,” Office of
Personnel Management Director
Kay Coles James thanked DOT Sec-
retary Norman Mineta and his “fan-
tastic team” for the continuous im-
provements in the management of
its workforce.”

DOT, like all Federal agencies,
has been directed by President
Bush to make government work
better,” James said. “The president
expects us to improve the manage-
ment and performance of the U.S.
Government by being more citi-
zen-centered, results-oriented and
market-based. The President's
Management Agenda or PMA is the
blueprint we work from. Our goal
is to produce results by delivering
a higher level of service to the
American people who pay our
salaries... and the DOT is meeting
that goal.”

Specifically, DOT was recog-
nized for producing results by
“Getting Green” in the strategic
management of human capital and
competitive sourcing.