

RSPA RESULTS...

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

Hydrogen Fueler Technology Seeks RSPA OHMS Exemption



RSPA's Office of Hazardous Materials Safety (OHMS) is playing a key role in advancing the President's new

Hydrogen Fuel Initiative to develop hydrogen as the fuel of the future through its review of applications for hazardous materials exemptions for novel designs in the transport of hydrogen by highway for vehicle refueling.

"This is exciting and cutting-edge technology," said **Ryan Posten**, RSPA HazMat Exemptions Program Officer. "We want to be sure it is safe for the motoring public."

In April, Posten and other RSPA employees were given the opportunity to see a prototype hydrogen fueler demonstrated by Air Products outside the DOT headquarters in Washington, DC.

Hazardous material exemptions are being considered which would allow the transport of compressed hydrogen in non-DOT specification plastic-lined, carbon fiber-wrapped

cylinders. These cylinders have a service pressure from 7,000 to 13,000 pounds per square inch (psig) gauge. They are intended for use in a mobile hydrogen fueler for fuel cell-powered vehicles used in demonstrations organized by the California Fuel Cell Partnership. The requests for this type of exemption pioneer new ground for RSPA and the cylinder industry, as the average service pressure range for a standard industrial compressed gas cylinder is 2,200 psig. The current regulations do not permit the use of a wholly composite cylinder.

Transportation of hydrogen is not new. RSPA's Hazardous Materials Regulations (HMR) already provide for the transportation of hydrogen. However, widespread use of hydrogen to power vehicles will require new and innovative methods for containing hydrogen.

Many of these technological innovations are not addressed in



An Air Products representative (right center) demonstrates equipment on the prototype hydrogen fueler trailer to RSPA HazMat Exemptions Program Officer Ryan Posten (left), RSPA HazMat Mechanical Engineer Mark Toughiry (left center) and RSPA Associate Administrator for Innovative Research and Technology Timothy Klein (right).

the HMR. RSPA's exemptions program evaluates new cylinder and packaging designs to determine if they provide an equivalent level of safety to the methods prescribed in the regulations.

In the President's State of the Union Address this past January, he challenged Americans to reduce their dependence on foreign oil by

(Hydrogen Fuel continued on page 3)

Volpe Center Expertise Advances President's Hydrogen Fuel Initiative

Hydrogen fuel cell technologies have the promise to reduce America's dependence on oil and help clean the environment. Towards this goal, Volpe's Service and Operations Assessment Division Senior Engineer, **William Chernicoff**, has become a key DOT representative in several highly visible Hydrogen Fuel Initiative panels and working groups. Chernicoff and Volpe have been engaged for several years in support of hydrogen, fuel cell, and other

(Fuel Initiative continued on page 8)

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Did You Know?

Eighty-five percent of the public responded favorably when asked if they were willing to try a new hydrogen fuel-based vehicle.

[Harris Poll]

The Acting Administrator's Office

From the Desk of the Acting Administrator...



Acting Administrator Sam Bonasso

This is my first opportunity to share my ideas in **RSPA Results**, since becoming Acting Administrator three months ago. My focus is on an essential element of our public responsibility, something at the vital center of our mission: *public confidence*.

RSPA's focus is *safety*—DOT's top priority. Safety is a means, *public confidence* is the end. Risks to life, property and the environment cannot be totally eliminated, but the public taxpayers can and should expect safety to improve. Decades of success in reducing accidents in aviation, highways and the environment support this expectation.

RSPA works to create technologies, standards, regulations, and to conduct enforcement activities to improve the safety of our transportation systems. By improving safety, and by creating public awareness of that improvement, we contribute to a public sense of well being about transportation—*public confidence*.

Our senior staff recently tackled some fundamental questions about RSPA: who we are; what we do; what difference we make. RSPA has a broad set of diverse responsibilities, but at bottom line, we are a federal hazardous materials and transportation services agency. Hazmats are essential to our economy and

central to RSPA. We work to ensure Hazmats are moved safely by all modes of transportation, including pipelines. As well, we serve the safety of all modes of transportation through our work to educate the future transportation workforce; coordinate responses to transportation emergencies; and bring new ideas and innovation to transportation. Safety is the top priority of the Department, and RSPA works to build *public confidence* in the safety of our transportation systems. Every RSPA employee should be able to see his or her role within this framework.

The President's Management Agenda is our compass for organizational evolution. It creates three RSPA priorities to generate *public confidence* and to broaden and strengthen RSPA's capabilities:

- **Accountability:** RSPA's organizations continue to utilize management systems and follow practices that leave no room for doubt about responsible stewardship;
- **R&D performance assessment:** RSPA actively guides and contributes to the evaluation of R&D investments and R&D program performance within the Department;
- **Information technology:** RSPA's IT Strategy achieves e-Gov goals in the President's Management Agenda and is a Department leader in IT implementation.

Our summer issue focuses on one hazmat getting plenty of attention lately—hydrogen. The President's Hydrogen Fuel Initiative is to develop technology for commercially viable hydrogen-powered fuel cells to power cars, trucks, homes and businesses with no pollution or greenhouse gases. Hydrogen is a hazmat and will need to be stored and transported by trucks, trains and pipelines. So, RSPA will have a prominent role as the hydrogen initiative moves forward. In fact, we have the DOT lead, recognizing the knowledge in RSPA's people and our reputation as a "go-to" organization.

This issue of **RSPA Results** covers what's happening with hydrogen in RSPA and how our people keep generating results for the transportation enterprise.

Did You Know?

Secretary Norman Mineta recently delivered to Congress the Department's vision for the future of surface transportation, the Administration's legislative proposal entitled the "Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003" or "SAFETEA." This legislation proposes historic levels of investment in the nation's infrastructure and sets into motion surface transportation improvement programs that will impact our citizens for the next six years.

RSPA in Action

RSPA Staff Members Glimpse a Hydrogen Future

Senior members of RSPA's Policy and Hazmat offices, **George Whitney** and **Charles Hochman**, attended a demonstration of prototype electric drive transit buses and cars on display at DOT headquarters in Washington, DC, to keep current with new fuel cell technology. Following the FTA-arranged demonstration, the vehicles joined other displays on Capitol Hill in conjunction with the 3rd Annual Congressional Fuel Cell EXPO sponsored by the U.S. Fuel Cell Council.

"With the bus and auto industry's rapid advances in fuel cell technology, it is imperative that DOT keep abreast of new innovations," said RSPA **Acting Administrator Samuel Bonasso**.

The demonstrations at DOT included an Ebus electric trolley, a fuel cell hybrid bus from Georgetown University using methanol as the hydrogen carrier, a ThunderPower fuel cell bus by ISE Research, and a General Motors hydrogen fuel cell car on an Opel Zafira platform. One of the members of the California Fuel Cell Partnership (CaFCP) also displayed their latest hydrogen fuel cell car on the Nissan Xterra platform.

RSPA and FTA are actively supporting a wide range of hydrogen activities as members of DOT's Hydrogen Fuels Working Group and the CaFCP. Formed in 1999, the CaFCP advances research on the nationwide implementation of fuel cell-powered electric vehicles through demonstrations of fuel cell electric buses and cars under real-world operating conditions.

RSPA Acting Administrator



RSPA's George Whitney (left) and Charles Hochman (right) learn of advances in hybrid drive components of the ThunderPower Fuel Cell Bus.

Samuel Bonasso also participated in a recent display at RFK Stadium in Washington, DC, that included examples of General Motors' Fuel Cell Technology automobiles.

Once the technology is in place, DOT will lead the regulatory processes for its safe implementation for broad public consumer use.



RSPA Acting Administrator Samuel Bonasso (center) and RSPA Policy and Program Support Advisor George Whitney (left) learn more about advances in fuel cell technology on display at RFK Stadium.

Hydrogen Fueled (from page 1)

developing the technology for commercially viable hydrogen powered fuel cells to power cars, trucks and buses, homes and businesses. Under the President's initiative, the first car driven by a child born today could be powered by hydrogen fuel cells.

Transportation accounts for nearly two-thirds, or about 13 million, of the 20 million barrels of oil consumed each day in the United States. We import about 55 percent of the petroleum we use. To help overcome our nation's reliance on foreign sources of energy, and address unwanted transportation contributions to air pollution and greenhouse gas emissions, the President's Hydrogen Fuel Initiative leads the way toward a new path of energy independence and cleaner air.

Did You Know?

The Office of Hazardous Materials Initiatives and Training, Outreach, Partnership and Hazmat Safety Assistance Team offers the Hazmat Training Seminars, Multimodal Hazardous Materials Transportation Training

September 16-17, 2003 Milwaukee, WI
 December 10-11, 2003 San Juan, PR
 March 2-3, 2004 Houston, TX
 April 21-22, 2004 Phoenix, AZ
 June 8-9, 2004 St. Louis, MO
 August 10-11, 2004 White Plains, NY

Check our website for agenda and hotel information updates at

<http://hazmat.dot.gov/training.htm>

Pipeline Safety

RSPA Makes Headway in Completing Pipeline Safety Act Objectives

RSPA's Office of Pipeline Safety (OPS) has made tremendous progress towards completing the requirements of the Pipeline Safety Improvement Act of 2002, signed into law last December.

"The Act reinforces RSPA's approach to pipeline safety, supports the President's Energy Policy and will help raise the confidence of America's communities in the strength of our pipeline infrastructure," explained **Stacey Gerard**, RSPA Associate Administrator for Pipeline Safety.

The Act requires RSPA to establish a final rule for the Integrity Management of Gas Transmission Pipelines (Gas IMP) in High Consequence Areas within one year. In response, RSPA published a Notice of Proposed Rulemaking for Gas IMP in January 2003. RSPA has also held a series of stakeholder meetings since December to obtain advice and consent on the development of a final rule. RSPA will hold an additional advisory committee meeting to vote on the rule's cost/benefit to industry and consumers, as required by law, in July.

With a year to develop standards to evaluate the adequacy of pipeline operator's qualification (OQ) programs, RSPA solicited public input to help create standards that specifically address issues such as training, appropriate requalification intervals and evaluating pipeline personnel safety performance.

"The standards and criteria had to be done. With the help of the OQ Team, we actually had these evaluation tools completed 8 months ahead of schedule and began conducting inspections accordingly," said Stanley Kastanas, OPS Enforcement Director. At the end of July, RSPA plans to amend OQ regulations for both liquid and gas operators to reflect training as a basis for qualification to be explained in written plans.

By December, RSPA was a step ahead of its next requirement – identifying innovative technologies that will enhance pipeline transportation in three to five years. RSPA had already issued two broad agency announcements soliciting pipeline technology concepts by the summer of 2002. "Since Decem-

ber, we have awarded \$5.868 million for 13 research projects," said Jeff Wiese, OPS Director of Program Development.

RSPA worked with all sectors of the pipeline industry and state agencies to build a new technical consensus standard: Recommended Practice 1162 [See story below]. This standard will provide operators the clear guidance they need to evaluate existing public safety programs and improve them by December. "The passage of the Pipeline Safety Act confirmed the key role RSPA plays in improving public safety education while accelerating new deadlines for operators," explained Wiese.

For RSPA's National Pipeline Mapping System, the Act called for all hazardous liquid and natural gas transmission pipeline operators to submit their system maps to OPS by June 17, 2003. "We now have 99 percent of the hazardous liquid and 95 percent natural gas transmission information in our system," said Sam Hall, OPS GIS Analyst. "Prior to the deadline we only had 95 percent liquid and 61 percent gas."

Linking Pipeline Operators with the Public

Just as concerted OPS and industry efforts have decreased pipeline accidents caused by careless digging, the focus is now on improving safety and public confidence by helping the public to live safely with pipelines.

OPS and the pipeline industry have long recognized that communities should be more aware of the presence of pipelines, products transported and safety information. Accordingly, OPS has for many years required the nation's pipeline operators to raise public awareness

regarding pipeline safety. These requirements are intended to ensure that the public knows how to recognize, safely react and respond, and who to notify in case of a pipeline emergency.

OPS and the pipeline industry are working to improve public outreach and enhanced communication about pipeline safety with the development of Recommended Practice (RP) 1162 - "Public Awareness Programs for Pipeline Operators." RP 1162 is an official consensus standard under the auspices of the American Petro-

leum Institute, which is accredited by the American National Standards Institute to create standards. RP 1162 is supported by all of the major pipeline trade associations and should be completed by the fall of 2003.

The National Transportation Safety Board made several recommendations regarding public education on pipeline safety that are addressed in RP pipeline operators who incorporate RP 1162 into their operations and communications programs.

Emergency Transportation

OET Leads in DOT's Response to SARS

Protecting America from Severe Acute Respiratory Syndrome (SARS) is a challenge for officials in transportation as well as public health. RSPA's OET is playing an important role minimizing the potential for the spread of SARS into the U.S. by supporting the Centers for Disease Control and Prevention (CDC) effort to introduce the proposed *Health Watch* electronic database. This database would be developed by DOT's Volpe Center to facilitate passenger tracing.

"OET is helping the CDC exercise its public health authority to trace infectious disease contacts. *Health Watch* will rely on voluntary agreements with the airline indus-

try and use existing electronic information systems," said **Elaine Chan**, OET Bio-Terrorism Planner.

The OET continues its leadership in a collaborative effort to tap the resources of DOT, Department of Homeland Security, stakeholders and the airline industry to help the CDC to protect America from the new hazard of SARS. The CDC strategy for keeping SARS, or any infectious disease, from invading or spreading in the U.S. relies on the identification of disease carriers and their contacts, and monitoring for symptoms.

The strategy involves monitoring hundreds of flights that transport thousands of passengers a day, and providing information to protect

the passengers against the spread of SARS. When SARS cases are identified, the OET working with the CDC, has led the consortium of government and industry groups to identify and locate other passengers and to notify them of possible exposure. The close collaboration between DOT and the CDC has contributed to the ongoing success in containing the spread of the disease in this country, and provides a model that could be used with other diseases or terrorist attacks.

RSPA's Crisis Management Center Gets Workout During TOPOFF 2 Exercise

With a "dirty bomb" attack in Seattle and an outbreak of plague in Chicago, RSPA's Crisis Management Center got a vigorous workout in May.

Beginning May 12, the U.S. Departments of Homeland Security and State, in cooperation with the U.S. Department of Transportation and other federal, state, local, and Canadian partners, undertook a five-day, full-scale exercise and simulation of how the nation would respond in the event of a weapons of mass destruction attack. The national exercise was named Top Officials 2 (TOPOFF 2), part of a series of congressionally-mandated exercises designed to assess the efficacy of our nation's response to possible terrorist events.

RSPA's Office Emergency Transportation (OET), together with the Secretary of Transportation's Office of Intelligence Security, coordi-

nated the DOT participation. "It was apparent from this exercise that transportation will play a major role in any weapon of mass destruction incident," said **Howard Edwards**, OET Resource Management Program Manager. "Our participation refined our skills of coordination with our regional offices, OST staff and FEMA."

The exercise included simulated attacks in large metropolitan areas where mobilized emergency response units combated a series of "virtual" terrorist assaults. But unlike Orson Welles' *War of the Worlds*, the disclaimer, "THIS IS AN EXERCISE" repeatedly scrolled across our TV screens to preempt unnecessary

panic from the public. Nevertheless, the ambulances carrying "victims" and the response to the exercise from the field were unnervingly realistic.

The exercise enabled top officials and response personnel to practice different courses of action, gain and maintain situational awareness, and deploy appropriate resources.

Secretary Norman Mineta and Deputy Secretary Michael Jackson worked from RSPA's new Crisis Management Center. Headquarters and regional Department crisis response personnel from all operating administrations were activated to the DOT Crisis Management Center's (CMC) Response Cell, the FEMA headquarters' Emer-
TOPOFF 2 (continued on page 6)



DOT Crisis Management Center staff and DOT modal representatives gain situational awareness during the TOPOFF 2 national exercise.

Hazardous Materials Safety/OET

TOPOFF 2 (from page 5)

gency Support Team, or the FEMA Regional Operations Centers in Regions 5 and 10.

TOPOFF 2 was the first national exercise to test numerous emergency plans, procedures and facilities placed into effect since 9-11. The exercise revealed some weaknesses, including ambiguities and conflicts of authority. Such exercises are intended to expose flaws so that they may be addressed to strengthen our response systems.

OET Represents DOT at NATO Seminar



OET's NATO specialist **Lloyd Milburn** gets a closer look at NATO's Joint Aero-Medical Evacuation capabilities.

The NATO Civil Aviation Planning and Joint Medical Committees sponsored a seminar in Kiruna, Sweden, that focused on medical and transportation aspects for the mass evacuation of a weapon of mass destruction or infectious disease environment. The U.S. delegation participants included DOT's NATO Civil Aviation experts and representatives from the Department of Defense Aero-Medical and Emergency Medicine Staffs.

RSPA Delivers Multimodal Hazmat Transportation Training Around the Nation



Tay Rucker of RSPA's Houston HazMat Safety Assistance Team leads a discussion at the recent Multimodal HazMat Training Seminar in Denver, Colo.

RSPA's OHMS recently sponsored a "One-DOT" Multimodal Hazardous Materials Transportation Training Seminar in Denver, Colo., to keep hazmat industry and stakeholders updated with regulation changes. This was one of six such seminars scheduled throughout the country in 2003.

The outreach seminar provided an opportunity to update approximately 150 industry shippers, carriers, enforcement personnel,

and others involved with the transportation of hazmat on the Hazardous Materials Regulations (HMR). It also served as a forum to discuss the latest developments and issues regarding hazardous materials transportation. RSPA specialists joined others from the FAA, FMCSA, FRA, and the U.S. Coast Guard in support of this event.

"...alot of new information I can put to use immediately for improving our company's hazmat program," remarked a seminar participant.

In April and May, the OHMS partnered with the New Jersey Emergency Preparedness Association (NJEPA) to provide training and education under the Hazardous Materials Transportation State and Local Education Program.

The Hazardous Materials Safety Assistance Team and Transportation Safety Institute provided support to the NJEPA during their

annual conference. Both were involved with providing two basic awareness training sessions and four breakout sessions on HMR training requirements, placarding, infectious substances, and hazmat transportation security. The conference hosted nearly 1,300 attendees from law enforcement, emergency medical services, fire service, public works, government officials, utilities, hospitals and private sector emergency managers.

Did You Know?

The Office of Pipeline Safety will hold a "First Responders" meeting on July 11, 2003, with the National Association of State Fire Marshals during their annual meeting in Anchorage, AK. RSPA and the Fire Marshals possess an over \$1 million agreement to prepare first responders to safely respond to pipeline incidents.

Innovation, Research and Education



UAV prepares for takeoff during demonstration near I-95 in Springfield, Va.

RSPA Sponsors Forum and Demo of UAVs in Springfield, Va.

RSPA Acting Administrator **Samuel Bonasso** provided opening remarks at the May 21 forum in Springfield, Va., on Unmanned Aerial Vehicles (UAVs) for transportation deployment, showcasing the results of application to multimodal transportation services, safety and security.

A UAV flight demonstrated remote sensing and geographic information downlink capabilities to a mobile ground station, clearly depicting traffic patterns and vehicle congestion along the I-95 corridor of the Springfield, Va., interchange.

The potential of technology integration using UAVs can greatly improve the safety and security of transportation services in such areas as: multimodal security for freight container transport; monitoring safety and security of heavy freight vehicles; freight movements and security at border crossing; faster and smarter emergency response at large traffic accidents and incidents, and; weather monitor and winter weather maintenance operations.

Emergency 911 Telecommunications Innovations at Marshall University's RTI Assist Emergency First Responders

During a recent visit to the Nick J. Rahall, II Appalachian Transportation Institute (RTI), RSPA Acting Administrator **Samuel G. Bonasso** assessed the transportation systems advances in emergency 911 technologies.

"The Rahall Transportation Institute is moving to add satellite and aerial imagery to improve public safety," said Bonasso. "This will allow much faster disaster site identification by emergency responders in the field."

One of the most exciting projects resulting from RTI's creative partnering is the Transportation and Economic Development Information System, housed at RTI. Enhanced 911 (E911) services will be a critical part of the system as RTI works to improve the statewide mapping and addressing board throughout West Virginia. RTI, working with West Virginia DOT and Verizon Telecommunications as an investment partner, is developing a prototype E911 system. The E911 system will store and disseminate transportation and economic development information for the entire state. It utilizes satellite and aerial imagery as background for overlays of transportation and economic development data. This system could become a model for first responders with great potential in all areas of homeland security and emergency response.

Although one of the youngest centers in the U.S. DOT's University Transportation Centers (UTC) program, RTI has already established numerous innovative partnerships to support transportation development in the Appalachian region and nationwide. The institute was established as a UTC in June 1998 through a \$12 million designation earmark under the Transportation Equity Act for the 21st Century.

UTC Results at Purdue

Innovative types of pavements may help to reduce traffic noise on future highways, according to initial research using a new, one-of-a-kind machine custom-made for Purdue University.

"This is by no means a comprehensive study, but it does represent the beginning of work that eventually will lead to a precise understanding of what causes highway noise," said Robert Bernhard, co-director of Purdue's Institute for Safe, Quiet and Durable Highways. The Institute is one of the U.S. Department of Transportation's University Transportation Centers, managed by the Research and Special Programs Administration of DOT.

Road noise is a major environmental nuisance for residents and businesses located near highways. Researchers are trying to design pavements and tires that produce less noise.

"Because no other equipment in the United States can test any combination of pavements and tires, researchers expect their new 'Tire/Pavement Test Apparatus' to yield a wealth of data," said Bernhard.

[Purdue News]

RSPA's Volpe Center

Volpe Center Working with FRA to Improve Rail Passenger Safety

In the six-year period, 1997 through 2002, nine rail passengers were killed in train collisions and derailments, and 13 more in highway-rail grade crossing collisions.

RSPA's Volpe Center, in support of FRA, is conducting research into rail equipment crashworthiness to improve passenger safety. Volpe is designing impact tests for passenger rail equipment and investigating the causal mechanisms for occupant injury during passenger train accidents in an effort to make rail transportation safer.

"These fatalities and the more numerous serious injuries that accompanied them are unacceptable to the traveling public and to FRA," said FRA Deputy Associate Administrator for Railroad Development Jo Strang. "We can improve on this record, and we are focusing on a wide range of ac-



Amtrak's Acela Express

(Amtrak Photo)

tions to prevent train accidents and—where they are not prevented—to make them more survivable."

Five impact tests have been conducted so far: three to measure the performance of conventional passenger rail equipment in train-to-train collisions; one to measure the performance of conventional equipment in grade-crossing collisions; and one to measure the performance of improved-crashworthiness equipment in a grade-

crossing collision. Extensive use of computer simulations helped design the tests, and the resulting test data has been used to further refine the simulations.

Learning from computer simulation modeling of occupant dynamic response during train accidents, efforts have begun to evaluate interior train modifications to minimize the potential for injury and fatality.

The results of Volpe's research were used to develop the crashworthiness requirements for Amtrak's high-speed train set, as well as for the FRA's Passenger Equipment Safety Standards issued in 1999. Volpe is currently working with the FRA to help develop freight and passenger locomotive crashworthiness regulations.

Fuel Initiative *(continued from page 1)*

alternative fuel and advanced propulsion technologies.

Chernicoff was recently asked to chair the codes and standards working team of DOT's Hydrogen Working Group. The DOT Hydrogen Working Group is led by RSPA Acting Administrator **Samuel Bonasso** and includes senior staff from the DOT modal administrations. Chernicoff is working with **Charles Hochman**, RSPA Director of HazMat Technology; **Gopala Vinjamuri**, RSPA Office of Pipeline Safety; Deborah Freund, FMCSA;

and Charles Hott, Carol Hammel-Smith, and Martin Koubek, NHTSA. The group's objective is to coordinate DOT efforts to support the President's Hydrogen Fuel Initiative and to develop and support the role that DOT will assume.

"The President's hydrogen initiative holds the potential to provide a clean, sustainable transportation system, and is an important endeavor," said Chernicoff. "I am proud and excited to support DOT's modal administrations, DOE, DOD and

industry to ensure the safety, security, and further development of the technologies — particularly by bringing the critical DOT perspective to this national effort."

Chernicoff was a merit reviewer at the DOE's annual Hydrogen and Fuel Cell Review in May, and a participant on their technical advisory team. These collaborations are part of DOT's effort to support and partner with other agencies and organizations.

Did You Know? Research and Special Programs Administration's Office of Hazardous Materials Safety completed the distribution of a training video entitled, "Responding to Trucking Incidents Involving Commercial Explosives" to more than 20,000 fire departments nationwide as a tool to benefit the nation's first responders. This project was a government-industry cooperative effort with participation by the Institute of Makers of Explosives and the International Association of Fire Chiefs, who assisted in the development, production and endorsement of the video.

Transportation Safety Institute

Canadians Receive U.S. Hazardous Materials Training

RSPA's TSI recently conducted U.S. Hazardous Materials Regulations (HMR) training in Toronto for Transport Canada inspectors. The U.S. and Canada have the world's largest trading relationship, making important the harmonious flow of goods, including HazMat.

A section in the U.S. HMR allows Canadian shipments of HazMat to enter and traverse the U.S. by rail or highway as long as the shipment conforms to regulations of the Government of Canada. In a unique covenant with the U.S., Canada affords similar provisions to U.S. HazMat carriers and shippers. While the Canadian dangerous good regulations and the U.S. HMR are very similar, there are distinct differences. Consequently, when a U.S. carrier enters Canada with a shipment of HazMat, the Canadian inspector is better prepared to deal with the shipment if he or she is conversant with U.S. regulations. Canadian inspectors have been excellent students showing tremendous interest in learning U.S. HMR.

TSI's Hazardous Materials Division has presented U.S. HMR training several times in Canada and is scheduled to conduct additional training for Canadian inspectors in Cornwall, Canada during June. The Division has also provided U.S. HMR training in other foreign countries, including Japan.

TSI is a Federal cost-recovery activity that develops and conducts worldwide transportation safety, security, and environmental training, products, and/or services for

both public and private sectors, training over 50,000 students annually.

TSI Conducts Pipeline Safety Training



Hossein Monfared, OPS Western Region, and Jeff Harris, Oklahoma Natural Gas employee, performing a simulated inspection during a TSI field trip at a working regulator station.

RSPA's TSI now offers a hands-on training course, *Gas Pressure Regulation and Overpressure Protection*, to improve safety monitoring of the nation's 2.3 million miles of pipeline.

The 7½-hour course is taught by TSI's Pipeline Safety Division and updates Federal and state pipeline inspectors on the latest technology, guidelines, and procedures available to conduct field/records inspections. These inspections are relevant to pressure control and overpressure protection equipment, and are in compliance with applicable federal guidelines.

The course covers disassembly, inspection and re-assembly of various devices to assure proper working order, and simulates actual field conditions inspectors will face in evaluating pipeline operations. As part of the course, a

3-hour mock inspection is conducted in cooperation with the local gas company, Oklahoma Natural Gas.



Sample of one of the training modules.

RSPA Web-Based Training Program Supports National Security

Although specifically designed for the safety and security of RSPA travelers, the practical recommendations provided in the TSI training program would certainly increase the personal safety of any traveler. RSPA is, therefore, making this free web-based training course available to all DOT agency personnel as of August 1, 2003.

The training covers seven major areas of instruction: *Travel Preparation, Terrorist Awareness, Air Safety and Security, Ground Security, Hotel Security, Personal Conduct, and International Travel*. Each module takes approximately 15 to 35 minutes to complete. The training is easily accessible through the TSI website at www.tsi.dot.gov by clicking on *web-based training*, *register*, and *proceed*.

Civil Rights/Chief Counsel

RSPA's DCC Welcomes New Honors Attorney

Andrea Kathryn Rodgers recently joined the RSPA Chief Counsel's hazmat enforcement team for her third 4-month rotation with the DOT Honors Attorney Program.

DOT honors attorneys are selected after rigorous national competition among law school graduates. Once selected, the attorneys work for four months in each of three elected operating administration's chief counsel offices. Rodgers' first two assignments were with the Administrative and Technology Law Division of the Federal Highway Administration, followed by four months with OST's Office of Environmental, Civil Rights and General Laws.

Stating RSPA was a priority post for her elected rotation, Rodgers cited two determining factors: first, her love of environmental law and desire for hands-on experience with enforcement cases; second, she had heard very favorable comments from RSPA's previous honors attorney, **Daeleen Chesley**.

"Daeleen spoke so highly of RSPA and the work being done in its Office of Chief Counsel," said Rodgers. "The hazmat enforcement cases are extremely interesting and relate well to my background in environmental law."

Rodgers, who hails from Seattle, completed her undergraduate work in physical anthropology at the University of California-Santa Barbara before heading off to Arizona State University for her Juris Doctorate in 2001. She then clerked 15 months for an Arizona Court of Appeals judge.



Andrea Rodgers is helping with HazMat issues as RSPA's newest DOT Honors Attorney.

Under the mentorship of RSPA HazMat lawyer **Donna O'Berry**, Rodgers is reviewing a variety of hazmat enforcement cases and drafting Notices of Probable Violation.

Civil Rights Aids in Emergency Planning

Forty Local Emergency Planning Coordinators from cities throughout the Pacific Northwest met recently in Seattle to receive training from **Helen Hagin**, RSPA Director of Civil Rights, on state grants recipients' responsibilities to their Limited English Proficiency (LEP) customers. All state recipients of federal grants must provide public educational information and accessibility of services to all communities in an equitable manner. This can require translation of materials, road signage, etc. to accommodate communities with large populations of people with limited proficiency in English. This was the second such regional informational training program. The first was held in Las Vegas earlier last winter.

RSPA's Preemption Authority Upheld by U.S. Court

The U.S. Court of Appeals for the Sixth Circuit upheld RSPA's authority to issue administrative preemption determinations on state requirements for the transportation of hazardous materials. In *Tennessee v. DOT*, the Court affirmed a lower court decision that principles of state sovereignty do not deprive RSPA of the authority to issue determinations, and that federal hazardous material transportation law preempts a state requirement.

Mike Hilder, an attorney in RSPA's Office of the Chief Counsel, worked with DOT's Assistant General Counsel for Litigation and the U.S. Department of Justice to defend against Tennessee's challenges to RSPA's preemption determination and, specifically, the claims of state sovereignty.

"We've won a significant case, but it's not over and there's still much to be done," said Hilder. "This decision is very important in preserving RSPA's ability to provide guidance about the validity of state requirements that differ from the Hazardous Materials Regulations."

RSPA Competitive Sourcing Sets DOT Standard

As one of the President's Management Agenda items, competitive sourcing requires the federal government to compete 15 percent of its workforce by September 30. RSPA moved one step closer to achieving this goal by having the Volpe Center complete all three RSPA's *Express Studies* in May.

"The Express Studies help RSPA to evaluate its workforce requirements and make RSPA, and in turn the federal government, a more efficient workforce through competing activities with the private sector," said RSPA Procurement Policy Analyst **Keith O'Neill**.

RSPA set the Department of Transportation standard by completing the DOT's first *Express Study*. RSPA received approval from the Office of Management and Budget to use the *Express Study* instead of a full-blown A-76 competition because RSPA's studies covered fewer than 10 Full-Time Employees (FTE).

RSPA shared its process and results with the Office of the Secretary (OST), and received final approval on May 2. OST commended the Volpe Center for the integrity of its process.

RSPA submitted its 2003 FAIR Act Inventory to OST on June 16 for inclusion into DOT's final inventory. The FAIR Act Inventory requires all federal agencies to annually classify and code each FTE as either "Inherently Governmental" or "Commercial."



RSPA financial team (left to right) Howard Globerman, Deborah Frazier and Tyrone Lumpkins.

RSPA's Activity-Based Costing Methodology Considered for DOT Standard

What started out as a RSPA activity-based cost accounting presentation to DOT's Office of Financial Management may soon become the DOT-wide standard cost accounting system to meet a Presidential Management Agenda requirement for tracking costs by performance.

RSPA's financial team, consisting of lead **Tyrone Lumpkins**, and assistants **Deborah Frazier** and **Howard Globerman**, met with members of the newly formed DOT Cost Accounting Steering Group to present RSPA's plan. The Steering Group members were so impressed with the methodology used in tracking costs by performance, they requested a repeat presentation for a wider group within the Department.

"We work together and take advantage of each other's talents," stated Lumpkins. "This was a joint effort and Howard and Deborah are undoubtedly the best financial people I have had the pleasure to work with."

RSPA's cost accounting methodology was subsequently chosen as an interim template while a DOT managerial cost accounting standard is being developed. The RSPA worksheet matrix will be sent to the heads of each operating administration as a working guideline to establish a crosswalk from the OA's performance goals to the Department's strategic goals. RSPA contracted with U.S. Department of the Treasury's Agency Services Division to aid in the development and implementation of the activity-based costing system.

Roberts' Memorial Dedicated in CMC



DOT Chief of Staff John Flaherty (left), Roberts' coworkers Bevlyn Whitfield (center) and Bernie Williams (right) unveil the Margaret A. Roberts Memorial Plaque.

DOT Chief of Staff, **John Flaherty**, officially dedicated the Crisis Management Center's reception room in honor of **Margaret A. Roberts** on April 30.

Roberts, a 27-year employee of the U.S. DOT passed away suddenly last year. She joined OET in February 2000, and quickly became known for her light-hearted and personable demeanor. Post 9-11, Roberts became welcomed presence in the CMC and will sorely missed.

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Where preparation equals
performance, and performance equals
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RSPA Senior Staff

The RSPA senior staff has some old faces doing new jobs. **Rich Brancato**, who had been in RSPA on detail from DOE, is now RSPA Senior Advisor and Liaison for Transportation R&D Services. This new and important senior level position provides a vital link between our technical capabilities at the Volpe National Transportation Systems Center, the Department's strategic goals and the customer base here in Washington. **Matt Mueda**, who came to us from NHTSA some months ago to help with the Coast Guard and TSA transition project, is the Acting Administrator's special assistant and projects coordinator. **David Clark** transferred to NTSB as counsel to the chairman. **Jeffrey Cavanaugh** moved to OST as a special assistant.

RSPA Supports Greenleaf Seniors

Spring was a festive time for members of the Washington, DC, Greenleaf Senior Citizens Center and the DOT Volunteer Committee with the celebration of both St. Patrick's Day and Easter.

"Bernie" Williams from RSPA's

New Hires from 3/1/03 - 5/30/03

Office of the Administrator

Matthew Mueda

Office of Contracts & Procurement

Laura Birkhimer

Office of Human Resources

LaMar Porter

Office of Pipeline Safety

Alex Dankanich

Harold Winnie

Karen Butler

Stanley Kastanas

Larry Disbrow

Amy Somers

Barbara Weitkamp

Shauna Turnbull

Volpe Transportation Center

Anthony Pellegrino

Daniel Dreyfus

Colleen Moore

Lauren Piccolo

Transportation Safety Institute (TSI)

Daniel Jones

Clinton Driskill

Caleb Peebles

Dee Smith



Greenleaf residents (left to right) Robert Thomas, Ethel Ruffin, Nellie Ferguson, and Elizabeth Martin were all Easter Parade winners.

Office of Pipeline Safety donated green derby hats to the Greenleaf seniors to compliment the green

RSPA Military Reservists Respond to Nation's Call

With the nation's ongoing fight against terrorism and the war in Iraq, it is important to recognize the military contributions of several RSPA employees who have recently been activated under military reserve recall.

On active duty from the Transportation Safety Institute, **James Duncan** currently serves as a hydraulic technician on C-130 Hercules cargo aircraft at Al Udeid Air Base in Qatar. **Troy Jackson** is a pilot flying the C-130 Hercules transporting supplies, personnel, and equipment throughout the Middle East theater. **Linda Nichols** is serving at the Headquarters Air National Guard Command Center at Will Rogers World Airport in Oklahoma City.

Others on reserve recall include: **Duane Cassidy** and **Gary McGinnis**; Office of Hazardous Materials; **Pablo Vivas** Office of Pipeline Safety; **Stanley Pryga**, Office of Emergency Transportation; **Frank Nolan** Office of Chief Counsel.

A warm welcome back to **Vincent Mercadente** and **Anthony Murray**, both from the Office of Hazardous Materials Safety, who were recently demobilized from reserve recall.

clothing accessories worn by all during the St. Patrick's Day celebration. **Daeleen Chelsey**, an honors attorney recently with RSPA's Office of Chief Counsel, was also on hand to help serve food to the residents.

Hats were also the theme as Easter bonnets were prevalent among the 95-plus senior citizens who attended the April function. Gifts, baked goods and friendship were shared among the Center's residents, guests and volunteers.