



# RSPA RESULTS...

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

## Big Rule, Little Time.

### OPS Moves Fast with Rule that Provides Increased Community Protection



Gas IMP final rule is signed by RSPA Deputy Administrator Sam Bonasso (seated) as (left to right) OPS Associate Administrator Stacey Gerard, OPS Program Manager Mike Israni, and RSPA Chief Counsel Elaine Joost look on.

Increasing public confidence in the safety of pipeline systems while adding significant protection to communities, was the goal behind the issuance of a final rule on natural gas pipelines this past December by the Office of Pipeline Safety.

The Pipeline Integrity Management

for Natural Gas Transmission Pipelines final rule is more commonly known as Gas IMP.

“This was the largest final rule in the history of the Office of Pipeline Safety,” said **RSPA Deputy Administrator Samuel Bonasso**. “Gas IMP changes the fundamental

approach to pipeline safety. This rule requires operators to understand the environments their pipelines traverse as opposed to just documenting the pipeline’s condition.”

Gas IMP was part of OPS’s strategic approach to implementing a safety initiative that worked to enhance safety in areas not only where pipelines and communities coexist, but also within rural areas along pipelines where people congregate, such as camping grounds.

“Gas IMP will help to increase the public’s confidence that all operators of gas transmission pipelines are taking comprehensive steps to address the risks pipelines pose to populated areas,” said **Mike Israni**, OPS program manager. “Because there is an increased potential for serious consequences if a pipeline fails in or near high consequence areas, these areas deserve a higher level of protection.”

Initial development of the Gas IMP rule was sparked from public concerns over two major pipeline accidents in Bellingham, Washington in 1999 and Carlsbad, New Mexico

*Big Rule (continued on page 3)*

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### ARTEMIS – First Time Out and Already a Winner

ARTEMIS, a vehicle and tire defect early warning data system, sounded the alarm in February that led to the recall of hundreds of thousands of tires. It also proved the value of this system, developed by the Volpe National Transportation Systems Center for the National Highway Traffic Safety Administration (NHTSA). As well, it probably saved lives.

The recent recalls were triggered after an examination of tire failure data that is required under a new federal law, the TREAD Act. As of September 2003, all auto and tire manufacturers are required to report comprehensive data on accidents, safety complaints and warranty claims to NHTSA for review.

*ARTEMIS (continued on page 4)*



## The Deputy Administrator's Office

### From the Desk of the Deputy Administrator...



Deputy Administrator Sam Bonasso

As we move ahead in 2004, let's reflect on 2003, a most successful year for RSPA in supporting the goals of Secretary Mineta and the Department. Through the full participation in the RSPA Awards Ceremony of acting deputy Secretary Kirk Van Tine, the Secretary extended his personal thanks to each of you for your contribution to making 2003 a successful year for the DOT.

It was an extraordinarily busy and productive year. You can see it in the seamless hand-off of the U.S. Coast Guard and Transportation Security Administration from DOT, a process engineered for the Department by RSPA. Another across-the-modes team effort resulted in the greatly enhanced Crisis Management Center. In recent months it proved effective in meeting the DOT's needs for response coordination during the Northeast power-grid blackout and Hurricane Isabel.

RSPA's program offices have also been highly successful in reaching or surpassing year-end goals. In Hazmat, safety and security continued as central themes, with new regulations put in place and the completion

of a significant security study.

The Office of Pipeline Safety team cleaned up the record, satisfying two-thirds of the previous Congressional mandates and recommendations by the National Transportation Safety Board, the Inspector General, and the General Accounting Office. These efforts accomplished most of a long list of mandates of the Pipeline Safety Improvement Act of 2002, including the sweeping new Gas Integrity Management Program rulemaking. OPS continues to nurture close partnerships with the individual state offices that act as agents for DOT for pipeline inspection and enforcement.

The work of both Hazmat and Pipeline program offices brought heightened awareness of the significant role RSPA plays in public policy, ensuring the safe and secure transport of hazardous materials essential to our vibrant economy. This awareness is important, as our work with other government agencies on the President's Hydrogen Fuels Initiative is based on the essential role DOT plays in developing safety codes and standards for hydrogen vehicles and their supporting infrastructure.

In Oklahoma City, RSPA's Transportation Safety Institute produced tens of thousands of transportation course graduates and added to the day-to-day achievements of the RSPA organization.

At the Volpe Center, a management assessment team of experts from across RSPA completed a comprehensive review of Volpe's business management disciplines to outline improvements in its business processes. The result was a road map for change that is being embraced by the RSPA team at Volpe and assures a solid future for the Volpe Center. And, after a shaky start, the ARTEMIS project is saving lives on our highway system.

In 2003, RSPA achieved "Green" progress ratings in the five standards for success of the Presidential Management Agenda (PMA). In the Human Capital area of the PMA, our Human Capital Steering Working Group gave us a plan to guide the recruiting and professional development of those who will take the baton. Coupled with the Diversity Action Plan we developed in 2003, our Human Capital Plan will help RSPA continue to be an agency where dedicated professionals can continue to bring our important services to the American people.



## Volpe Completes Port Security Assessments: Protecting the Nation's Maritime System



A foreign-flag ship unloads chemical products in the Port of Providence, R.I.

-Photo courtesy Volpe Center

RSPA's Volpe National Transportation Systems Center is lending a helping hand to the U.S. Coast Guard in reviewing the security needs at selected New England ports to meet mandates of the Maritime Transportation Security Act of 2002. The Act requires sectors of the maritime industry to complete security assessments, develop security plans, and implement security measures and procedures, all part of a layered strategy designed to protect America's ports and waterways from a terrorist attack.

"Congress tasked the Coast Guard to complete security assessments of 55 ports across the nation," said **Robert Pray**, team leader, Volpe Technology,

Deployment and Application Division. "In order to meet their short-fused port assessment deadline, the Coast Guard called upon Volpe's experience in evaluating port security here and abroad."

The U.S. maritime transportation system is vital to the global economy. Over 95 percent of non-North American trade enters the country through U.S. seaports, and our seaports handle over \$740 billion and 2 billion tons of domestic and international freight annually.

For the Coast Guard, the aftermath of the terrorist attacks of September 11, 2001, focused an increased awareness of the vulnerability of U.S. ports and waterways. With more than 25,000 miles

of navigable waterways and over 350 ports, the Coast Guard has a formidable security challenge to detect, prevent, and respond to terrorist attacks against the critical infrastructure of the nation's ports.

In the fall of 2003, RSPA's Volpe Center began a Port Security Assessment of the Captain of the Port Providence Zone, an area covering southeastern Massachusetts and the state of Rhode Island. The Volpe team assessed threat likelihood, vulnerabilities, and consequences of specific attack scenarios against various tank vessels, barges, large passenger vessels, cargo vessels, towing vessels, offshore oil and gas platforms, and port facilities in the zone.

With the Providence report completed, Volpe expects to assist in assessments of other ports.

### **Big Rule** (from page 1)

in 2000.

Despite the significant costs to industry associated with implementing the requirements of Gas IMP, OPS received a considerable amount of support from pipeline operators in developing a final rule that would provide further assurances to the public about the safety of pipelines, foster the development of new pipeline technologies and assure the reliability of natural gas delivery systems to consumers.

Operators will spend an estimated \$4.7 billion over the next 20 years on data collection, testing and repairs associated with executing the rule's requirements.

To learn more information on the RSPA/OPS integrity management program visit:

<http://primis.rspa.dot.gov/iim>.

### **DID YOU KNOW?**

**2004-2005 John A. Volpe Transportation Internship.** Promotional and recruitment activities are underway for the 2004-2005 John A. Volpe Transportation Internship, competitively awarded annually to an exceptional graduate-level scholar. This year's promotional outreach is focused on the 33 University Transportation Centers. The internship features substantial tuition assistance and paid work opportunities at the Volpe Center for outstanding students in the engineering, scientific, and social science disciplines who have expressed an interest in working in the field of transportation.



## Pipeline Safety

### OPS on the Move with Pipeline Safety Research



Pipelines like this above ground segment will benefit from the OPS-funded pipeline R&D projects.

RSPA's Office of Pipeline Safety has reached another milestone in improving the safety and integrity of the nation's pipeline infrastructure.

The OPS has issued its fourth Broad Agency Announcement (BAA) in search of new technologies providing enhanced inspection capabilities and addressing significant safety issues. OPS anticipates total award funding amounts for projects developed from this round of BAA's to equal a combined \$3 million.

Since its first BAA two years ago in March 2002, OPS has funded the development of approximately 25 pipeline research projects worth \$5 million. These projects focus on pipeline safety issues such as leak detection, damage prevention, operations control and monitoring, and enhancement of pipeline materials performance, to extend the lifetime of installed pipelines.

"Working with industry, we have been able to maximize the number of research projects funded through required cost sharing," said **Robert Smith**, OPS research and development (R&D) manager.

The development of innovative pipeline technologies stems from Congressional mandates for a pipeline research program with the Department of Energy and the National Institute for Standards and Technology. The goal is to strengthen the technical basis of pipeline safety and integrity and reduce the possibility of redundant pipeline research projects.

A June 2003 Government Accounting Office audit report of OPS R&D activities stated, "OPS R&D funding is generally aligned with its mission and pipeline safety goals and (the agency) has taken a number of steps to ensure this alignment. The program seeks to advance the most promising technological solutions to problems that impede pipeline safety."

"Since the GAO Audit, we have continued to make tremendous progress in advancing our commitment to pipeline research and development," said Smith.

OPS has held two R&D forums to bring government and pipeline industry technology experts together to find the most promising R&D approaches to pipeline safety. These

forums help OPS support improved consistency in R&D project selection through the diverse set of organizations currently funding new pipeline safety research.

OPS has also implemented an internet based paperless management information system (MIS) for pipeline safety research. The MIS will provide big benefits in increasing accountability, providing better inventory and tracking capabilities, and significantly reducing the workload of BAA submitters and reviewers.

For additional project level details on all OPS R&D initiatives visit:

<http://primis.rspa.dot.gov/rd/>.

#### **ARTEMIS** (from page 1)

The challenge to NHTSA was to build a state-of-the-art database system with capabilities to organize, cross-reference and analyze the massive flow of industry information now required. NHTSA turned that challenge over to RSPA's Volpe National Transportation Systems Center.

"The Artemis system's success is an embodiment of NHTSA and Volpe Center teamwork and dedication to making a difference in the lives of the American people," said Volpe Information Integration Division Chief Ann Markman.

In recognition of her effective management of Volpe's ARTEMIS project, Markman was awarded the Administrator's prestigious 2003 Eagle Award for Exemplary Achievement.

## Emergency Transportation



### CMC Participation Supports Major DOD Exercises

The DOT Crisis Management Center participated in two major Department of Defense (DOD) exercises – Northern Command sponsored *UNIFIED DEFENSE 04* and North American Aerospace Defense Command sponsored *VIGILANT OVERVIEW* in February. These exercises provided participants at all levels of local, county, state, and Federal government with an opportunity to exercise respective incident management roles and responsibilities for homeland

security.

These simultaneous exercises were designed to test DOD/ Department of Homeland Security (DHS) support to state and local governments in three major events: a category IV hurricane, a nuclear power plant radiological steam release, and a weapons of mass destruction threat.

DOT has a support function under the National Response Plan and provided assistance from several locations during the exercises. The

CMC monitored the exercise at DOT headquarters in Washington, DC, and designated a point of contact to respond to the National Emergency Operations Center.

Additionally, the exercises allowed the DHS to validate the National Response Plan and the newly revised National Incident Management System. DHS used these exercises to test its Homeland Security Operations Center and to activate and test its Interagency Incident Management Group.

### Sachs, Kadnar and Hochman Selected for DOT Mentoring Program



Tom Sachs

Three RSPA members were notified in mid-February that they were selected for the ten-month DOT Leaders for Tomorrow Mentoring Program. Office of Emergency Transportation Project Manager **Tom Sachs** was selected as the only protégé, and Office of Pipeline Safety Director for Emergency and Engineering Support **Joy Kadnar** and Director of Hazardous Materials Technology **Charles Hochman** were selected as mentors.

Recent RSPA graduates of the 2003 DOT pilot program include Hazardous Materials Transportation Regulations

Specialist **Sandra Webb** as a protégé, and Director of External Communications **Patricia Klinger** as a mentor.

"I'm excited about participating in this program," said Sachs. "It is quite an honor and I look forward to the challenge."

The DOT-sponsored program provides workforce development for emerging leaders. The program also engages and propels its participants into heightened levels of learning and organizational development. The Department will pair a GS-15 manager, supervisor, or executive (mentor) with an employee at the GS-13/14 grade level (protégé) for the primary purpose of knowledge management through hands-on experiences and classroom training.

and Representative Program.

The superior efforts that established the CMC facility, and expanded the Crisis Management Team into a 24/7 element supporting the Secretary of Transportation, now continues into an era of dynamic renewal, planning, application, and innovation. The CMC remains in immediate contact with the White House, Department of Homeland Security and its Transportation Security Agency, and the other federal departments and agencies.

As the new staff coalesces, the OET will move aggressively to ensure that the emergency programs and processes keep pace with the emerging and dynamic security threat. For instance, the CMC staffed the DOT liaison desk at the Homeland Security Operations Center during national security special events and in national threat levels beginning at ORANGE – High.

Through these efforts, DOT will remain relevant, ready and responsive to the needs of the nation, supporting the strategic objectives of the Department for improving safety, mobility, global connectivity, environmental stewardship, security and organizational excellence.

### New OET Staff Hit the Ground Running

New additions to OET staff have complemented an already outstanding emergency response team within DOT. **Robert Kluba** accepted his position as RSPA's Crisis Management Center (CMC) Manager in June, followed by **Roger Bohnert's** selection in October as the new OET Director. Bohnert comes to RSPA from the DOT Secretary's staff.

Also added was **Reggie Jones** as DOT's representative to the FEMA Support Team during disasters, and activities coordinator within DOT's transportation function under the National Response Plan (NRP). Jones' duties include the ongoing development of the NRP, and coordination with the Regional Emergency Transportation Coordinator



## Hazardous Materials Safety

### Hazmat Training Heads South for the Winter



Hazmat industry representatives complete first-day registration for DOT's Multimodal Seminar.

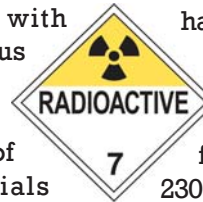
Sunny Rio Grande, Puerto Rico, was the location that drew nearly 200 hazardous materials shippers, carriers and enforcement professionals to RSPA's Office of Hazardous Materials Safety two-day Multimodal Training Seminar. The seminar updated the regulated transportation industry on recent safety and security requirements.

Over 1,100 industry representatives completed the multimodal seminars in 2003.

Comments from a seminar attendee highlighted... "Good job! The group was enthusiastic towards helping people comply with regulations that will make us all safer."

"Everyone walked away with a greater knowledge of current hazardous materials regulation," said **Reginald Dunn**, RSPA Hazardous Materials Safety Assistance Team Coordinator.

This "One DOT" effort included instructors and facilitators from the Federal Aviation Administration, Federal Motor Carrier Safety Administration, and RSPA. The U.S. Coast Guard of the Department of Homeland Security also supported this event.



### RSPA Rule Harmonizes Radioactive Material Regulations with International Standards

Culminating a 5-year effort to harmonize U.S. hazardous materials handling standards with those of the international community, RSPA's Office of Hazardous Materials Standards issued a final rule under Docket HM-230.

The HM-230 final rule becomes effective October 1, 2004, and amends requirements in the Hazardous Materials Regulations (HMR) pertaining to the transportation of radioactive materials. This effort enhances public safety by meeting new package test and design standards.

"As science and technology progressed, so has our ability to build better packages for radioactive material transport, and we are keeping up with the newest technology," said **Charles Betts**, RSPA transportation regulations specialist.

The current revisions were coordinated with the Nuclear Regulatory Commission, which regulates high-level radioactive material in the U.S. Operators will have four years to phase-out the use of the older designs.

Most of the changes update the U.S. HMR to make them compliant with international standards established by the International Atomic Energy Agency (IAEA).



#### DID YOU KNOW?

Multimodal Hazardous Materials Training Seminars are scheduled for:

#### 2004

**Phoenix, AZ** April 21-22  
**St. Louis, MO** June 8-9  
**White Plains, NY** August 10-11  
**Baton Rouge, LA** November 16-17

#### 2005

**Ontario, CA** January 18-19  
**Miami, FL** March 8-9  
**Richmond, VA** April 25-27  
**Louisville, KY** June 7-8



## UTC Expands at Rutgers University



-Photo courtesy CAIT

RSPA Deputy Samuel Bonasso (4<sup>th</sup> from right) breaks ground with officials from Rutgers University and NJ DOT for the new CAIT UTC building.

On February 12, Rutgers University broke ground at its Piscataway campus for the new \$4.3 million, two-story, 15,000-square-foot Center for Advanced Infrastructure and Transportation (CAIT). Founded in 1998, CAIT is part of the national University Transportation Centers program funded by U.S. DOT.

"This new building symbolizes the vital, synergistic relationship between academia and government," said RSPA Deputy Administrator



Samuel Bonasso. "The building's modern facilities will attract new students to transportation, and those students will spread the knowledge they obtain here far beyond this campus."

The new building will house core facilities for advanced highway materials, intelligent transportation, large-scale infrastructure simulation, transportation safety and security and the Federal Local Technical Assistance Program. It will include a

100-seat auditorium, conference center and welcoming center for the first-year engineering program at the School of Engineering.

"Today we commit to the next stage in the growth of Rutgers University as a transportation research leader," said Rutgers President Richard L. McCormick. "This building will enable us to expand the excellent work of the Center for Advanced Infrastructure and Transportation with a state-of-the-art facility, designed specifically with transportation engineering research and education in mind."

Since its inception in 1998, CAIT has realized a 32 percent increase in the number of students completing transportation courses at Rutgers, the addition of two new transportation-related advanced degrees to the curriculum, and four times more in matching funds than the one-for-one required under the UTC grant program.

## FutureTruck 2003 Showcases Hybrid Electric Vehicles

On a challenge by the Ford Motor Company and the U.S. Department of Energy, 15 universities from the University Transportation Centers (UTC) raced to convert a conventional Ford Explorer SUV into a hybrid electric vehicle. The results were demonstrated at FutureTruck 2003, held at Ford's Michigan Proving Grounds in Romeo.

The National Institute for Advanced Transportation Technology, a UTC at the University of Idaho, converted a new Ford Explorer to a hybrid vehicle utilizing both electricity and

hydraulics to recycle energy.

The 42-volt electric system used alternators, ultra-capacitors, and an electric motor to capture excess energy and reapply it on the rear axle during acceleration. The ultra-capacitors along with a unique power management system increased efficiency over a conventional battery-based system.

The Ford Motor Company and the U.S. Department of Energy sponsored the FutureTruck 2003 competition.



-Photo courtesy University of Idaho

Idaho University UTC students excited about FutureTruck 2003

*FutureTruck (continued on page 12)*



## RSPA's Volpe Center

### Volpe Teams Support FAA in Reducing Runway Incursions

Two RSPA Volpe teams are supporting efforts of the FAA's Runway Safety Office to eliminate runway incursions through development of improved surface surveillance systems.

When an aircraft or ground vehicle inadvertently drives or taxis onto an active runway without authorization, this incursion can present a serious hazard to aircraft that are taking off or landing. Addressing runway incursions is one of the FAA's leading safety-enhancement initiatives.

The Runway Incursion Severity Modeling team, led by **Dr. Kim Cardosi** of Volpe's Operator Performance and Safety Analysis Division, developed an integrated mathematical model that provides an objective and reliable method for

quantifying incursion severity, and could be used internationally to achieve a global rating standard.

"We wanted to provide a more objective rating system for FAA to use," said Dr. Cardosi. "We classified runway scenarios and identified factors such as aircraft size and speed that contribute to the severity of the event."

The multi-disciplinary Runway Incursion Reduction Program (RIRP) team, led by Volpe Senior Electronics Engineer **Seamus McGovern**, completed phased acceptance testing of a prototype multilateration surface surveillance system.

"The newly designed surveillance system fuses received signals from transponders that are standard aircraft equipment with other sensor-

generated information to identify aircraft and vehicle positions," said McGovern.

This system is currently in use at the Dallas-Fort Worth International Airport and will lead to improved air traffic controller awareness, and ultimately a safer surface environment.

One important adjunct to the RIRP program was the RIRP team's successful completion of the Portable Airport Surveillance Verification System project which developed a portable suite of equipment that provides data by simulating an aircraft taxi, takeoff roll and landing rollout.

### Volpe's Wake Vortex Research Supports Efforts to Increase Airport Capacity and Maintain Safety

RSPA's Volpe Center is advancing the understanding of aircraft wake vortices to make air transportation safer and more efficient. Wake vortices are the rotating cylindrical air masses generated by aircraft and are potential hazards to nearby aircraft.

The Volpe Center supports the FAA's Wake Vortex Program Office and NASA's Langley Research Center in developing systems and procedures that increase airport capacity while maintaining current safety margins. Volpe's Surveillance and Assessment Division Chief, **Dr. Michael Geyer**, develops and conducts test programs, analyzes data collected during testing, and



Landing aircraft at St. Louis Int'l Airport create flap vortices near the Volpe instrumentation suite.

Photo courtesy Volpe

works to resolve operational issues at airports.

"My team is looking for ways to utilize two streams of aircraft and decrease their interval spacing for

landings at parallel runway use airports," said Dr. Geyer. "Now, during instrument flight rules conditions, the requirement is to allow use of only one runway at parallel runway use airports, effectively cutting your aircraft landing capacity in half."

Members of the Volpe team are **Kevin Clark, Dr. Frank Wang, Melanie Soares** and **Steve Mackey**. They are conducting a year-long test at Lambert-St. Louis International Airport to help determine whether aircraft can be permitted to conduct simultaneous approaches to closely spaced parallel runways during reduced

*Wake Vortex (continued on page 10)*





## Azerbaijanis Visit TSI, Review Pipeline Safety



Pictured: Azerbaijani visitors with Linda Gulley, TSI Associate Director, center front, along with Melissa Graffigna, FAA International Liaison, directly behind Ms. Gulley and Lane Miller, Pipeline Safety Division, back row far right.

Late last year, TSI Associate Director **Linda Gulley** and TSI Pipeline Safety Division Course Manager **Lane Miller** spoke about pipeline safety and security training offered at TSI to an FAA international

visitor audience. This effort supported DOT's objective of facilitating global connectivity and enables economic growth and development with other nations.

In coordination with the FAA's

International Office and the U.S. Department of State, Gulley and Miller met with eight Azerbaijani visitors interested in learning TSI's role in the training of state and federal pipeline inspectors. Azerbaijan is in the oil-rich Caspian Basin.

Although their primary backgrounds were in pipeline security rather than safety, the Azerbaijanis requested information about the classes taught at TSI and the training tools used for "hands-on" courses. This included the regulator station, various types of pipe, welding equipment and hydraulics. Miller also discussed the role of cathodic pipeline protection and the instruments used to monitor it, failure investigation techniques, and the vulnerabilities of pipelines.

## Aviation Fashion showcased during FAA Commemoration



**Christine Lawrence**, TSI's Aviation Safety Division Manager, modeling a Braniff Airways flight attendant outfit. Husband **John Lawrence**, FAA's Oklahoma City Flight Inspection Manager, sports a Korean War Colonel's uniform.

In commemoration of 100 years of flight since the Wright brothers' first

powered flight at Kitty Hawk, NC, the FAA Mike Monroney Aeronautical

Center celebrated with a display of aviation fashion in historical perspective. Astronaut and Oklahoma native Tom Stafford was the guest speaker at the "Fashion of Flight" show which gave TSI and FAA employees an opportunity to model flight fashion trends from 100 years of aviation.

The aviation couture ranged from leather bomber jackets to crisp military suits and miniskirts. Some of the uniforms were influenced by noted fashioned designers such as Halston and Gucci. Others were trendy take-offs that soon lost altitude. While most military and commercial pilots wore conservative suits and uniforms throughout the decades, flight attendants often followed the current fashion trend.



## Chief Counsel/ Civil Rights

### Challenge to Final Rule on HMR Applicability

RSPA's Office of the Chief Counsel is assisting DOT's Assistant General Counsel for Litigation and the Department of Justice in responding to a challenge to RSPA's final rule on applicability of the Hazardous Materials Regulations (HMR). Currently, the case is waiting scheduling with the U.S. Court of Appeals.

In December, ten industry associations (American Chemistry Council et al) petitioned the U. S. Court of Appeals for the District of Columbia Circuit for review of RSPA's recent final rule entitled "Applicability of the Hazardous Materials Regulations to Loading, Unloading, and Storage." The petitioners question RSPA's interpretation that the HMR do not apply to certain non-carrier activities and claims that it is inconsistent with the intent of the Federal hazardous material transportation law or a misinterpretation of that law.

Five additional associations have moved to intervene in this litigation. On February 19, an index to RSPA's rulemaking docket was submitted to the court. RSPA's Office of Chief Counsel is separately considering 14 administrative appeals to the final rule. Those petitioners who submitted administrative appeals have withdrawn them.

### "NO FEAR ACT" In Effect Managers Take Heed

Settlements and judgments resulting from discrimination and whistleblower cases cost the Federal government tens of millions of dollars each year. Total expenditures have been hard to calculate due to lack of reporting standards. More importantly, there has been no real accountability imposed on individual agencies because judgments were paid from a general government "judgment" fund managed by the Department of Treasury.

Consequently, individual agencies have never felt the deep pocket reach into their own budgets, and didn't have the threat of monetary loss to persuade them to strive harder to circumvent lawsuits whenever possible. Effective this past October, Congress put an end to that.

Signed into law by President Bush in May 2002, the Notification and Federal Employee Anti-Discrimination and Retaliation Act of 2001 (No FEAR Act) requires each agency to reimburse the "judgment" fund, within a reasonable time frame, in future findings of discrimination. This means that if RSPA incurs a high incidence of litigation, the incumbent attorney's fees and often exorbitant monetary awards will come out of RSPA's budget. Furthermore, Federal agencies cannot retaliate for monies paid out in court judgments by penalizing employees with reduction in compensations and benefits to pay for such judgments or settlements. In fact, no benefits, including training and promotions, can be withheld from employees due to shortage of funds resulting from litigation outcomes.

Now that agencies are financially responsible for discrimination complaints processing, managers and supervisors need to be particularly proactive. RSPA's managers and

### Wake Vortex (from page 8)

visibility conditions. The Volpe team installed a system to track wake transport between two runways, and are analyzing the collected data.

A second ongoing research effort is underway to understand the relationship between sound generated by wakes and the potential wake hazard. An experiment at Denver International Airport during August and September resulted in data which is also being analyzed at Volpe.

supervisors need to put their Equal Employment Opportunity (EEO) training to use and initiate open communication with employees. Encourage employees to speak candidly about personal work-related issues with their supervisors, managers, or human resources and civil rights staff. Promote the use of alternate dispute resolution or mediation whenever possible in working out a troublesome situation before it escalates.

Departmental accountability will be further documented through a new required filing of annual reports detailing the number of discrimination or whistleblower complaints filed, how the cases were resolved, and the number of agency employees disciplined for discriminating against or harassing other workers. Agencies must also post statistical EEO complaint data on its website.

The No FEAR Act requires managers to receive adequate training in diversity management and dispute resolution techniques. Please feel free to call the RSPA Civil Rights office at 202-366-9638 or e-mail [helen.hagin@rspa.dot.gov](mailto:helen.hagin@rspa.dot.gov) with any questions or concerns.

Management & Administration  
and Policy



21<sup>st</sup> Annual RSPA Administrator's Awards "A Celebration of Champions"



"I am very proud to work beside the talented people who helped to transition the U.S. Coast Guard to the Department of Homeland Security, passed major pipeline and hazardous materials regulations, and expanded transportation research. Thank you very, very much for your outstanding service and continued dedication to our great Nation. Thanks a million!"

Norman Y. Mineta  
Secretary of Transportation

**Exemplary Achievement (Eagle) Award**  
Volpe ARTEMIS Project Manager  
Ann Markman

HazMat Security Regulation Lead  
Susan Gorsky

Volpe Management Assessment Team  
Rick Boyle           Lola Ward  
Howard Globerman   Tom Scott  
Paul Stieger           Keith O'Neill  
Anil Mehta

USCG/TSA Transition Team  
Donna O'Berry       Jane DeCell  
David Clark           Karin Christian  
Robert Kern           Sherri Pappas  
Jan Benini            Del Billings  
Richard Huriaux     Mary-Jo Cooney  
Astrid Lopez-Goldberg  
Other modal representatives

**Superior Achievement – Bronze Medal**  
Individual Awards  
Peter Kramer         James Hallock  
Stephen Maguire     James O'Steen  
Regina Houston     Diane LaValle

Transportation Security for High Priority Toxic Inhalation Hazard (TIH) Chemicals Team  
Karin Christian       John Lambert  
Doug Reeves         George Cushmac  
David Lehman        Kin Wong  
Susan Gorsky         Steve Hwang  
Astrid Lopez-Goldberg



RSPA's Human Capital Steering Group members received the Superior Achievement Bronze Medal.

Natural Gas Integrity Management Team  
Mike Israni            Sherri Pappas

Regulation Management System Implementation Team  
Karin Christian        Gail Mayhew

RSPA Human Capital Steering Group  
Colleen Abbenhaus   Patricia Klinger  
Sue Connors          Rhonda Malloy  
Linda Dougherty     Ann Markman  
Eva Dykstra          Keith O'Neill  
Steve Fischer         Lamar Porter  
Susan Gorsky         Linda Rhoades  
Helen Hagin          Thomas Sachs  
Mary Beth Hines     Paul Sanchez  
Scott Holland         Marie Savoy  
Lisa Kleiner          Amy Somers  
Diana Story

Wake Turbulence Team  
Jillian Cheng         Khang Nguyen  
Kevin Clark           Melanie Soares  
Steve Mackey         Frank Wang  
Hadi Wassaf

Olympic Pipeline Investigation Team  
Zack Barrett         Peter Katchmar  
Bryon Coy             Steven Rieger  
Chris Hoidal

**Peer Awards – Category II**  
Office of Hazardous Materials Safety  
Colleen Abbenhaus   Douglas Reeves  
Kenneth Herzog      Nicky Wallace  
Ruben Ingram         James Williams



RSPA Deputy Samuel Bonasso (lft), Susan Gorsky, recipient of an individual Eagle Award (cntr), and Acting Deputy Secretary of Transportation Kirk Van Tine (rt).

Office of Pipeline Safety  
Samuel Hall           Dallas Rea

Office of Pipeline Safety (Cont'd)  
Sheila Johnson      Michael Schwarzkopf  
Wade Nguyen         Shauna Turnbull  
Buddy Sheets

"RSPA Results" Newsletter Staff  
Joe Delcambre        Thomas Kiddy  
Damon Hill            Jerre Thomas  
Ruben Ingram

**Peer of the Year Award**  
Sheila Johnson

**Agency Special Recognition**  
Frits Wybenga – Savings Bond Drive  
Aurea Ortiz – Combined Federal Campaign

**Federal Career Service Awards**  
Numerous RSPA Employees

**Commandant U.S. Coast Guard Award**  
USCG Transition Team

**Deputy Administrator's Special Recognition (2XL) & RSPA Family Award**  
Numerous RSPA employees



U.S. Department  
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RSPA... Where preparation equals  
performance, and performance  
equals RSPA RESULTS...!

### **FutureTruck** (from page 7)

The "standard" FutureTruck in competition is a high-voltage hybrid electric vehicle whose engines and other special body features are not currently available. The University of Idaho FutureTruck used off-the-shelf technology that is specifically designed for the hilly, agricultural northwest region. The motor is driven by hydraulics, like farm machinery, and could be repaired anywhere in the country.

For further information, visit:  
[www.FutureTruck.org](http://www.FutureTruck.org)

## New Hires

### Administrator's Office

Robert Fullmer

### Office of Management & Administration

Arlette Clinton	William Jones
Robert Glotfelty	Noman Ansari
Arlette Clinton	

### Office of Chief Counsel

Patricia Burke	Joseph Solomey
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### Office of Pipeline Safety

Robert Smallcomb	Clyde Myers
Lachaundra Graham	Robert Smith
Robert Hall	Sheila Wright
Syed Shere	Wayne Lemoi
John Jacobi	Lewis Cresswell
Clyde Myers	

### Office of Hazardous Materials Safety

Sean Laney	Dan Halberstein
Scott Simmons	Marc Nichols
Dollie DeWalt	Shawn Daniels

### Volpe National Transportation Systems Center

Roger Wayson	Arelis Negron
Cynthia Moy	Christopher Flynn
Jennifer Kalenoski	Eve Rutyna
Jean Elliott	Evonne Davies
Jose Delgado	Alison Crawford
Gustaf Lawson	Jeremy Crowell
Andrew Gulsrud	Laurel Hesch
Jeremy Crowell	Andrew Gulsrud
Laurel Hesch	Ryan Preseault
Benjamin Pinkus	Jonathan Driscoll
Mark Shaulov	Brittany Gromer
Perla Garcia	Jean Elliott
Evonne Davies	Cynthia Moy

### Transportation Safety Institute

Charles Hall	Jeffrey Jennings
Terry Joy	Russell Canant
Michael Baldwin	

## RSPA Automates Job Application Process

In keeping with the President's Management Agenda for e-Gov, **Barbara Mulchay** in RSPA's Office of Human Resources Management is leading the implementation of an automated staffing system called *QuickHire*. This commercially available, web-based system should greatly streamline the employee hiring process at RSPA.

*QuickHire* utilizes the current Federal hiring process in conjunction with the advanced capabilities of the Internet to build and post vacancy announcements. Interested applicants can review vacancy announcements, answer position-specific questions through the website, and create, edit, and archive an electronic resume. The system automatically rates and ranks candidates according to pre-established criteria after all applications are posted and the vacancy announcement closes. This automated system will improve RSPA's ability to reach the best possible candidates, compete more effectively in the job market, and bring the recruitment process into the 21st century.

It is anticipated that all vacancies will be filled using the online application process by September 30, 2004. RSPA's Office of Human Resources Management has begun briefing managers on this new system and will provide information to all employees in the near future.

**\*\*CORRECTION\*\*** Fall '03 RSPA Results pg.11, "DOT Secretary's 36th Annual Awards Ceremony" photo captions reflecting the names of Carmen Rickenback and Glenda Holiday were inadvertently switched.