



# RSPA RESULTS...

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

## University Transportation Centers Churn Out New Ideas, Technology and Future Transportation Professionals



Established in 1987 from initial federal support for 10 regional University Transportation Centers (UTCs), the UTC program has blossomed into a comprehensive network of over 80 colleges and universities in 42 states. This robust program is fueling innovative transportation education and research that builds on the unique strengths of institutions of higher learning, and the special transportation needs of specific regions of the nation.

“We are excited about the results being generated in the UTC program,” said RSPA Deputy Administrator Samuel Bonasso. “In the past year, UTCs have conducted cutting-edge research, helped to transfer new and exciting transportation technologies to the marketplace, and attracted numerous and diverse students and faculty to the transportation workforce—all key goals of the program.”

Research conducted at UTC colleges and universities embraces the entire range of challenges faced by the private sector and by all levels

of government in development, operation, and maintenance of essential transportation services.

Last year, the UTC colleges and universities graduated over 1,000 students with advanced transportation-related degrees, offered almost 2,000 undergraduate and graduate transportation courses, conducted over 400 research projects, and trained over 25,000 practicing transportation professionals.

*(UTC New Ideas continued on page 3)*

## UTCs Advance Animal-Vehicle Crash Safety

Statistics for 2000 show that 750,000 annual animal-vehicle collisions accounted for over 120 human deaths, tens of thousands of injuries and an estimated cost of \$1.2 billion. How to address this growing problem fell to Montana State University's Western Transportation Institute

(WTI) two years ago. The end result was the Roadway Animal Detection System or “RADS.”

RADS grew from a WTI initiative and was designed by Sensor Technologies Systems, Inc. of Scottsdale, Arizona. System effectiveness is still under evaluation at Purdue University's Institute for Safe, Quiet and Durable Highways, another UTC.

WTI researchers determined that drivers often became desensitized to static animal warning signs. The RADS system utilizes low-power radio frequency sensors connected to a wireless communications network. Any animal taller than three feet entering the roadway would automatically trigger a flashing signal. The warning light would then time out after a designated period.



RADS system being tested along a Montana highway.

-Photo courtesy Montana State University

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## The Deputy Administrator's Office

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



Deputy Administrator Sam Bonasso

We often use the word “connections” in referring to transportation activity. We hope our plane will be on time, because we must make a connection. The cargo containers in our intermodal transportation enable us to connect air, sea, rails and roads to efficiently move materials so important to our economy. Our pipeline transportation systems connect our homes, industries and vehicles with sources of energy. Without connections, our transportation systems would not perform effectively.

This time, *RSPA Results* focuses on a connection to the future. RSPA connects DOT and the operating administrations with the academic transportation research community—the University Transportation Centers (UTC) program. The UTC program supports *safety* and all our strategic and policy goals. It also contributes to the advancement of knowledge and to transportation workforce development.

The UTC program was established in 1987 as a regionally based program with an emphasis on research and technology transfer. Today the UTC program has grown to \$33 million per year, advancing U.S. technology and expertise at university-based centers of excellence. UTCs provide:

- **Research:** basic and applied research, the products of which are judged by peers to advance the body of knowledge in transportation
- **Education:** programs that include multidisciplinary course work and participation in research
- **Technology Transfer:** an ongoing program that makes research results available to users in a form that can be implemented.

The UTC Program is funded through our partners at the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). They work closely with RSPA to acquire the research, workforce and technology transfer results that America’s transportation systems need. The research and other activities span a broad range of modes and multi-modal issues and technologies.

The UTC program has seen many successes, but more can be done. RSPA is focusing on improving the results that the taxpayer sees from the UTCs, and they will be asked to do more to help us shape the future of transportation. For example, we’ve all heard about the aging of America’s transportation workforce. We need to develop the transportation leaders of the future through a multidisciplinary learning experience that integrates research into education, and supports lifelong learning. This is exactly what the UTCs were created to do, and we are calling on the UTCs to do more to deliver on this promise.

While we expect to link the UTCs to DOT’s own expanding corporate recruitment efforts, the UTCs can assist state DOTs, transportation operators, and the consulting engineering community in meeting their future workforce needs.

This challenge highlights another push that RSPA is making with the UTCs —increasing private sector partnerships. While each federal dollar granted to UTCs is matched at least dollar-for-dollar, much of that match currently comes from our state DOT partners. While these partnerships remain crucial, we can transfer technology more efficiently and effectively if private sector initiatives can be partnered with the federal and state activities.

The UTC highlights you see here are only a fraction of the many research and education results that the UTCs are delivering to the American people. I encourage you to visit RSPA’s UTC website at <http://utc.dot.gov/> to find out more about the individual UTCs and the many ways in which they are helping us to make our connections with the future.

## RSPA in Action

### University Transportation Centers in the News

The UTC Program has attracted significant public attention in recent months, a key indicator that the program has come into its own as national newsmakers seek out transportation experts to provide context for current events. Be it a newspaper article in the *New York Times* reporting on analysis done by the City University of New York on the benefits of a new commuter rail hub in New Jersey, or a *CNBC* piece on Intelligent Transportation Systems sponsored by the University of Minnesota, UTCs around the country are getting noticed.

During the August blackout that darkened most of the northeastern United States, *ABC World News Tonight* interviewed the UTC Director David F. Schulz at Northwestern University regarding transportation infrastructure issues.

*ABC World News Tonight* also

interviewed Purdue University's UTC director about equipment designed and built by the UTC to test pavements in order to reduce road noise.

As PBS' *Nova News Minute* program found out, if you need to know about cutting-edge bridge technologies and the use of advanced carbon composites as bridge "band aids," you search out UTC Director Dr. Antonio Nanni, at the University of Missouri-Rolla.

The Intelligent Transportation Systems Institute at the University of Minnesota was featured in the *ITS International* magazine with an in-depth interview of Director Max Donath, and several of the Institute's partners. The article highlighted the Institute's Intelligent Vehicles Initiative, along with several other technologies that have been deployed throughout Minnesota.

### UTCs Focus on President's Management Agenda for Human Capital

The Center for Urban Transit Research (CUTR) at the University of South Florida funded the Summer Transportation Education Program (STEP). STEP has introduced 40 local high school students to career opportunities in public transportation, since its inception last year, and plans to expand in the future. This effort supports the President's Human Capital goal to expand entry-level opportunities in government, and also gets kids interested in transportation as a career field.

"The Summer Transportation Education Program is one of the

initiatives developed by the Center for Urban Transit Research to get students interested in the industry," said CUTR Research Associate Chandra Foreman.

This type of recruitment effort, which focuses on engaging middle- and high school students in transportation-related activities, is in place at many UTCs. At CUTR, students are recruited through local Hillsborough and Pasco County schools' science classes and take part in field trips to the Tampa port and airport to see how urban transit works.

### UTC New Ideas (from page 1)

UTC grants are administered annually by RSPA and must be matched by recipients on a dollar-for-dollar basis at a minimum, leveraging the value of the federal investment. Much of the research conducted by UTC institutions is done in collaboration with state transportation agencies, many of which provide matching funding well in excess of UTC program requirements.

### UTC | Snowmobile Technology



University of Idaho participant during uphill trace.

UTC-sponsored research in snowmobile technology helped ensure top honors for the University of Idaho (UI) for the second straight year at the Society for Automotive Engineers (SAE) Clean Snowmobile Challenge held in Houghton, Michigan. The SAE point system rewards engineering teams for producing a snowmobile that is quieter, more fuel efficient, and cleaner than current trail models. UI also won 5 of 11 category awards during the four-day event: best emissions, best fuel economy, quietest, best performance, and best value.

## Pipeline Safety

## Office of Pipeline Safety Zeros-in on Encroachment Dilemma

OPS statistics show that pipeline failures due to encroachment and excavation activities have decreased by 59 percent over the last ten years. Yet, these impressive results are sometimes overshadowed by a singular pipeline incident.

Just such an incident happened when a Kinder Morgan gasoline pipeline ruptured in Tucson, Arizona, this past July. Developers in Tucson built homes less than 40 feet from a high-pressure gasoline transmission pipeline. The pipeline leak sprayed over 10,000 gallons of gasoline, destroying two newly constructed homes. The incident focused attention on a hotly-contested issue for OPS in many areas of the country—increased public encroachment upon gas and oil pipelines and their rights-of-way.

Following this summer's pipeline rupture in Tucson, RSPA **Deputy Administrator Samuel Bonasso** toured the incident site to get a first-hand glimpse of the pipeline encroachment problem.

"As the nation grows, we will continue to see a greater number of



RSPA Deputy Administrator Sam Bonasso (rt-center), OPS Associate Administrator Stacey Gerard (lft-center), and OPS Deputy Associate Administrator James O'Steen (rt) view the site of the Arizona pipeline rupture.

pipelines being encroached upon by new communities," Deputy Administrator Bonasso stated. "To address this issue, we must develop new ways to ensure communities and pipelines can coexist without incident."

Excavation damage, resulting from encroachment, continues to be the single greatest cause of pipeline failures.

RSPA's OPS is providing leadership in managing the risks of encroachment on pipeline rights-of-

way. OPS spent the last three years building a more comprehensive approach to identifying and managing the risks pipelines pose to communities through integrity management. OPS has raised federal standards for operator safety during testing and repair of pipelines, public education, and damage prevention.

Along with its Integrity Management Program, OPS incorporated a partnership with the National Association of State Fire Marshals to gain the additional resources necessary for effective community education,

*(Encroachment continued on page 7)*



Contractors replace high-pressure pipeline in right-of-way recently encroached upon by new community.

## Recommended Practice 1162 Raises Public Awareness, Reduces Pipeline Risks

American Petroleum Institute (API) Recommended Practice (RP) 1162 is a new, industry consensus standard and public awareness program for pipeline operators. The program is expected to raise the bar for pipeline operators' evaluation of the effectiveness of their pre-existing public education programs.

The growing number of communities encroaching upon pipelines in what once were rural areas led RSPA's OPS to co-sponsor RP 1162

as a way to ensure public safety and reduce associated risks. In September, OPS co-sponsored two public awareness workshops with its state partners and pipeline industry trade associations, highlighting RP 1162 to audiences in Houston and Baltimore.

Since 2001, OPS has been working with its state partners and pipeline trade associations to develop a new risk-reducing strategy of enhancing the awareness and education of all parties that could be af-

ected by pipeline failure. The affected groups include municipalities, school districts, businesses, and residents located near existing or future pipeline facility locations.

The Pipeline Safety Improvement Act of 2002 mandates all pipeline operators review their existing public education and awareness programs by December 17, 2003, for their effectiveness, and to modify

*(Recommended Practice 1162 continued on page 6)*

## Emergency Transportation

### Crisis Management Center Activates for Northeast Power Grid Failure



RSPA Deputy Associate Administrator for Pipeline Safety Jim O'Steen manned the RSPA post in the CMC during the power outage.

The northeast United States power outage of August 14 will be ranked among the largest electrical grid failures to hit the country. Yet, minutes after the grid failure was realized, the DOT Crisis Management Center (CMC) was activated to a higher level of response in order to process the wave of reports received from all modes of transportation.

The call went out to all DOT ad-

ministrations to activate the CMC Surge Cadre and to man their respective monitoring watch stations within the CMC. This effort kept Secretary Mineta and the White House informed of the status of the transportation infrastructure in the region.

"I was the RSPA representative responsible for providing a clear picture on the status of pipeline operations in the region," said **Jim O'Steen**, Deputy Associate Administrator for Pipeline Safety. "Some were shutdown as a condition of the power outage."

During a national emergency, DOT Office of Emergency Transportation Program Manager **Tom Sachs** shifts to his collateral watch standing duties with the Federal Emergency Management Agency (FEMA). Filling the Emergency Support Function-1 requirement at FEMA's National Emergency Operations Center, Sachs became a

conduit for transportation systems status between DOT, the Department of Homeland Security and the White House.

"One of my first actions at FEMA was to confirm the number of people that were stranded on the subway system in New York City," said Sachs. "A quick call to the Federal Transit Administration desk person at the CMC got me the answer I needed."

Those who were old enough remembered the previous times that New York City and sections of the northeast United States went dark on November 9, 1965, and again on July 13, 1977. Then, as now, a series of events triggered the collapse of the Consolidated Edison system for several hours. The scope of the most recent blackout extended throughout New England to the Great Lakes and into portions of Canada.

### RSPA in the Eye of the Storm

On September 18, Hurricane Isabel slammed into the mid-Atlantic coastline on a deadly track that took it through Virginia, Maryland, and Washington, D.C., before being downgraded to a tropical storm. When it was all over, DOT had been responsible for moving 390 support vehicles on 98 shipments at a cost of approximately \$1.9 million in its emergency transportation role under the nation's disaster response plan.

RSPA's Office of Emergency Transportation (OET) provided continual monitoring of the massive disruptions to the nation's transporta-

tion systems caused by Isabel. As Washington, D.C., and the federal government shutdown, RSPA's Crisis Management Center (CMC) went into action.

The CMC automated notification system was used to alert the Operating Administrations' Emergency Coordinators of the projected activation of CMC Surge Cadre. OET provided up-to-date transportation status through FEMA for the state and federal decision-makers. DOT staff were the first to provide pictures and details on the breach in Highway 12 on North Carolina's Outer Banks to FEMA staff, and co-

ordinated repair efforts spearheaded by the U.S. Army Corps of Engineers and the Federal Highway Administration. This interagency cooperation ensured that there would be a smooth and swift transition from rebuilding the dunes to replacing the road.

The Regional Emergency Transportation Coordination Center in Atlanta provided transportation and coordination of emergency supplies, e.g., water, disaster field office equipment, personal hygiene kits, cots, blankets, plastic sheeting, toilets using DOT's national contract.

*(Eye of Storm continued on page 7)*

## Hazardous Materials Safety/OET

## RSPA Advances Hazmat Security Initiatives



Deputy Associate Administrator for Hazmat Safety Frits Wybenga (rt), accepts the DOT Partnering for Excellence Award from Secretary Mineta on behalf the DOT Multi-Modal Hazmat Placard Study Team at the DOT Secretary's 36<sup>th</sup> Annual Awards Ceremony.

RSPA's Office of Hazardous Materials (Hazmat) Safety made progress with several hazmat security initiatives in its continued efforts to prevent terrorists' use of hazmat moving in legal commerce as a weapon. These initiatives took the form of hazmat reports, studies, and rulemakings.

The RSPA report on placarding entitled, *The Role of Hazardous Materials Placards in Transportation Safety and Security*, was undertaken to address concerns cited by the Department of Homeland Security. The key concern was that placards posed a security problem by highlighting the nature of the material being transported.

"The development of the placarding report included participation of all stakeholders, security experts, and the technology community," said Deputy Associate Administrator for Hazmat Safety **Frits Wybenga**. "It concluded placards should be retained, since the danger to the public and emergency response community of removing

them far outweighed the potential security threat posed by their use."

The team of RSPA and Volpe employees that prepared the report was recognized at the DOT Secretary's 36<sup>th</sup> Annual Awards Ceremony.

The final rule for HM-232, *Security Requirements for Offerors and Transporters of Hazardous Materials* (HM-232) took effect on September 25, 2003. It requires that any shipper or transporter of select hazmat and toxic agents must develop and implement security plans, and ensure that employee training includes a security component.

Another RSPA rule still under development is HM-232A, *Security Requirements for Motor Carriers Transporting Hazardous Materials*. A working group composed of RSPA, other DOT administrations, and the Department of Homeland Security's Transportation Security Administration continue to meet to discuss potential enhanced security requirements for the motor carrier industry. Some of the measures being dis-

cussed include escorts, vehicle tracking with emergency alert capability, and remote vehicle shut-offs.

At the request of the White House Homeland Security Council, RSPA has undertaken a study of the transportation of 13 toxic inhalation hazardous materials. The focus materials include such recognizable chemicals as chlorine and anhydrous ammonia. Key components of the study include the hazards posed by these materials and the means to mitigate those hazards. A first draft of the study is still being worked.

### Recommended Practice 1162 (from page 4)

as necessary. To meet the mandate, RP 1162 has been endorsed by government and industry as the new benchmark for pipeline public awareness programs.

Pipeline operators can expect OPS to publish a notice of proposed rulemaking that proposes to incorporate RP 1162 by reference by the end of the year. A final rule could follow late next year.



### Did You Know?

RSPA in the media: On October 30, Pipeline Safety AA Gerard was featured in a Discovery Channel documentary covering the June 1999, Olympic Pipeline accident in Bellingham, Washington.

## UTC Partnership Develops Montana's STARS System

The Montana Department of Transportation, in conjunction with Montana State University's Western Transportation Institute, recently evaluated a system called "STARS," or the State Truck Activities Reporting System, which uses weigh-in-motion and automatic vehicle classification data to coordinate the department's weight enforcement program. Statewide, the number of overweight vehicles on the network of highways covered by STARS dropped by 22 percent, with the average amount of overweight vehicles decreasing by 16 percent. As a result, approximately \$700,000 in pavement damages was prevented.

The STARS system is meant to improve the efficiency of the Montana Department of Transportation's commercial-vehicle enforcement program and to reduce overweight vehicles on Montana's roads. State motor-carrier services enforcement officers spent up to 70 percent of their time providing enforcement on roads and highways. STARS provides hard data to help them better identify problem areas.

The overweight vehicle hot spots were identified using baseline data. Enforcement resources were then directed to the targeted sites



Montana state motor-carrier services enforcement patrol officer on STARS-directed enforcement.

-Photo courtesy Montana State University

around the same time of year that the greatest overweight vehicle activity had occurred in the previous year. The goal was to prevent pavement damage by getting more overweight vehicles off Montana highways.

According to Montana State University's conclusions in a Montana DOT report, *An Evaluation of Montana's State Truck Activities Reporting System*, if pavements were designed with weigh-in-motion-based fatigue information, the design would be more in-line with actual demand. This would decrease pavement construction costs by about \$0.7 million annually on the Interstate system and by \$3.4 million annually on the non-Interstate National Highway System.

### *Encroachment (from page 4)*

awareness and response when dealing with pipelines.

The OPS is also conducting a study of actual land use practices associated with pipeline rights-of-way encroachment. The study will research ways to minimize the hazards and risks to the public, utility workers and the environment.

### *Eye of Storm (from page 5)*

This was the first major disaster where Emergency Support Function-1 transportation used solely commercial transportation instead of a combination of commercial and military. This supported the President's Management Agenda and likely saved the taxpayers money.

Not only did DOT provide commercial transportation for all the civilian assets, it also provided transportation for military missions, supporting the U.S. Army Corps of Engineers' delivery of ice and water, which was another first.

## OPS Considers Tribal Nations Partnership for Pipeline Awareness and Response Assistance

RSPA's Office of Pipeline Safety (OPS) continues to identify ways to enhance the safety and education of all communities living near pipelines and is considering a partnership with the Council of Energy Resource Tribes (CERT).

In August, OPS staff met with members of the CERT to discuss a possible partnership that, if established, would enhance citizen protection within all tribal communities containing natural gas and hazardous liquid pipelines.

The agreement would allow OPS to foster tribal safety and environmental protection on tribal lands, as well as improve communications between each of the Tribes, OPS, the *(Tribal Nations continued on page 10)*

## RSPA's Volpe Center

At Home and Abroad**Volpe Secures Milk and Food Supply Chains**

The Volpe Center is supporting two projects to analyze food and milk supply chains, identify vulnerabilities, propose and demonstrate improvements, and evaluate the effectiveness of the demonstration technologies and business practices in the U.S. and abroad. These projects support the Technical Support Working Group (TSWG), an interagency group whose mission is to provide for rapid research and development of counterterrorism technology, which is managed by the Department of Defense (DoD) Combating Terrorism Technology Support Office.

The first of the two projects identifies food and milk vulnerability

and provides an assessment of the security of fluid Grade-A milk transport in the U.S. During the analyses phase of the project, a review of the security measures in place was performed to assess transports within and between the supply chain nodes: dairy farms, transfer/receiving stations, processing plants, central distribution (warehouses), and retail facilities in places like Massachusetts, Wisconsin, Florida and California, and other sites along the transport chain. The Volpe team of **Dawn Lopez Johnson, Robert Hoaglund, and Joseph Koziol** tested recommendations during the demonstration phase of the project.

The second project has an inter-

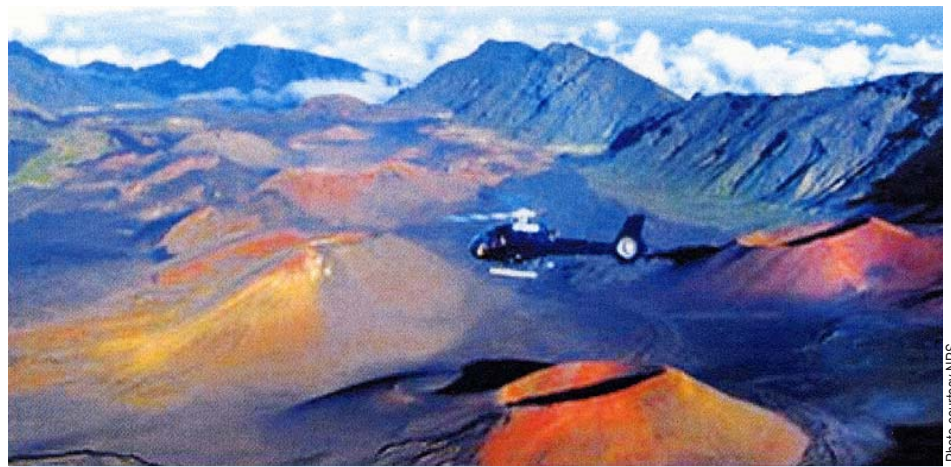
national scope; it improves the security of food and food supplies moved from U.S. suppliers and distributors to U.S. military forces in Europe, Japan, Korea, Southwest Asia, and other locations. It, too, has two phases: the first is an end-to-end supply chain analysis to identify and define each element in the supply chain. During the second phase, the Volpe team consisting of **Kenneth Troup, Alex Blumenstiel, and Joseph Koziol** will coordinate with the suppliers, carriers, and government agencies to develop plans for, and then conduct, a demonstration of supply chain security improvements.

**FAA Air Tour Management Plans for National Parks**

RSPA's Volpe Center is supporting the Federal Aviation Administration (FAA) development of Air Tour Management Plans (ATMPs) for over 100 National Park Service (NPS) units. The ATMP initiative is in response to the National Parks Air Tour Management Act of 2000, which Congress enacted to regulate commercial air tour operations over NPS units.

The plans will help mitigate or prevent significant adverse impacts from air tours on natural and cultural resources, visitor experience, and tribal lands.

Since spring 2001, Volpe has provided environmental management and technical support to the FAA Western Pacific Region for the ATMP Program. The Volpe team, led by **Dr. Paul Valihura**, integrated



Hawaii Volcanoes National Park, established in 1916, displays the results of 70 million years of volcanism.

Photo courtesy NPS

staff from several RSPA Volpe divisions. The team completed the initial programmatic phase that developed the foundation for developing and implementing ATMPs, and started working with the FAA, NPS, and other stakeholders in fall/win-

ter 2002 at Haleakala National Park and Hawaii Volcanoes National Park.

The implementation phase includes the development of air routes and schedules; noise measurement, modeling, and analysis; and public outreach efforts.



## Transportation Safety Institute

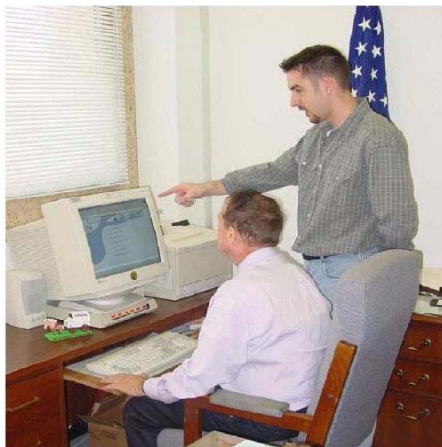
### Student Programs Offer Career Opportunities

As part of the President's Human Capital Strategy, the Transportation Safety Institute (TSI) is making strides to identify mission-critical occupations and competencies needed in the current and future workforce, and is developing strategies to identify, recruit, and retain a high performing workforce. As part of this effort, TSI is mentoring an aspiring local student, **Aaron Marshall**, under the Student Temporary Employment Program.

"This is a win-win situation for both TSI and Aaron," said **Linda Gulley**, TSI Associate Director.

Marshall began working for TSI in July 2001, as a clerk for the Operations Support Division. He worked part-time while studying computer science at the Moore/Norman Technical Center. Due to a strong desire to enhance his computer skills, he began assisting the information technology specialists and showed exceptional aptitude in the computer field.

TSI signed an agreement with Marshall's school for him to be converted to a Computer Trainee under the Student Career Experience Program (SCEP). Under SCEP, students are hired to work in their academic



Aaron Marshall (rt) gives software demonstration to Frank Tupper, TSI Director (lt).

field and given an opportunity to utilize their studies in the workplace. Once the students complete their academic course work, they are eligible for non-competitive conversion to a permanent federal position.

This December, Marshall will complete the requirements for Microsoft Certified Systems Engineer Certification, and five months later will complete the Cisco Certified Network Associates Program and receive his Associate's Degree in Network Technology.

### 100<sup>th</sup> Transit Safety and Security Program Certificate Recipient Honored



David Roush

TSI's Transit Safety and Security Program reached a milestone in August when **David Roush** was presented an honorary award for being the 100<sup>th</sup> student to attain the program certificate. This accomplishment reflects DOT's top priority to increase safety in transportation.

The award was presented at the close of TSI's Transit System Security class conducted in Atlanta, Georgia.

Roush is currently employed as the Transit Services Training Supervisor for C-Tran, a public transit provider in Vancouver, Washington, and its surrounding area. He is also an active member of TSI's Associate Staff Program, which utilizes subject matter experts to teach some of its courses throughout the year.

TSI's Transit Safety and Security Division established this certificate program in 1998 to increase professionalism of the transit safety and security workforce. This is accomplished by providing a broad-based knowledge of safety and security principles applicable to transit system safety, operations, and management. Participants must complete five specified courses within a three-year timeframe to be eligible for the Transit Safety and Security Program Certificate. The certificate is a continuing education goal for many in the transit industry.

#### TSI | Research Facility

##### Boeing 747 Aircraft Environment Research Facility (AERF) Begins Service at TSI

Dick Rodine, Deputy Director, MMAC; **Christine Lawrence**, Manager, Aviation Safety Division, TSI; and Frank DelGaudio, Manager, Recommendation and Analysis Division, Office of Aircraft Accident Investigation, attended the ribbon cutting ceremony. All played key roles in bringing about the full utilization of the AERF's 747 aircraft by multiple agencies.



## Chief Counsel/Management and Administration

### O'Berry Recognized for U.S. Coast Guard Transition Support

U.S. Coast Guard Transition Team Leader and RSPA Senior Attorney **Donna O'Berry**, was recently recognized by the Commandant of the U.S. Coast Guard, Admiral Thomas H. Collins, for her outstanding service earlier this year which resulted in the seamless transition of the USCG from DOT to the Department of Homeland Security.

"I was so honored to be presented this award from Admiral Collins," said O'Berry. "It was truly a team effort within DOT and the Coast Guard that contributed to a smooth transition."

Admiral Collins presented O'Berry with the Coast Guard Meritorious Public Service Award. The citation read, "Ms. O'Berry's efforts ensured there would be no disruption in service to DOT or Coast Guard employees, nor any reduc-



RSPA Senior Attorney Donna O'Berry shows the Coast Guard Meritorious Public Service Award.

tion in service to the nation's maritime transportation system despite the transition of the Coast Guard to the new Department on March 1."

Also receiving recognition for their work on the USCG Transition Team were former RSPA Administrator **Ellen Engleman**, former RSPA Special Assistant **Matthew Mueda**, former RSPA Assistant to the Administrator **David Clark**, and OST Attorney Jane DeCell.

### *Tribal Nations (from page 7)*

National Association of Pipeline Safety Representatives and the pipeline industry.

Additional benefits of an established agreement include the identification of high consequence areas on tribal lands, pipeline emergency response and inspection awareness training, and a Native American internship program with the agency.

Tribal lands contain a large number of high-pressure transmission pipelines of all types. With tribal populations on the rise, their dependence on energy resources and the ways in which they are received is growing as well. Through a partnership, tribes will gain additional resources in pursuing energy development on tribal lands while keeping associated risks to a minimum.

Currently, over 6,000 miles of hazardous liquid and natural gas transmission pipelines exist within tribal areas.

## RSPA Focuses on President's Management Agenda Charter



DOT Special Recognition Award recipients

The DOT Assistant Secretary for Administration's Special Recognition Award was presented to the RSPA human resources staff in rec-

ognition of excellent performance and teamwork in implementing the President's Management Agenda for Human Capital. Over the past year, (photo lft to rt) **Barbara Mulcahy**, **Shenita Wells**, **Lamar Porter**, **Lisa Kleiner**, and **Rhonda Malloy** made significant contributions in several key departmental human resource initiatives that included workforce planning, performance and awards, learning and development, and the migration to a new payroll system. All of these initiatives will eventually be reflected in new DOT policy.

The President's Management Agenda for improving government performance contains five government-wide management initiatives, including the Strategic Management of Human Capital. This initiative focuses on citizen-centered service and the value of a diverse workforce in achieving performance results. It calls for an adaptable workforce that leverages resources and technology and stresses the need for lean, delayed organizations, where the workforce is closer to the customer and expedites decision-making.

## DOT Secretary's 36<sup>th</sup> Annual Awards Ceremony

"I am very proud of the remarkable dedication to duty that I see every day from the men and women of the U.S. Department of Transportation," said **Secretary Mineta**. "This commitment is evident across every mode and extends into every office."

### Meritorious Achievement (Silver Medal)

Glenda S. Holiday  
Donna O'Berry  
Ryan Posten

**Excellence Award**  
Carmen L. Rickenback  
Linda C. King  
Emilie J. Betz

**Team Award**  
Crisis  
Management Center  
Expansion and Renovation Team

### Partnering for Excellence Award

**Corporate Average  
Fuel Economy Team**  
(OST/NHTSA/RSPA)

**DOT Multi-Modal  
Hazmat Placard Study Team**  
(RSPA)

**Operation Enduring Freedom  
and Operation Iraq Freedom  
Service Award**  
Darryl Dent (Deceased)



Pictured (lft to rt) DOT Secretary Mineta, Glenda S. Holiday, RSPA Deputy Administrator Sam Bonasso.



Pictured (lft to rt) DOT Secretary Mineta, Carmen L. Rickenback, RSPA Deputy Administrator Sam Bonasso.



Pictured (lft to rt) DOT Secretary Mineta, Emilie J. Betz, RSPA Deputy Administrator Sam Bonasso.



Pictured (lft to rt) DOT Secretary Mineta, Linda C. King, RSPA Deputy Administrator Sam Bonasso.

## DOT Secretary's 9-11 Awards Ceremony

"Your around-the-clock attention to the American transportation infrastructure from the Crisis Management Center was protecting Americans," said **RSPA Deputy Administrator Bonasso**. "The work of the people of RSPA, in keeping hazmat movement safe and secure, and maintaining the Department's readiness to respond to crises in transportation, is vital."

**DOT Secretary's 9-11 Medal**  
Ellen G. Engleman  
NTSB Chairman

**DOT Secretary's 9-11 Ribbon**  
DOT HQ Crisis Management Team  
Brian Carney

DOT Federal Response  
Plan Team  
Gale Hines

DOT Continuity of  
Government Program Team  
John Hess

DOT CMC Shift  
Operations Chiefs  
Marie Savoy

DOT CMC Extended  
Support Team  
Tom Sachs

DOT Hazmat Safety  
Security Team  
Dave Sargent

DOT CMC Duty Operations  
Administration Team  
Delphine Sidbury

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RSPA...  
Where preparation equals  
performance, and performance equals  
**RSPARESULTS...!**



### **American Indian Heritage Month Observance November 20th**

Oklahoma City  
Memorial Room  
Nassif Building 2230

10:30 – 11:30 a.m.

**Special Guest:**  
Mary Sunbeam, Native  
American Story Teller

**Remarks by:**  
Secretary Mineta

**Did You Know?** “RSPA Plans and Policy Support staff was successful in sponsoring the Department of Defense to become a full partner in the California Fuel Cell Partnership, as well as engaging DOT’s National Highway Traffic Safety Administration with the partnership.”

### **New Hires from 6/1/03 – 10/30/03**

#### **Office of the Administrator**

Tina Jackson  
Kimberly Hughes

#### **Office of Human Resources**

Linda Rhoads

#### **Office of Contracts & Procurement**

Robyn Zellars

#### **Office of Policy and Program Support**

James Wiggins  
John Bonkowski

#### **Office of Chief Counsel**

Fred Benjamin

#### **Office of Emergency Transportation**

Roger Bohnert

#### **Office of Pipeline Safety**

John Pepper  
Bill Flanders

#### **Office of Hazardous Materials Safety**

Craig Genievich

#### **Volpe National Transportation Systems Center**

Sarah Dammen

Carson Poe  
Lisa Engblom  
Rania Davis

Kevin Cummins  
Malachi Hul

Kyle McGillicuddy-Penna

Suleika Martinez

Elida Smith

Tashi Ngamdung

#### **Transportation Safety Institute**

Kelly Teague

## **RSPA Help Desk Takes Quick Action to Protect Computer System**

In early August, RSPA began to receive reports from the Department of Homeland Security of a new mass-mailing virus, now referred to as W32/Mimail, which was spreading on the Internet. **Jack Albright** and his dedicated RSPA Help Desk team of information technology experts quickly jumped into action to stop the virus from invading the RSPA computer network by applying a Microsoft software patch.

This new mass-mailing worm quickly spread across the U.S. and Europe. The MiMail worm takes advantage of vulnerabilities in the Microsoft Windows Explorer to harvest email addresses and propagate itself. The worm arrives disguised as a message from the network administrator with an attached zip file. It then proceeds to clog up email systems. It resulted in the temporary shutdown of Internet connections at several government agencies.

### **Hats Off to RSPA**

## **RSPA Appreciation Day Picnic**



This year the RSPA Appreciation Day (picnic) was held at Bolling AFB on October 19, and featured a “different hats” contest, which yielded many winners; here Tina Jackson accepts her prize from RSPA Deputy Administrator Sam Bonasso.