Colorado LTAP

February 2005 | *Serving local transportation agencies throughout Colorado* | *Spring Issue*

Are You Fingerprint Compliant?

By Renée Koller

As part of its *Hazmat Threat Assessment Program*, the Transportation Security Administration (TSA) now requires the collection of biographical information and fingerprints from applicants who wish to obtain a new Hazardous Materials Endorsement (HME) on their state-issued Commercial Driver's License (CDL). This requirement became effective for new HME applicants on **January 31, 2005**. Individuals who wish to renew or transfer an existing HME may begin submitting biographical information and fingerprints with their HME application as early as **March 1, 2005**, but this information will be *required* as of **May 31, 2005**.

> This program does not apply to applicants for or holders of a CDL *who do not wish to hold an HME.*

On May 5, 2003, the TSA published a rule to secure the transportation of hazardous materials (Hazmat) and explosives. TSA issued the rule as a result of requirements in the USA PATRIOT Act and the Safe Explosives Act. This rule is a companion to a rule issued by the Federal Motor Carrier Safety Administration (FMCSA), which prohibits states from issuing a Hazmat endorsement on a CDL without first determining whether or not an individual seeking to transport hazardous materials poses a security risk. FMCSA's rule also requires states to require renewal of a driver's Hazmat endorsement at least every five years.

TSA implemented the *Hazmat Threat Assessment Program* to meet the requirements of the USA PATRIOT Act, and to ensure that commercial drivers who seek to apply for, renew, or transfer an HME on their state-issued CDL undergo a required security threat assessment, which includes a fingerprint-based FBI criminal history records check, an intelligence-related check, and immigration status verification.

Who is affected by the rule?

Only commercial drivers who wish to transport hazardous materials requiring vehicle placards under DOT regulations must undergo threat assessments. This rule does not apply to applicants for or holders of a CDL who do not wish to transport

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Routing Slip

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The Colorado Local Technical Assistance Program is sponsored by the Federal Highway Administration, the Colorado Department of Transportation, and the University of Colorado at Boulder.

The Colorado LTAP Newsletter is published quarterly. Articles, pictures and comments are welcome.

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Fingerprints and Background Checks Now Required for Hazmat Truckers

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hazardous materials. There are currently no plans to require fingerprints and background checks of drivers who haul non-hazardous materials, but TSA is looking at a plan to issue credentials to all transportation workers.

For purposes of the rule, a *hazardous material* is considered to be any material that requires placarding under the DOT hazardous materials regulations. Hazardous materials include many items that play a critical role in our daily lives, such as gasoline; propane and liquid natural gas; ammonia; chlorine and fluorine; hydrochloric acid and sulfuric acid; radioactive medical waste; explosive cartridges and blasting caps; and infectious substances such as anthrax. Because of the potential these materials have for causing death or serious injury, commercial truck drivers who transport them require a special endorsement to their CDL.

HME CDL holders are required to undergo a security threat assessment, which includes a fingerprint-based FBI criminal history records check, an intelligence-related check, and immigration status verification.

Any commercial driver who wishes to surrender his or her Hazmat endorsement will *not* be asked to undergo fingerprinting under the rule. Drivers who may be disqualified from carrying hazardous materials due to past criminal convictions will *not* lose their right to hold a CDL or to transport *non*-hazardous cargo.

In Colorado, drivers must renew their Hazmat endorsement every four years, although some States may require more frequent reviews. Drivers will be required to submit new fingerprints at the time of renewal of the endorsement.

Disqualifying Offenses

A driver will be disqualified from holding a Hazmat endorsement if the driver was ever convicted or found not guilty by reason of insanity of a felony involving improper transportation of a hazardous material. Minor violations involving transportation of hazardous materials, including minor roadside infractions or placarding violations, will *not* disqualify a driver from obtaining or renewing a Hazmat endorsement.

Under the rules governing the *Hazmat Threat Assessment Program*, an applicant will be **disqualified** from holding an HME if they:

* Have been convicted or found not guilty by reason of insanity in a military or civilian court for any of the permanently disqualifying crimes;
* Have been convicted or found not guilty by reason of insanity in a military or civilian court within the past seven years for a felony on the list of disqualifying crimes;
* Have been released from prison within the past five years for any of the disqualifying crimes;
* Are currently under want, warrant or indictment for a felony on the list of disqualifying crimes;
* Have been declared mentally incompetent or involuntarily committed to a mental institution.

To see the list of felonies considered to be disqualifying offenses under the rule, go to **www.hazprints.com**, "TSA Hazmat Program" tab, and half way down will be the "Disqualifying Crimes" link.

If a threat assessment indicates that a driver does not meet standards set forth under the rule, TSA notifies the endorsement holder or applicant of the initial finding that a disqualifying event or status exists. If TSA makes a final determination that an individual poses a security threat, TSA will direct the state to revoke that person's Hazmat endorsement. If TSA discovers that a person has outstanding criminal or immigration violations warrants, that information will be transmitted to the proper authorities.

NOTE: Drivers that have been convicted of a disqualifying criminal offense or no longer meet the standards, their endorsement will be revoked and they must voluntarily and immediately surrender

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their Hazmat endorsement to the State in which they hold the HME.

It is also important to note that drivers who have certain disqualifying criminal offenses may be allowed to reapply for Hazmat endorsements after the rule's seven- and five-year waiting periods have expired.

Waiver and Appeal Process

Individuals who undergo a TSA security threat assessment and receive notification that they are disqualified from holding an HME will be told why they were disqualified (unless the information is classified), and the candidate may appeal TSA's determination, or under some circumstances, request a waiver. TSA must respond to an appeal or waiver within 30 days of receiving the request (although TSA can grant itself an extension of time for good cause). At the end of the period, if an appeal or waiver is granted or not granted, TSA will notify the applicant and the State that the driver is qualified or disqualified, respectively, from holding a Hazmat endorsement. For more information on the waiver process, go to: www.hazprints.com, "TSA Hazmat Program" tab, and halfway down will be the "Waiver & Appeal Process" section. The Hazmat Waiver Guidelines link within that section outlines how individuals who have been disqualified but still believe they should be able to hold an HME may submit a request for a waiver from TSA.

Fingerprint Processing Fees

Congress did not appropriate funds to cover the cost of the security threat assessment, and so a fee is charged to recover those costs. Therefore, individual truckers and/or their employers must pay for the security threat assessment. Currently, State motor vehicle departments require drivers to bear all the costs of applying for a Hazmat endorsement to a CDL.

Applications to have fingerprints taken must be made online at: www.hazprints.com, or by phone, 1-877-429-7746. The fee for the fingerprint process is $94.00 and can be paid by credit card, electronic check, or money order made payable to: *Integrated Biometric Technology, LLC.*

Colorado Fingerprint Locations

EMSI - DENVER
8333 Greenwood Blvd. Ste. 2g
Denver, Co 80221
Site Hours:
M-F 8:30am - 4:30pm
Sat. by appointment
Sun. Closed

EMSI - COLORADO SPRINGS
1255 Lake Plaza Dr. Ste. 100
Colorado Springs, Co 80906
Site Hours:
M-W 8:00am - 5:00pm
Th & F 8:30am - 5:30pm
Sat. & Sun by appointment

For more information on Final Rules, amendments and exemptions regarding the execution of the *Hazmat Threat Assessment Program*, please refer to www.hazprints.com, "TSA Hazmat Program" tab, "Rules Governing the Hazmat Threat Assessment Program" section.

Information regarding these issues can also be accessed through TSA's homepage at: www.tsa.gov.

http://ltap.colorado.edu

Visit Colorado LTAP online today for online training, class registration, free lending library, and more.

Concrete Domes for the Storage of De-icing Products

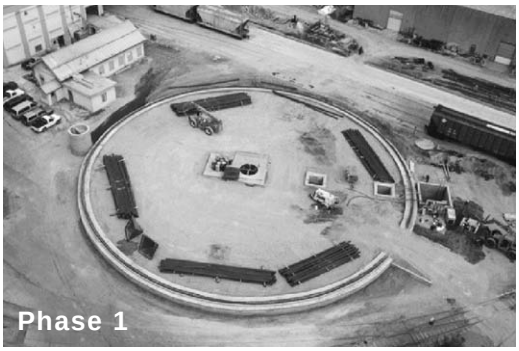
By Jeff Crandall, Dome Technology

Insulated reinforced concrete domes are widely used worldwide to store a variety of bulk dry products. Domes built using modern "air-formed" technology, where construction materials (shotcrete and reinforcement bar) are applied on the *inside* of an inflated air-form, permit a wide range of design flexibility. The following addresses design options available to state and municipal planners as the use of an insulated all-concrete dome is considered for the storage of salt and deicing products.

Insulated concrete domes have been used to store salt, deicing material and sand/salt combinations at a number of locations in the USA. Brown County in Georgetown, Ohio (2002) uses a dome that is 100' in diameter by 50' in height for the storage of salt. The Virginia Department of Transportation (2002) contains de-icing material in a 140' diameter by 65' high dome. The run-ways at the Denver International Airport are maintained by deicing products stored in insulated concrete domes. Since 1982, many other states and municipalities have enjoyed the benefits provided by a concrete dome for their salt storage needs.

The economic advantages of insulated reinforced concrete domes increase as storage requirements (in tons) likewise increase. The inherent strength of a concrete dome permits the containment of a pile throughout the structure. By contrast domes that use a concrete cylinder for both product containment and roof support are generally limited to storing less than 5000 tons of de-icing material. To understand how a modern insulated concrete dome is well suited for salt storage, a brief review of the construction process is helpful.

Overview of Concrete Dome Construction



Phase One: Engineering Considerations

The dome must be supported with a properly designed circular ring beam footing. The dome shell must also be properly designed to account for the external and internal forces carried by the shell. Consideration is given to how the de-icing material will enter the dome and how it will be reclaimed from storage. Given these and local code considerations, the engineer designs a dome shell specific to the project's requirements.

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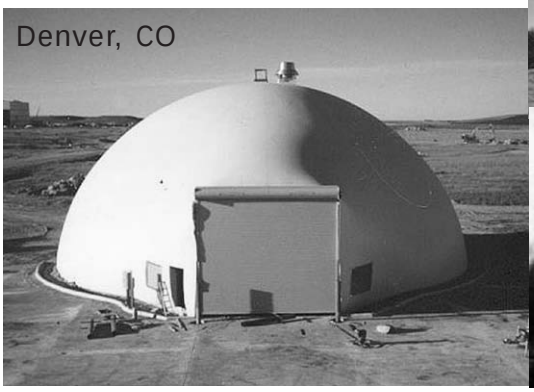

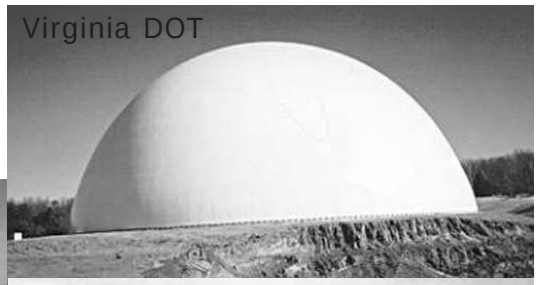

Concrete Dome Glossary of Terms

1. Shotcrete:
A rich concrete mixture containing 3/8 inch minus gravel and sand. Shotcrete is prepared at a ready mix plant and delivered to the job site in mixer trucks. Shotcrete is discharged from the truck into a concrete pump and sprayed in place over reinforcement bar.

2. Air-Form:
An "air-form" is an inflatable construction form. It is made of fabric similar to roofing membrane fabric but is generally much stronger. This fabric is cut into gores and heat welded to make a form that when inflated will take the shape of the finished building. The air-form becomes an integral part of the completed dome. It stays in place on the dome. This fabric is waterproof and protects the polyurethane foam.

3. Polyurethane Foam:
Polyurethane foam as used in the construction of the dome is 2lb density closed cell foam. In the finished dome it remains on the outside of the dome protected by the air-form. It provides an efficient temperature buffer and an added layer of waterproofing.

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Phase Two: Site Work, Air-Form Attachment, and Inflation

The site is excavated, forming is set, and then concrete is placed around reinforcement bar within the footing's form-work. All construction equipment and shell re-bar is placed in the center of the completed footing.

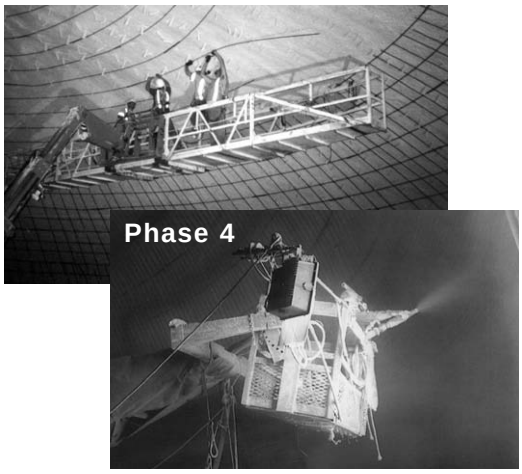
The air-form is attached to the footing and inflated over the pre-positioned crane and construction materials. Inflator fans will support the air-form for the duration of the construction period.

Phase Three: Application of Polyurethane Foam:

Polyurethane foam is sprayed to the underside of the inflated air-form. Embedded in the foam are thousands of wire insulation hangers or "stickers". These stickers will provide anchor points that will hold the re-bar steel in place throughout the dome. Because the foam is first placed *inside* the inflated air-form, when the dome is completed, the foam will actually be outside the shell and *under* the air-form.

Phase Four: Placement of Re-bar and Shotcrete:

Inside the inflated air-form, Grade 60 reinforcement bar is placed according to design requirements. Shotcrete is then applied in thin layers in a method that ensures proper coverage of the rebar steel.



Quality assurance standards must be rigidly enforced along with ongoing safety procedures. A customer should insist on review of the contractor's safety and quality assurance program and require credentials that demonstrate successful construction of similar projects. Once the shotcrete is applied and the reinforcement bar is properly embedded to the design depth, the major construction effort is complete. The shell is now ready for the finish work.

Conclusion

The modern insulated, reinforced concrete dome offers superior strength and wide design flexibility. Because the dome shell is insulated on the outside, exterior temperature swings don't as readily produced interior moisture. The dome's strength allows for loader operation without fear that the structure will sustain damage. The shell is virtually fireproof and leak-proof. It can handle extremely high winds and seismic forces. Dome Technology maintains a web site to aid engineers and potential customers as the use of a dome is considered. Due diligence in proper pre-design analysis is important to ensure that the most efficient shape and size of dome is specified for the requirements of the project.

Other Design Considerations

- If available property is limited, then perhaps a dome incorporating a stem-wall is most suitable for consideration.

- If product is to be reclaimed by front-end loader or by an offset under-ground discharge system, the dome can be designed to facilitate an "asymmetrical" pile. In this design, product is loaded just off the dome's apex, rather than directly through the center top of the dome.

- Due to the inherent strength of concrete domes, large openings for conveyors or for other purposes can be incorporated into the shell design. Likewise, tunnels (if required) for out-bound product, can be constructed either above or below grade.

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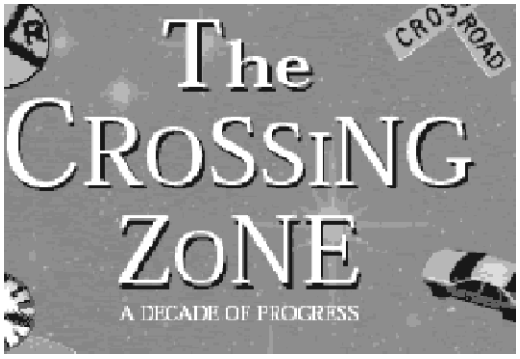
American Road & Transportation Builders Association
HIGHWAY WORKER MEMORIAL SCHOLARSHIP FUND
Transportation Development Foundation

ARTBA's Highway Worker Memorial Scholarship Program provides financial assistance to help the children of highway workers killed or permanently disabled in the line of duty pursue post high school education. The scholarship program was launched in October 1999 through a generous $100,000 gift and is supported by contributions from highway construction industry executives and firms nationwide. ARTBA-TDF competitive scholarships are awarded annually & have a value up to $2,000. The applicant must use the scholarship award to attend a post-secondary institution of learning that requires a high school diploma or G.E.D. for admission. This could include any public or private: (a) four-year accredited college; (b) two-year accredited college; or (c) vocational-technical training institution.

Honoring the Memory of Those Who Have Died While Working to Provide Safer and More Efficient Roads

Applications must be postmarked by April 15, 2005. Awards will be made on or before May 15. For more information and application forms go to www.artba.org/foundation/hwy_worker_scholarship.htm

The Crossing Zone
A Decade of Progress



May 1 - 4, 2005
Costa Mesa, CA

The California LTAP Center and the Federal Railroad Administration are working with NACE to co-sponsor ***"The Crossing Zone: A Decade of Progress"*** conference to help local jurisdictions better understand grade crossing safety issues and improve grade crossing safety through appropriate and effective use of signs, signals, markings, and other traffic safety tools.

A roadway-railroad grade crossing differs from a roadway-roadway intersection in that the train *always* has the right-of-way. Motor vehicles approaching a grade crossing should always be prepared to stop. Drivers do not always obey or understand this. Roadway agencies are responsible for ensuring that the public – motorist, bicyclist, pedestrian – has sufficient information, far enough in advance, to make a safe decision to either cross or wait.

Roadway agencies are responsible for ensuring that the public has sufficient information to make a safe decision.

This conference is intended for state and local road and highway agencies and heavy- and light-rail owners and operators. Other stakeholders, including law enforcement, crossing equipment suppliers, consultants and the public, are also encouraged to attend.

The conference sessions will cover timely topics, including: trespassing, the new train horn rule, "intelligent" rail systems, homeland security, liability issues, development around existing tracks and crossings, community outreach, important updates on federal legislation and the state of the industry, crossing inventories, the 2003 MUTCD, temporary traffic control, grade separations, crossing closures, signals and preemption, and diagnostic reviews. The conference program will also include three pre-conference tutorials on crossing design, preemption and quiet zones. An exhibit area will feature vendor products and services.

For more information, visit the conference website at: **http://www.techtransfer.berkeley.edu/railroad/index.html** or contact Helen Bassham at 510-231-5676.

Need a little extra ca$h?
Your knowledge is worth something.

Our center has recently initiated a program to encourage local participation in the publishing of Colorado LTAP's quarterly newsletter. We would like the recipients of our newsletter to benefit from all the knowledge local agencies have in the areas of roadway maintenance, design, and construction. Colorado LTAP is offering **$50** to city, town, or county employees that submit an article that is chosen to be published in our newsletter. Articles can address current methods and procedures, best practices, innovative techniques, or projects in the transportation industry. Content should contain as much detail as possible, wihtout specifically promoting any particle product. *Photos are encouraged.* For more information, or to submit articles/photos, include author name and contact info, and mail to the Colorado LTAP office at the address listed on page 2, or email to **cltap@colorado.edu**.

What's New in the Library?

All videos, publications and CDs in the LTAP lending library are available for checkout for a two-week period, free of charge. To check out materials or request a library catalogue, contact the Colorado LTAP office at 1-888-848-5827. Library materials can also be ordered online on our website at http://ltap.colorado.edu.

Below is a list of the most recent materials added to the library.

New CDs

Location	Title
CD PFR	*Portable Floating Road* This CD contains documentation about a pilot project that is part of the innovation program 'Roads to the Future' of the Dutch Ministry of Transport and Public Works. The project is called 'The New Waterway' and they are developing a road system that floats on the water and that follows a changing water level.

New Publications

Location	Title
100 CLLC	*Colorado LTAP Library Catalogue* A catalog containing a complete list of materials in Colorado LTAP's free lending library.
70 GTG	*A Guidebook to Grants* This report reviews the current situation from both the side of the grant recipient and the side of the grant providers and explores why some grants teams are more successful than others.

New Videos

Location	Title
V70 WU	*Wake Up & Get Some Sleep* This 7:30 minute video will help shift workers learn how to get quality sleep.
V50 BS	*Backhoe Safety* This 18 minute video focuses on tractor-loader backhoes and was written in cooperation with over 20 experienced operators. This program is filled with real world tips and advice on safe backhoe operation; pre-inspection/start-up hazards; safely loading, transporting & unloading trailers; safe work practices for crew personnel; proper positioning, excavation techniques, and emergency procedures.
V50 BSO	*Backhoe Safety & Operations* This 11 minute video addresses how backhoes are potentially dangerous pieces of equipment. Personal protective equipment - Equipment: both capabilities & limitations - Inspection & maintenance checklists - Operation rules, including startup, driving, transporting, refueling and more.
V40 PTST	*CDL Pre-Trip Inspection: Straight Truck* This 25 minute video is designed to help reduce driver anxiety about the CDL testing process by showing a simulation in advance. It covers: vehicle inspection-air brakes & systems; a review of all federal minimum requirements; and an examiner discussing problem areas.
V40 PTTT	*CDL Pre-Trip Inspection: Tractor-Trailor* This 28 minute video is designed to help reduce driver anxiety about the CDL testing process by showing a simulation in advance. It covers: vehicle inspection-air brakes & systems; a review of all federal minimum requirements; and an examiner discussing problem areas.

Potential Targets

The key to defeating terrorists/criminals is to recognize and report unusual behavior that occurs near a potential target. Potential targets on or near our nation's highways are virtually limitless. Some of the common places that may attract terrorist/criminals interest are listed below.

- *Bridges* - Multi-tier overpasses and bridges that traverse heavily used navigable waters.
- *Tunnels* - Can act as containers for fire, hazardous fumes, or chemical/biological weapons and can restrict emergency crew access.
- *Pipeline Crossings* - Often carry flammable or explosive material that may be useful in destroying adjacent roads or bridges.
- *Rest Areas* - Be particularly attentive to unusual or out-of-place items.
- *Isolated Stretches of Rural Roads* - Especially through heavily forested, isolated areas that allow planning and attacks on key passing targets with reduced chances of detection.
- *Key Routes* - Those that receive heavy truck use, high-volume bus routes, VIP routes, military routes, etc.
- *Cargo in Transport* - May be subjected to hijacking or destruction, such as explosives, weapons, hazmat, or high-value cargo.
- *Adjacent Areas* - Extra attention should be given to nearby potential targets such as schools, hospitals, malls, major event facilities, chemical facilities, major water facilities, military facilities, power transmission lines.

Responding to Threats
Tips for You

By Lydia Abarr

Criminals and terrorists cannot succeed easily when vigilant personnel surround their targets. The most effective deterrent is for all personnel, not just security, to be attentive to their surroundings.

Experience has shown that potential adversaries may abandon their plans when they believe their presence has been detected. Everyone has an important role to play in stopping terrorist and criminal activities. The following items, collected from NCHRP Report 525 *Responding to Threats: A Field Personnel Manua*l, will help you detect and report unusual behavior you may see while conducting your normal work activities.

How Terrorists/Criminals Select a Target or Victim

Terrorists select targets that are highly visible; have a high economic, symbolic, or sentimental value; and have a highly disruptive destruction value. The attack method terrorists use is designed to generate shock and widespread public fear, leave a severe psychological impact, and attract a great deal of attention to the terrorist group and it's cause. *Criminals* on the other hand select targets in a more emotional, impulsive manner and the targets may be selected because of a real or imagined slight by a spouse or supervisor.

Both terrorists and criminals pick targets that have a high potential for success, where security should be lax or easily overcome, where there is little probability that the intended victim will offer significant or unforeseen resistance and there should be multiple opportunities for quick escape after the event.

What a Terrorist/Criminal Needs to Know

Terrorists and other criminals need to gather information about their target prior to their attack. Some of the types of information they will be trying to gather are related to the following:

Operational Security

~ Location, training, # of security staff
~ Security staff armaments
~ Vigilance of nonsecurity personnel
~ Location, type, & response time of local law enforcement
~ Shift changes
~ Access controls for employees, contractors, deliveries, mail, parcels

Physical Security

~ Nearby security concerns (i.e. banks, video surveillance, schools, hospitals)
~ Location of on-site security cameras
~ Location and type of alarms
~ Fences, barriers, obstacles & weak spots
~ Any entities having uncontrolled access
~ Unguarded/unobserved areas

Logistical and Strategic Advantages

~ Times when alertness, response, and/or visibility is degraded
~ Times when the rewards are greatest (i.e. more people or money present)
~ Observation and planning spots
~ Primary and alternate escape routes
~ Primary and alternate attack sites
~ Requirements to control the target

Where to Look

Terrorists/Criminals must collect information on the target, and nothing is better than doing that in person. Around every potential target, there is at least one area where the would-be-attacker has to physically get the information they need. This is called an "Area of Concentration" or a "Red Zone." Red Zones include ideal places for observing the target, such as a restaurant or library window across from target, a bench, a bus stop, or a fishing spot. You can identify Red Zones by considering the potential targets in your area & ask yourself "Where would I have to be to collect the info needed." By comparing the activities of new folks against normal

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activities, it will be easy to recognize those who don't have a valid reason to be there.

What to Look For

You are looking for unusual behaviors that you cannot readily explain at or near a potential target. The potential terrorist/criminal in a Red Zone knows they are doing something wrong and will manifest some of the following behaviors:

Unusual Behavior

Personal Signs/Traits

~ Nervousness (i.e. excessive smoking, pacing, sweating, etc.)
~ Avoidance of eye contact
~ Fixation on the target
~ Face concealed w/ glasses, hat, scarves
~ Clothing that doesn't fit area/weather
~ Shielding activities and masking behavior from onlookers, passing police, security personnel, and video cameras
~ Wearing a uniform of delivery, postal, repair people, but not functioning as such.

Unusual Activities – Active

~ Ignorance of local customs, laws, etc.
~ Use of binoculars, cameras, night vision devices, GPS
~ Making notes on potential target
~ Pacing off or measuring distances
~ Looking for a parking space, but never parking when they could
~ Fishermen lacking the proper gear or knowledge – they may return to the same spot even though they catch nothing

Unusual Activities – Passive

~ People who have "nothing to do"
~ People who remain in place in spite of inclement weather
~ Repeated presence in the same location
~ Repeated presence at multiple potential targets
~ Loitering where locals consider unsafe
~ Sitting in vehicles that appear broken, but no effort is made to repair them
~ Sitting in a parked vehicle for no apparent reason

Unusual Objects

You are looking for unusual objects that you cannot readily explain at or near a potential target. The distinction between suspicious objects, which may contain a bomb, and lost-and-found objects, is something that you will learn with practice. A few examples of suspicious objects are a closed bottle/pipe with attached wires, a battery, briefcase, package, or bag in an unusual place, and common objects that may generally have value to people but are left unattended in an uncommon place.

Unusual Circumstances

Look for unusual circumstances that you cannot readily explain at or near a potential target. Examples of these may include the following:

People

~ A person placing an object in a common place, and then rapidly leaving the area
~ A highly agitated person entering a room, looking around, and leaving in a highly agitated state
~ Two or more people suddenly experiencing unidentified odor, coughing or breathing difficulty, nausea, or blurred vision

Vehicles

~ Unusual use of vehicle (i.e., van containing drums of diesel fuel, over-loaded vehicle with missing license plates, freshly painted vehicle in a dirty setting)
~ Vehicles parked in sensitive places (i.e., bridge column, under overpasses, next to fuel depots, hazmat facilities, etc.)
~ Vehicles parked in functionally uncharacteristic places (i.e., rental truck in front of hospital, gas truck at a school,etc)
~ Vehicle(s) left in target area with driver departing in another (get-away) vehicle

How and What to Report

Reports may be submitted in writing, phoned in, and directly to 911. Provide all the requested info or a "did not observe" comment for info that you don't have. Regardless of whether or not a verbal/phone report was given, the details of every observation should be written down ASAP, while they are fresh in your mind. It is important to remember the following items: activity, location, time, date, and description. Descriptions are for people and vehicles associated with them. A description of a *person* includes: sex, race, age, height, build, weight, complexion,

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Potential Actions to Further Improve Security

There are four main areas that can be focused on for improved security: skill maintenance, benefit from observers who are already in place, administrative security actions, and coordinated observation reports.

Skill Maintenance
- Knowing what is normal
- Systematic observation
- Personal awareness
- Do not "assume everything is OK"

Benefit from Observers
- Elderly
- Roadside stands
- Delivery personnel
- "Walkers"
- "Sidewalk supervisors"
- Fishermen

Administrative Security Actions
- Wear a Photo ID and have other ID
- Report loss/theft of ID's, uniforms, vehicles, official decals, license plates
- ID vehicles/equipment with large marking on the roof
- Keep explosives safe and secure if they must be stored
- Keypad entrance control
- Walk fence lines regularly and report tampering
- Establish and practice emergency action plans

Coordinated Observation Reports
- Rail maintenance crews
- Utility crews
- Emergency operations
- Construction crews
- Law enforcement agencies

National Work Zone Awareness Week

April 3 - 9, 2005

Scheduled in April each year, *National Work Zone Awareness Week* is a national campaign that helps increase public awareness of work zone safety.

Local community activities can help educate the nation on work-zone related injuries and fatalities and the hazards and dangers that can be encountered and avoided when driving through a roadway construction zone.

Slow Down or Pay Up

The theme for National Work Zone Awareness Week 2005 is "Slow Down or Pay Up", keeping with the idea of "enforcement".

Posters, t-shirts, and a list of possible activities is available through ATSSA's website.

www.atssa.com/public/nwzaw.asp

900 men, women, and children are killed in work zones each year.

Mark April 3-9, 2005 on your calendar and tell your coworkers, family members and friends to do the same.

By Lydia Abarr

In this day and age safety has become an important issue that our country is faced with addressing. An important part of national safety includes the highway sector. This issue is being addressed through the American Trucking Association's (ATA) *Highway Watch®* program, which is a security program that uses the skills, experiences and "road smarts" of America's transportation workers to help protect this critical infrastructure and the transportation of goods, services and people.

A press release issued by the Transportation Security Administration on March 15, 2004 announced that the Transportation Security Administration (TSA) has teamed with ATA to expand the *Highway Watch®* program. This program will provide training and communications infrastructure to prepare 400,000 transportation professionals to respond in the event they or their cargo are the target of a terrorist attack and to share valuable intelligence with TSA if they witness potential threats. The program's primary goal is to prevent attacks by teaching highway professionals to avoid becoming a target for terrorists who would use large vehicles or hazardous cargoes as weapons. A secondary goal is to train highway professionals how to recognize and report suspicious activity.

The participants of *Highway Watch®* are volunteers that have been organized by a locally designated organization in each state. The volunteers are trained by security professionals, law enforcement, and other expert personnel. Participants are given observational tools and the opportunity to exercise their skills to spot problems and report them rapidly and accurately to the authorities. After the participants have completed their training they receive a phone number and ID number to provide the operator when they call. The operator does not accept calls from anyone except callers who have ID numbers. Once the operator verifies the ID number they route the call to the appropriate law enforcement authorities.

Highway Watch®, formerly a joint project of ATA and the Federal Motor Carrier Safety Administration, began operation in May 1998. Under the cooperative agreement, ATA will expand the current 24-hour national call-in center to handle an increasing volume of calls from highway professionals. Also, state Amber Alert missing children programs will be coordinated with *Highway Watch®*.

For more detailed information and to become a participant, go to:

www.highwaywatch.com

Responding to Threats

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and distinguishing features. *Vehicle* descriptions include: license number/state, color, year, make/model, type, # of doors, and distinguishing features. It is important for vehicle descriptions to include features that are difficult to change because license plates are among the easiest things to change or steal.

When to Intervene

Your steps of action should include: stay safe, do not jeopardize the safety of others, stay calm/alert, notify appropriate security personnel, and maintain communication. Generally you are not to intervene, but if there is an imminent loss of life you should sound an alarm, try to move people to safer areas, and shut down and building or vehicle HVAC systems.

This article was intended to expose you to tips designed to help you detect and report unusual behavior you may see while conducting your normal activities. Use these tips as a guide to sharpen your skills in taking greater notice of your surroundings. As your skill level increases, the comfort level of would-be terrorist/criminals will decline sharply. Hopefully, they will decide to go somewhere else.

Collected from NCHRP Report 525
Responding to Threats: A Field Personnel Manual

Upcoming Events

Conferences

International Conference on Best Practices for Ultrathin & Thin Whitetoppings
April 13-15, 2005
Denver, CO
For registration information, contact the Colorado LTAP office or visit their website at http://ltap.colorado.edu.

APWA/CARMA Street Conference
April 20-22, 2005
Grand Junction, CO
Contact Linda Cooper at 970-244-1575.

National Roundabout Conference
May 22-25, 2005
Vail, CO
For more information visit online:
www.trb.org/Conferences/Roundabout

People on the Move: Using All Transportation Options, ADA
June 8-9, 2005
Salt Lake City, Utah
FREE Train-theTrainer Initiative
For an application, go to:
http://www.projectaction.org

Workshops

Flagger Certification and Temporary Traffic Control
March 14, 2005 - Fort Collins
March 15, 2005 - Sterling
March 16, 2005 - Frisco
March 17, 2005 - Rifle

Upcoming Training

NOTE: Dates and locations are subject to change. Please contact the Colorado LTAP office for an updated schedule.

Road Scholar Core Classes

Safety on the Job
April 5, 2005 - Fort Morgan
April 12, 2005 - Montrose
April 14, 2005 - Eagle
April 26, 2005 - Castle Rock
April 27, 2005 - Walsenburg

Road Scholar Elective Classes

Designing Pedestrian Facilities for Accessibility
March 15 - Lakewood

Heavy Equipment Training
Wray, CO
Classroom: April 18, 2005
In-field, Group 1: April 19-20, 2005
In-field, Group 2: April 21-22, 2005

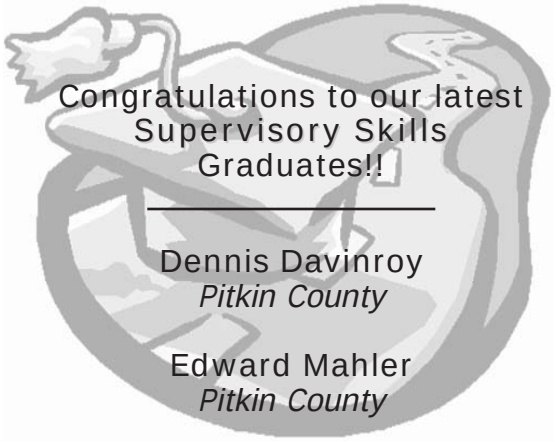
Grading Schedule 'A' Roads
Monte Vista, CO
Classroom: May 10, 2005
In-field: May 11, 2005

NATIONAL **PUBLIC WORKS WEEK**

MAY 15-21, 2005

Public Works Is Everywhere You Look

APWA



Congratulations to our latest Supervisory Skills Graduates!!

Dennis Davinroy
Pitkin County

Edward Mahler
Pitkin County

Congratulations to our latest Road Scholar Graduates

Bill Eiland
Garfield County
Jeff Shuey
City of Frisco
Tom Bucholz
City of Arvada
Bob Christensen
City of Greenwood Village
Steve Heflin
City of Greenwood Village
John Teer
City of Greenwood Village
Bill Wilcox
City of Arvada
James Bunner
Arapahoe County
Dave Betz
Larimer County
Gary Lindauer
City of Arvada
Terry Maxwell
City of Greeley
Bob Mayes
City of Evans
Vern Weidenkeller
City of Greeley
Jim Chapman
Teller County
Gary Pedigo
City of Westminster
Jeff Barber
City of Golden
Daran Mahoney
Mesa County
Elberto Antonarez
Gunnison County
Neal Brady
Gunnison County
Blane Mazzuca
Gunnison County
Doug Seidel
Gunnison County
Ed Spadafora
City of Montrose
Larry Badker
City of Mead
Walter Garcia
City of Mead

FREE PUBLICATIONS

The following is a list of ***FREE publications*** *available to Colorado local government agencies in the transportation field. Quantities are limited and available on a first-come, first-serve basis.*

Contact the Colorado LTAP office to put in a request for these free publications.

Check out our website for ***additional free materials*** *not listed here.*

http://ltap.colorado.edu

Field Guide for Unpaved Rural Roads

This 2004 guide provides assistance to local governments responsible for safety of unpaved rural roads. This easy to use handbook provides a convenient reference to help answer questions in the field & help provide a safer road environment for unpaved roads.

Sign Installation Guide

This basic guide is intended to help new employees or volunteers install road signs. It includes 18 color photographs showing the specifications for placing signs along Forest Service roads.

Traffic Control for Mobile Operations at Night

This handbook provides guidance for mobile highway work operations scheduled to take place during darkness. This guidance addresses issues of when and where mobile night operations may be suitable, as well as the traffic control & safety devices that should be used to ensure a high level of safety.

Guidelines for Developing Traffic Incident Management Plans for Work Zones

These guidelines cover best practices, considerations for developing traffic incident mgmt programs, planning process issues, key components of a plan, and program implementation and management.

A Guidebook to Grants

This report reviews the current situation from both the side of the grant recipient and the side of the grant provider and explores why some grant teams are more successful than others.

Portable Changeable Message Sign Handbook

The purpose of this handbook is to present basic guidelines for the use of portable changeable message signs (PCMS). This handbook presents information on the PCMS and is intended to illustrate the principles of proper PCMS use.

Colorado LTAP

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