



**U.S. Department of
Transportation**

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Friday, January 3, 1997

DOT 01-97

Contact: Bill Mosley

Tel.: (202) 366-5571

PEÑA, BABBITT ANNOUNCE BAN ON AIR TOURS OVER ROCKY MOUNTAIN NATIONAL PARK

Continuing President Clinton's effort to reduce the noise impact of aircraft flying over national parks, Secretary of Transportation Federico Peña and Secretary of the Interior Bruce Babbitt announced today that the Federal Aviation Administration (FAA) will temporarily ban commercial air tour operations over Rocky Mountain National Park while the agency works on addressing noise in the national parks system as a whole.

"Preserving our environment for the next generation is one of the challenges President Clinton has put before the American people," Secretary Peña said. "Today's action will let us maintain the status quo as we work to develop a long-term solution. In the meantime, we will protect the natural beauty and serenity of Rocky Mountain National Park so that all Americans can enjoy it."

"I am delighted that we were able to comply with President Clinton's directive and announce the protection of natural quiet in Rocky Mountain National Park by prohibiting commercial overflight tours," Secretary of the Interior Bruce Babbitt said. "Too often, we wait until peace and tranquility are destroyed before realizing that they are landscape values worth protecting. This time we're doing it right."

The FAA announced the proposal to ban or limit air tours over Rocky Mountain National Park last May. More than 99 percent of those filing comments on the proposal supported a ban on commercial aviation sightseeing tours.

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Although there are currently no commercial air tours over the park, several operators have recently explored the possibility of conducting air tours. Park officials estimate that 50 percent of the park already can be seen from the road. Issuing the rule now prevents economic damage to potential future operators after they make investments and initiate service.

Secretary Peña recognizes the efforts of the governor of Colorado, Roy Romer, members of the Colorado congressional delegation, including Senator Ben Nighthorse Campbell and Senator-elect Wayne Allard, and other officials who have forged a consensus for a preemptive ban on air tour operations to preserve visitor enjoyment. "In particular, I want to acknowledge the leadership of Congressman David Skaggs," Secretary Peña said. "David's tireless commitment to protecting the pristine environment of Rocky Mountain National Park helped ensure that today's action became a reality."

The Transportation and Interior departments have been working together for the past three years to reduce the noise impact of aircraft flying over national parks. This initiative includes a rule issued Dec. 31 to restrict air tour traffic over Grand Canyon National Park by establishing new flight-free zones and capping the number of tour aircraft that can fly over the park. And in June 1995, the two departments reached a voluntary agreement with New York air tour operators under which aircraft will fly no closer than 500 feet from the Statue of Liberty and Ellis Island.

The Rocky Mountain National Park rule will become effective 30 days after its publication in the Federal Register.

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U.S. Department of
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Washington, D.C. 20590

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Pub 9011

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FOR IMMEDIATE RELEASE

Wednesday, January 8, 1997

DOT 02-97

Contact: Bill Mosley

Tel.: (202) 366-5571

CONSUMERS CAUTIONED ON SUPER BOWL AIR TRAVEL TICKET SCAMS

Air travelers going to Super Bowl XXXI this year should be aware that not all tour packages include a ticket or tickets to the Jan. 26 game in New Orleans.

U.S. Department of Transportation consumer protection rules require that an operator marketing a Super Bowl air package that includes game tickets must have the tickets in hand or have a written contract for the tickets before the operator does any advertising.

The department today cautioned travelers that if a game ticket is not specifically mentioned in newspaper advertisements or other solicitation material or listed as a tour feature, the ticket is probably not included.

The department's Aviation Consumer Protection Division says that in the past some advertisements for Super Bowl travel packages did not appear to include tickets. If such an advertisement does not state whether or not a game ticket is included, consumers should ask about it. If a travel agent or other tour representative states that a game ticket is included, the consumer should require at the time of purchase that the game ticket be presented or a written confirmation for the ticket be provided.

Starting in December 1994, the rules covering Super Bowl tours were extended to all air tours organized for the purpose of attending any sporting, social, religious, educational, cultural, political or other event of a special nature and limited duration, and for which admission to the event is advertised as part of the tour. These "Truth in Ticketing" rules covered air tours to college bowl games played this past season. The department is aware of no problems with availability of game tickets from tour operators for these games.

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The department's Aviation Consumer Protection Division has been monitoring Super Bowl transportation activities covered by these rules, as well as issuing consumer advisories, for over a decade. As a result, with a few exceptions there has been no evidence of misrepresentation by Super Bowl charter operators in recent years concerning the availability and inclusion in the tour package of game tickets or other features.

Nevertheless, before purchasing a Super Bowl package, consumers should:

- Read carefully the tour brochure and any other solicitation material.
- Consider paying by credit card, where possible, which provides some degree of protection under fair credit practice laws.

Additional consumer protections apply to Super Bowl packages involving public charter flights.

- If a charter tour is supposed to include a game ticket and you do not receive one, you are entitled to a full refund of the entire package price when you return.
- If the operator makes a major change in the tour -- such as changing the flight's departure or arrival city for either the departure or return date, substituting a hotel not named in the solicitation material or the operator-participant contract, or increasing the price by more than 10 percent -- you may cancel and get a full refund.
- Less than 10 days before departure, no price increases are permitted and the Super Bowl tour may not be canceled except for causes that make it physically impossible to operate it.
- You are required to sign and are entitled to have a copy of a detailed operator-participant contract.

Scheduled and charter flights have check-in time limits. Consumers are advised to arrive well ahead of the scheduled time. DOT advises passengers to consult with their travel agents, charter operator or airline for the actual check-in deadlines.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Monday, January 13, 1997

DOT 06-97

Contact: Bill Adams

Tel.: (202) 366-5580

**TRANSPORTATION CONTINUES EFFORT
TO SET SECOND CIVIL GPS FREQUENCY**

Emphasizing that the United States remains committed to expanding civilian use of the Global Positioning System (GPS), the Department of Transportation said today that it is continuing efforts to determine by Feb. 21 the frequency assignment of a second civil frequency.

"The addition of a second civil frequency to the GPS satellites will demonstrate this nation's continuing dedication to the civilian use of GPS throughout the world," said Frank Kruesi, assistant secretary of transportation policy. "The department is committed to improving the GPS system to make it the best and most useful positioning system possible."

President Clinton signed a directive on March 29, 1996, that assures GPS will be available for consumers and businesses. GPS is a satellite-based radio navigation system originally developed by the Department of Defense that now is increasingly used by motor carriers, rail and transit systems, airlines and commercial shippers worldwide to track vehicles and goods, and provide highly accurate, three-dimensional data on position, speed and time determinations.

The Transportation Department, working with the Department of Defense and other federal agencies, accelerated the effort to determine a second civil frequency after a decision was made last month to execute the second frequency development option of the GPS Block IIF contract. A specific frequency must be selected by Feb. 21, according to contract requirements.

Boeing Co. is the Block IIF contractor, and the contract is managed by the GPS Joint Program Office at Los Angeles Air Force Base, near El Segundo, Calif. The contract imposes frequency band limitations on the choice of the second civil frequency of ± 20.46 MHZ to ± 102.3 MHZ around the L2 center frequency of 1227.6 MHZ.

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Kruesi requested comment from members of the industry and user community to help decision making in the frequency selection process. Announcements on the progress of this effort will be available from the GPS Interagency Advisory Council and the Civilian GPS Services Interface Committee. Announcements also will be posted on the Internet at <http://www.navcen.uscg.mil> and <gopher://gopher.navcen.uscg.mil>.

Comments may be sent to the interagency committee, the civilian interface committee or the Internet addresses or telephoned to (703) 313-5900.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Wednesday, January 15, 1997

DOT 07-97

Contact: Bill Mosley

Tel.: (202) 366-5571

**DOT ISSUES MONTHLY
AIR TRAVEL CONSUMER REPORT**

The Department of Transportation today issued its monthly Air Travel Consumer Report, which contains information about airline on-time arrivals, mishandled baggage and consumer complaints for November 1996.

The 10 largest U.S. carriers posted a 77.9 percent on-time record in November, an improvement over October's 77.2 percent mark and identical to November 1996's 77.9 percent.

The airlines reported a mishandled baggage rate of 4.87 complaints per 1,000 passengers in November, not as good as October's 4.59 rate but a slight improvement over November 1995's 4.97 mark.

Consumers registered 500 complaints about airline service with the department in November, a nearly 19 percent decrease from the 615 complaints received in October but 30 percent more than the 385 tallied in November 1995.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 7th St., S.W., Room 4107, Washington, D.C. 20590.

The department reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. This information is available on the computerized reservation systems used by these agents.

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U.S. Department of
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Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Wednesday, January 15, 1997

DOT 08-97

Contact: Bill Adams

Tel: (202) 366-5580

**DOT DEVELOPS LONG-RANGE TRANSPORTATION
STRATEGY TO SUPPORT SAFETY AND MOBILITY
NEEDS OF OLDER ADULTS**

A report on transportation challenges facing older Americans finds that older drivers do not currently present a serious safety problem, but that possible safety and mobility concerns could arise as the number of older Americans increases.

The report, released by the U.S. Department of Transportation, is the result of a year-long effort initiated by Secretary of Transportation Federico Peña to develop a long-range view of possible strategies to accommodate the growth of the population of Americans over the age of 65 who will be transportation providers and consumers in the 21st century.

According to census data and projections, the population of those over 65 numbered 33.5 million in 1995, and will increase another 20 million by the year 2020. At that point, older adults will represent one in every six members of the population.

"What we do now to prepare for this change can have a profound effect on the lives of these older adults," said Secretary Peña.

The report recognizes the importance of a high level of mobility in our national culture. For older adults, maintaining mobility provides a sense of independence and quality of life, and the report proposes the theme "Safe Mobility, For Life" for future strategic planning.

The report concludes that there is currently not a serious safety problem for older drivers, in large measure because older Americans for the most part recognize their abilities and make appropriate and responsible changes, such as reducing their nighttime driving. Nevertheless, rapidly changing demographics raise possible concerns for the future. The report considers the possible ways of helping older adults to operate independently and safely, but also emphasizes the need for having in place mobility alternatives for those who no longer can drive.

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The report also examines the issue of older operators of trucks, buses, general aviation airplanes or ships. Typically, they maintain their performance levels by using their experience, automation of some activities, streamlining of tasks. The vast majority of older commercial operators retire, before medical conditions or diminishing capacities become an issue.

Nearly all of the department's nine operating administrations -- some of whom have had extensive programs for supporting the safety and mobility of older adults in place for years -- provided input to the study. Additionally, five discussion panels were convened with leading experts in the field and hundreds of relevant research documents were examined to identify ground-breaking concepts.

The report provides over 20 initiatives for consideration that would be integrated into the department's ongoing programs. They include:

- the need for improved long-range planning for maintaining safe mobility for older adults at individual, community and federal levels;
- a web site to include the latest transportation developments of interest to older adults;
- better education of the health care community to the specific needs and problems of older operators;
- more research to develop countermeasures to compensate for the fragility of older adults;
- better systems for evaluating older drivers;
- new technology to support those with functional or cognitive defects so that they can continue to operate vehicles safely; and
- a number of special studies which will better enable the department to respond to the needs of older Americans.

This report is the first step in developing recommendations, relative priorities, and budget estimates which would be part of a definitive, long-term strategic plan.

Individuals interested in obtaining a copy of the report, which is titled "Improving Transportation for a Maturing Society," should write the Department of Transportation at Room 9222, 400 7th St. S.W., Washington, D.C. 20590.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Monday, January 27, 1997

DOT 12-97

Contact: Jim Pinkelman, FHWA

Tel.: (202) 366-0660

**DOT Presents \$10.4 Million For Travel
Information System In New York-
New Jersey-Connecticut Metropolitan Area**

U.S. Deputy Secretary of Transportation Mortimer L. Downey today presented \$10.4 million for a regional travel information system that will save time and reduce traffic congestion for drivers and transit users in New York, New Jersey, and Connecticut.

Commuters, truckers, and other travelers will be able to call a single number free of charge to get real-time traffic and transit information. They can then take different routes, leave at another time, or use alternate forms of transportation to avoid delays. For a fee, travelers also will be able to register personalized trip plans and be automatically notified of delays. The call-in telephone system is expected to be operational by the end of 1997, and the personalized notification system by mid-1998.

Speaking at TRANSCOM headquarters in Jersey City, and accompanied by New Jersey Senator Frank Lautenberg, Downey said, "Traffic congestion costs us nearly \$50 billion annually in delays and lost productivity and wastes two billion hours of Americans' time. However, we have neither the resources nor, in urban areas, the land to build all the new highways and transit lines we'll need. President Clinton understands that we have to look to new solutions to maximize the safety and efficiency of our existing system, and that intelligent transportation networks like this planned travel information system are one way to do that."

Intelligent transportation systems apply advanced computer and communications technologies to make travel more efficient. Examples include travel information systems like the one planned for this region, automated traffic signals and freeway on-ramps, and computerized deployment of transit buses and emergency response vehicles.

"Together, these technologies can provide up to two-thirds of the additional travel capacity needed over the next 20 years at less than a quarter of the cost of building the equivalent capacity in new roads," said Downey.

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In January 1996, Secretary of Transportation Federico Peña established Operation TimeSaver to deploy intelligent transportation systems nationwide over the coming decade and reduce urban travel times by 15 percent. The New York-New Jersey-Connecticut area is one of four selected by Secretary Peña to serve as models for other regions deploying these systems. In addition to the \$10.4 million awarded to the three-state region, Phoenix received \$7.5 million, San Antonio received \$7.1 million, and Seattle received \$13.7 million, for a total federal funding commitment of \$38.7 million.

The travel information system in the three-state region will be developed through a public-private partnership.

The New York State Department of Transportation is serving as the leader of the public-sector team for this project, which includes the members of TRANSCOM, a consortium of 14 transportation and public safety agencies. Other TRANSCOM members include: Connecticut Department of Transportation, Metropolitan Transportation Authority, MTA Bridges & Tunnels, New Jersey Department of Transportation, New Jersey Highway Authority, New Jersey Transit Corporation, New Jersey Turnpike Authority, New York City Department of Transportation, New York State Police, New York State Thruway Authority, Port Authority of New York and New Jersey, Port Authority Trans-Hudson Corporation, and Palisades Interstate Park Commission.

The private-sector team is led by Lockheed Martin Federal Systems, and also includes Smart Routes Systems, PB Farradyne, JHK & Associates, Metro Vision of North America, Walcoff & Associates, Sam Schwartz Company, Shadow Broadcasting, MetroCommute Options Group and Navigation Technologies.

Other dignitaries at the ceremonial check-presentation event included Michael C. Ascher, President, MTA Bridges and Tunnels and Chairman of TRANSCOM; John Daly, Commissioner, New York State Department of Transportation; John Haley, New Jersey Acting Commissioner of Transportation and Chairman of New Jersey Transit; Harry Harris, Deputy Commissioner of Transportation, Connecticut, and Chairman of the I-95 Corridor Coalition; and Michael B. Schultz, Senior Vice President of Postal and Transportation Systems, Lockheed Martin Federal Systems.

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U.S. Department of
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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, February 4, 1997

Contact: Bill Adams
Tel.: (202) 366-5580

MEDIA ADVISORY

U.S. Deputy Secretary of Transportation Mort Downey will present President Clinton's proposed fiscal 1998 budget for the Department of Transportation at a media briefing at 1:00 pm, Thursday, February 6.

The briefing will be held in the Marx Media Center, room 2201, U.S. Department of Transportation, 400 Seventh Street, S.W. *The event is opened to credentialed media only. Please use the department's Southwest entrance.*

WHO: U.S. Deputy Secretary of Transportation Mort Downey

WHAT: Media Briefing on FY 1998 Department of Transportation budget

WHEN: 1:00 pm, Thursday, February 6

WHERE: Marx Media Center
Room 2201
U.S. Department of Transportation
400 Seventh Street, SW

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FOR IMMEDIATE RELEASE

Wednesday, February 5, 1997

DOT 15-97

Contact: Bill Mosley

Tel.: (202) 366-5571

**DOT ISSUES AIRLINE ON-TIME,
BAGGAGE, COMPLAINT DATA FOR 1996**

The Department of Transportation today released its monthly Air Travel Consumer Report, which contains information on airline on-time performance, mishandled baggage and consumer complaints for December 1996 and cumulative data for last year.

According to the report, the 10 largest U.S. carriers posted an on-time arrival record of 74.5 percent in 1996, down from 78.6 percent the previous year. In December 1996, the carriers posted on-time arrivals 66.6 percent of the time, compared to 77.9 percent in November.

The carriers posted a mishandled baggage rate of 5.30 complaints per 1,000 passengers last year, compared to 1995's rate of 5.18. December's mark was 7.15, not as good as November's 4.87 rate.

Consumers filed 7,105 complaints about airline service with the department in 1996, nearly 18 percent above 1995's total of 6,025. A total of 471 complaints were recorded in December, down from the 500 filed in November.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 7th St., S.W., Room 4107, Washington, D.C. 20590.

The department reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. This information is available on the computerized reservation systems used by these agents.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, February 14, 1997

President Clinton Swears In Rodney E. Slater as the Thirteenth Secretary of Transportation

Federal Highway Administrator Rodney E. Slater has been sworn in as the thirteenth U.S. Secretary of Transportation today in a private ceremony with President Clinton in the Oval Office.

The oath was administered by Tennessee Federal District judge Curtis Collier, a friend of Mr. Slater's from his hometown of Marianna, Arkansas.

Slater, an Arkansas native who has been Federal Highway Administrator since 1993, was confirmed by the U.S. Senate by a vote of 98-0 on February 6. His nomination received the unanimous support of the Senate Commerce Committee February 5.

President Clinton nominated Slater to be Secretary of Transportation December 20, stating, "He is the right person to help us meet the many transportation needs and challenges we face as we enter the 21st century."

Secretary Peña said, "I leave my current position knowing that my successor, Rodney Slater, will build and expand on the progress that he helped to achieve."

Federico Peña, President Clinton's nominee to be Secretary of Energy, will continue temporarily at the Department of Transportation as a transition advisor.

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Want to find out more about Rodney E. Slater?
Check out his [bio](#).

128.15



U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, February 26, 1997

DOT 20-97
Contact: Bill Adams
Tel.: (202) 366-5580

Secretary of Transportation Slater Proposes Six-Year, \$174 Billion Surface Transportation Program

In testimony before Congress, U.S. Secretary of Transportation Rodney E. Slater today indicated that the Clinton Administration supports a new six-year, \$174 billion investment program for highways, public transit and other surface transportation.

The package, tentatively named the National Economic Crossroads Transportation Efficiency Act (NEXTEA) would re-authorize programs expiring at the end of fiscal 1997 for fiscal 1998-2003.

"Reauthorization of these programs is necessary to prepare America for the 21st century. They are essential to keep our economy the strongest in the world, increase safety, reduce health care costs, strengthen urban and rural communities, move people from welfare to work and protect our environment," Secretary Slater said. "Federal investment must do more than build roads and mass transit; it must also help strengthen communities, improve productivity, and protect the safety of all Americans."

The administration's reauthorization proposal, which will soon be submitted to Congress, represents an 7.8 percent increase for comparable programs over NEXTEA's predecessor, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). ISTEA authorized \$157 billion for highway, rail, transit and safety programs. It expires at the end of 1997. After defense and entitlements, it is one of the largest federal programs.

Secretary Slater said that the successor to ISTEA must improve safety even as the nation faces steady increases in travel. He proposed that NEXTEA underwrite improvements to traffic safety on three fronts: driver behavior, vehicle design and roadway safety. Key provisions propose increased funding to help states enforce drunk driving laws, promote safety belt use, and enact and enforce laws to prevent drug-impaired driving. Funds in the proposal also would provide for research and education to reduce air bag risks for children and small adults.

NEXTEA would sustain core programs like the National Highway System, a 165,000-mile network of roads most essential to the economy; maintenance of the Interstate highways; and bridge reconstruction. It would improve air, rail and port access to the global marketplace by improving connections to the national highway system.

Secretary Slater said that President Clinton remains committed to mass transportation, and NEXTEA would ensure that state and local governments have predictable amounts of federal funding from year to

year. He proposed to create a new \$100 million program to provide access to jobs and training to help people move from welfare to work. Welfare recipients often do not own cars, and mass transit often provides inadequate connections to entry level jobs located outside the central city cores.

The NEXTEA proposal would continue the state infrastructure bank (SIB) program, a broad innovative finance initiative to cut red tape, produce new financial tools, stretch federal dollars and attract new private sector funding. The state infrastructure bank (SIB) program would continue to be funded at \$150 million and be expanded under the proposal by opening it to all states. In addition, a \$100-million federal credit program would be established to support multi-state projects of national significance that a single state might not be able to manage alone.

Secretary Slater said that technology provides another strategy for getting more from federal investment dollars because it sometimes can deliver needed additional capacity for less monetary and environmental cost than new construction. He proposed an incentive program for Intelligent Transportation Systems (ITS) to assure that those systems can be integrated to provide smoother service. In addition, under the NEXTEA proposal, ITS investments would be eligible for funding under all major investment categories. ITS benefits stem from using advanced technology to save time, stretch dollars, reduce traffic congestion and improve information for travelers.

Since transportation has a major role in air quality, Secretary Slater urged the continuation, at higher funding levels, of successful programs to improve air quality, reduce traffic congestion, and provide bicycle paths and scenic byways.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Thursday, February 27, 1997

DOT 21-97

DOT Contact: Bill Mosley

Tel.: (202) 366-5571

DOD Contact: Lt. Col Queenie Byars

Tel.: (703) 697-5131

**DOT AND DOD ASSURE
GPS ACCESS FOR CIVIL USERS**

The Department of Transportation (DOT) and Department of Defense (DOD) today announced an agreement assuring civil users of the satellite-based Global Positioning System (GPS) the availability of a second frequency. A second frequency is essential for critical civilian uses of GPS. The White House Commission on Aviation Safety and Security, chaired by Vice President Al Gore, called for the establishment of a second civil frequency as part of a broader program to maintain U.S. leadership in aviation and satellite technology.

DOD agreed to assure civil users uninterrupted access to a portion of its military signal, known as the "carrier phase." The uninterrupted access to L2 carrier phase for civilian uses will be reflected in the upcoming publication of the Federal Radionavigation Plan, jointly published by both departments.

Guaranteed availability of the L2 carrier phase signal will support the accelerated implementation of the Federal Aviation Administration's (FAA) Wide Area Augmentation System (WAAS). WAAS is the centerpiece of FAA's transition to a satellite-based air traffic control system. WAAS enhances the capabilities of GPS signals by providing the accuracy, integrity and reliability needed to allow the system to be used by civilian pilots as a primary means of navigation.

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In addition, DOT and DOD agreed to develop a plan for providing a second frequency with coarse acquisition code and navigation message for civil use. This will enhance worldwide GPS capability and allow each department to most effectively meet its responsibilities as laid out in the President's GPS Policy issued in 1996. The addition of a second civil frequency will result in an upgrading of the next generation satellites, known as the Block IIF. The detailed plan for providing this coded second civil frequency will be announced within one year.

Dr. Paul Kaminski, under secretary of defense for acquisition and technology, and Frank Kruesi, assistant secretary for transportation policy, met on Feb. 22 to review the frequencies specified in the Block IIF contract for possible use as the second civil frequency, referred to as L5. Although none of the candidate frequencies listed in the Block IIF contract was considered mutually acceptable to all federal agencies with an interest in GPS, DOT and DOD reaffirmed their commitment to providing the second coded frequency for civil use.

As a first step, DOD's GPS Joint Program Office has requested a proposal from Boeing North American, the Block IIF contractor, for an alternative design for providing the second civil frequency. Also, the DOD intends to investigate increasing the robustness of GPS for military use by supplementing the current system with an enhanced military capability at a yet to be determined frequency.

These planned changes reflect the commitment in the President's GPS Policy that the United States will provide the most capable and reliable satellite navigation system for use by all nations of the world well into the next century.

The DOT and the DOD also announced the signing of the charter for the Interagency GPS Executive Board (IGEB). The agreement was signed by Secretary of Defense William Cohen and Secretary of Transportation Federico Peña before he left office. This board, established by the President's GPS Policy, will provide interagency management of the GPS and U.S. government augmentations to the GPS, and policy guidance for U.S. efforts to assure global acceptance of GPS technology.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Friday, March 7, 1997

DOT 27-97

Contact: Roslyn Kaiser

Tel.: (202) 366-5571

DOT Awards \$6.56 Million For Improvements At Hancock Airport in Syracuse

U.S. Secretary of Transportation Rodney Slater today announced a \$6.56 million Federal Aviation Administration contract for improvements at Hancock International Airport in Syracuse, N.Y.

“President Clinton’s top transportation priority is safety,” Slater said. “These improvements will make the Hancock Airport a more modern and efficient facility.”

The contract to Structural Associates, Inc., E. Syracuse, is for construction of a new 120-foot air traffic control tower and terminal radar approach control facility (TRACON) to replace the present one. The tower will have a 12,000 square-foot base building that will contain administrative space as well as the TRACON facility, which covers a 60-mile radius of airspace 10,000 feet or lower and handled 180,000 operations last year. The airport serves as a hub for upstate New York and the TRACON handles traffic for six satellite airports.

The project is scheduled for completion by the end of 1999.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Wednesday, March 12, 1997

DOT 30-97

Contact: Bill Adams

Tel.: (202) 366-5580

President Clinton Unveils Reauthorization Proposal for Transportation for the Twenty-First Century

President Clinton today proposed a six-year, \$175 billion National Economic Crossroads Transportation Efficiency Act (NEXTEA) program to continue building and operating a safe, efficient and environmentally-sound surface transportation system into the next century.

"Our nation's prosperity and quality of life depend greatly on our transportation system," President Clinton said. "This landmark legislation puts safety first, protects our environment, continues rebuilding our transportation infrastructure and spurs job creation throughout our economy."

"NEXTEA will build on past success," Transportation Secretary Rodney E. Slater said. "President Clinton promised to re-build America at a time when our transportation system suffered from inadequate capacity and deteriorating infrastructure. Working together with Congress, we've made great improvements. The core elements of this bill will set a firm foundation to carry us into the next century."

NEXTEA's nine core elements are:

- Putting safety first,
- Rebuilding America,
- Increasing investment through innovative financial tools,
- Ensuring global competitiveness,
- Improving access to jobs and training,
- Protecting the environment,
- Improving transportation through technology,
- Strengthening urban communities and
- Serving rural America.

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The bill would authorize about \$175 billion for surface transportation programs from 1998 to 2003, an 11 percent increase over the Intermodal Surface Transportation Efficiency Act of 1991. According to Slater, the proposal builds on ISTEA's success while helping the United States toward a balanced budget. The proposed authorization levels would expand core programs like the National Highway System and maintenance of the Interstate highways by 30 percent and mass maintain mass transit investment at high levels.

Secretary Slater said that the challenge in safety is to continue progress even as traffic increases. "We've recently seen warning signs that tell us to re-focus on traffic safety: the fatality rate has stagnated, safety belt use has leveled off and the number of alcohol-related deaths has increased. NEXTEA will seek to improve safety on our roads by focusing on driver behavior and road design."

NEXTEA would increase NHTSA overall safety funding by 11 percent to \$333 million and fund incentive programs to reduce drugged and drunken driving, to increase safety belt use and collect improved data on highway safety to help solve safety problems, he said.

The President's proposal would increase the amount of funding available for transportation through the use of innovative financial tools. It would open the State Infrastructure Bank (SIB) program to all states, increase the amount of federal seed money available to these banks and allow states to use up to 10 percent of their regular federal-aid highway funds to capitalize these banks.

U.S. competitiveness would get a boost from the proposed transportation bill because it would create new programs to help international trade by improving border crossings and developing major trade corridors within the United States – corridors that would have reduced congestion and fewer bottlenecks. Trade aspects of the bill would expand the eligibility of existing programs to include access to intermodal terminals and access to ports.

A six-year, \$600 million competitive grant program in NEXTEA would support flexible, innovative transportation alternatives for people trying to get to work and off welfare. It also would increase incentives to provide job training so that welfare recipients could take advantage of transportation and related careers.

To help protect the environment, NEXTEA would increase funding for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) by more than 25 percent to \$1.3 billion annually, increase transportation enhancements funding by more than 25 percent and continue funding for National Scenic Byways, recreational trails, bicycle transportation and pedestrian walkways.

Secretary Slater said that technology can help deliver additional safety and capacity for

less monetary and environmental cost so NEXTEA will invest in research and fund a \$600 million incentive program to help urban areas integrate their intelligent transportation systems to provide smoother service.

Transit funding from the federal government would increase to \$5 billion annually under NEXTEA, and intercity rail terminals would become eligible for these funds. Secretary Slater said local officials would find it easier to fit transit funds to their community's needs because transit funding options in NEXTEA are streamlined.

Noting his commitment to rural America and its essential contribution to American prosperity, Secretary Slater said the proposed bill would extend to rural areas the benefits of inclusive planning by requiring states to consult rural officials in developing transportation plans. It also would raise authorizations for the Federal Lands Highways Program to \$525 million.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Thursday, March 13, 1997

DOT 32-97

Contact: Bill Mosley

Tel.: (202) 366-5571

**DOT SEEKS COMMENT ON CERTIFICATION
OF SCREENING COMPANIES**

The Department of Transportation's Federal Aviation Administration (FAA) today asked for public comment on developing rules for the certification of companies that conduct security screening for airlines.

The Advance Notice of Proposed Rulemaking (ANPRM) responds to a recommendation by the White House Commission on Aviation Safety and Security, headed by Vice President Al Gore, as well as to a requirement in the Federal Aviation Reauthorization Act of 1996. After a review of comments, the department will propose specific regulations.

FAA rules already require carriers to screen passengers and property before they are boarded on an aircraft. The carriers may conduct the screening with their own employees, or contract with another company to provide the screening.

The department seeks comment on such issues as what qualifications should be required of screening companies, how carriers should select a screening company, and whether to establish a uniform screening program for all carriers and screening companies.

Comment on the ANPRM is due 45 days after its publication in the Federal Register, which is scheduled for March 17.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Friday, March 14, 1997

DOT 34-97

Contact: Bill Mosley

Tel.: (202) 366-5571

SLATER NAMES 13 TO FAA REVIEW PANEL

Secretary of Transportation Rodney Slater today named 13 persons to a panel to review the financing needs of the Federal Aviation Administration (FAA) and to analyze aviation safety trends.

The National Civil Aviation Review Commission, established by the Federal Aviation Reauthorization Act of 1996 will assess the FAA's financing needs and develop funding options to provide for the long-term, efficient and cost-effective support of the FAA and the aviation system. It also will conduct a comprehensive analysis of aviation safety and emerging safety trends, with specific emphasis on safety inspector staffing and training and policies needed to ensure safety into the 21st century.

"We need to ensure that our air transportation system remains the safest in the world because aviation will be as important in securing America's future in the 21st-century global economy as highway development was in the growth of our national economy," Secretary Slater said. "This commission will play a vital role on the path toward financial reform for the FAA which, when combined with the personnel and procurement reform already in place because of congressional action, will ensure the FAA has the tools and resources to meet the challenges ahead."

The commission will consist of 21 members. The other eight will be selected by the congressional leadership.

The funding task force will submit its report to the Secretary in approximately six months, while the safety task force will submit its report to the FAA administrator within one year.

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"I am pleased to announce DOT's members of the commission, all of whom have a strong background in aviation and are widely respected for their understanding of these complex issues," Secretary Slater said. "Each of them is known as a consensus builder, and each is well-equipped to consider the needs of the FAA in a manner fair to everyone in the aviation community -- air carriers, airports, general aviation, aircraft manufacturers, aviation industry workers and airline passengers."

Secretary Slater appointed former Congressman Norman Y. Mineta of California as the commission's chairman. Mineta was chairman of the House Public Works and Transportation Committee between 1992-94, and chaired the committee's aviation subcommittee between 1981-88. He is currently senior vice president and managing director at Lockheed Martin IMS.

The other members appointed by Secretary Slater are:

- Charles M. Barclay, president, American Association of Airport Executives
- Bill Campbell, mayor of Atlanta
- Robert A. Davis, corporate vice president, engineering and technology, The Boeing Company
- Sylvia A. de Leon, partner, Akin, Gump, Strauss, Hauer & Feld
- Robert H. Frenzel, vice president, United Parcel Service
- Mary Kay Hanke, international vice president, Association of Flight Attendants
- Richard B. Hirst, senior vice president-corporate affairs, Northwest Airlines
- Stephen H. Kaplan, partner, Cutler & Stanfield, L.L.P.
- Michael L. Lexton, managing director, Lehman Brothers
- Frederick D. McClure, senior vice president, Public Strategies, Inc.
- Carol O'Cleireacain, visiting fellow, The Brookings Institution
- Revius O. Ortique, Jr., associate justice, Louisiana Supreme Court (retired); chairman, New Orleans Aviation Board

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Tuesday, April 1, 1997

DOT 40-97

Contact: Bill Mosley

Tel.: (202) 366-5571

**DOT ISSUES MONTHLY
AIR TRAVEL CONSUMER REPORT**

The Department of Transportation today issued its monthly Air Travel Consumer Report, which contains information about airline on-time arrivals, mishandled baggage and consumer complaints for February 1997.

The 10 largest U.S. carriers posted a 75.2 percent on-time record in February, an improvement over both January's 68.4 percent mark and February 1996's 71.9 percent.

The airlines reported a mishandled baggage rate of 5.07 complaints per 1,000 passengers in February, better than both January's 6.50 rate and February 1996's 5.81 mark.

Consumers registered 633 complaints about airline service with the department in February, an increase of just over 3 percent from the 612 complaints received in January and 15 percent more than the 550 tallied in February 1996.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 7th St., S.W., Room 4107, Washington, D.C. 20590.

The department reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. This information is available on the computerized reservation systems used by these agents.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
<http://www.dot.gov/briefing.htm>

FOR IMMEDIATE RELEASE
Wednesday, April 2, 1997

DOT 41-97
Contact: Bill Mosley
Tel.: (202) 366-5571

SLATER LEADS CELEBRATION OF DOT'S 30TH ANNIVERSARY

As the Department of Transportation celebrates its 30th anniversary, transportation is taking center stage in American life as never before, Secretary of Transportation Rodney Slater said today.

In remarks to DOT employees at Washington's Union Station, Secretary Slater said that the Transportation Department today is playing a leading role in creating "opportunities for all Americans -- providing education and jobs, and making our streets safer, our skies secure, and using technology to compete in a global economy.

"Transportation is vital to our economy and our quality of life," the Secretary said. "It's about more than concrete, asphalt and steel -- it's about people."

Secretary Slater said that the department can accomplish as much in the next 10 years as it has in the past 30 years if it pursues three goals: safety, investment in transportation infrastructure, and a common-sense approach to government to make it work better and cost less.

Earlier today, Secretary Slater kicked off the anniversary celebration by touring transportation facilities in the Baltimore area. At the Curtis Bay Coast Guard Yard, he was joined by Maryland Gov. Parris N. Glendening, Sen. Paul Sarbanes and Rep. Wayne Gilchrist for the presentation of Vice President Gore's Hammer Award to a Coast Guard team that developed methods to reduce the production time and costs of propulsion shafts used on utility boats. At Curtis Bay, the Secretary also presented the Silver Life Saving Medal to Coast Guard Petty Officer Tommy Ottenwaelder, who had rescued a 7-year-old child at a local beach.

The Secretary visited Baltimore-Washington National Airport, where he was joined by Gov. Glendening, Maryland Transportation Secretary David Winstead and MTA Administrator Ronald Freeland, for the announcement of a \$10.3 million grant to Maryland's Mass Transit Administration (MTA) for construction of three extensions to the Baltimore Central Corridor light rail line.

Secretary Slater then toured Baltimore's Seagirt Marine Terminal and, in a ceremony at Baltimore's World Trade Center, presented the DOT Safety Award to students from the Morning Star Community Daycare and Learning Center for their efforts to promote transit bus safety. He finished the day by greeting passengers on Amtrak's Metroliner as he rode from Baltimore, accompanied by Amtrak President Tom Downs, to Washington's Union Station where he addressed DOT employees.

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**U.S. Department of
Transportation**

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Monday, April 7, 1997

Contact: Bill Adams

Tel.: (202) 366-5580

**Statement by Transportation Secretary Rodney E. Slater
on the Death of
Bob Ropelewski**

I was greatly saddened to learn of the death of Bob Ropelewski. Bob was a recent addition to the Department of Transportation family -- an expert in aviation journalism and deeply familiar with transportation issues.

Bob served his country and aviation with great dedication -- from his time flying missions as a Marine Corps aviator over Vietnam to the present as a spokesman for the Federal Aviation Administration. My prayers are with him, his family and his friends in the aviation community.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Wednesday, April 30, 1997

DOT 61-97

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT REPORTS ON PILOT PROGRAM TO AID LAW ENFORCEMENT IN PROSECUTION OF UNRULY PASSENGERS

Continuing to fulfill the recommendations of the White House Commission on Aviation Safety and Security, the Department of Transportation today presented interim results of a pilot program to assist law enforcement officials prosecuting unruly passengers and announced expansion of the effort to additional airports.

"Airline crewmembers perform vital safety duties, and interfering with them violates federal law," said Secretary of Transportation Rodney E. Slater. "The department is committed to doing its part to help prosecute those who choose to put the flying public at risk by engaging in unlawful behavior."

At the International Conference on Disruptive Airline Passengers, sponsored by the Air Line Pilots Association and held in Washington, Nancy McFadden, DOT general counsel, and Cathal Flynn, associate administrator for civil aviation security at the Federal Aviation Administration, served on a panel that addressed law enforcement issues involving disruptive passengers.

Flynn described the interim results of the "Interference with Crewmember" program initiated at Honolulu and Los Angeles International Airports to take appropriate action against passengers who present a threat to crewmembers in flight has been highly successful. As a result, the program will be expanded to LaGuardia, JFK and Newark airports.

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He also described how the FAA, in working with air carriers, crew members, local law enforcement officers, the Federal Bureau of Investigation (FBI) and Assistant U.S. Attorneys, has developed procedures to ensure that any misconduct is properly addressed by all parties in order to permit criminal prosecutions by those engaging in the misconduct. Under the program, FAA has provided guidance to air carriers on how to respond to interference with crewmembers and report incidents to the agency. Reports forwarded to the FAA may result in joint investigative efforts between the agency and the FBI, or may be pursued by local prosecutors.

"Both the traveling public and airline crewmembers benefit when government and industry all work together," said McFadden "The 'Interference with Crewmember Program' is an important first step in tackling this emerging issue. The department appreciates the efforts of the Justice Department and local law enforcement for their work on this project."

Since the inception of these programs, there have been 24 incidents reported on seven U.S. air carriers and five foreign carriers arriving in Honolulu and Los Angeles. Of these incidents, seven have resulted in criminal prosecution. In addition, the FAA is conducting 14 civil actions as a result of these acts. The conference also addressed expansion of the government and industry efforts to ensure the punishment of those who attempt to interfere with crew members performing their duties. Action against passenger misconduct is not limited to these pilot programs. Both the Departments of Justice and Transportation enforce prohibitions against passenger misconduct in other jurisdictions as well.

Cases resulting in convictions include a male passenger who allegedly made sexual gestures, struck a female flight attendant, and grabbed a male flight attendant by his arm on a flight from Los Angeles to Honolulu. The subject pled guilty to an assault misdemeanor charge. Another case resulting in a criminal conviction involved an allegedly intoxicated female passenger who slapped the pilot and bit the first officer on the arm during the flight. The passenger was sentenced to one day in jail and fined \$750.

McFadden also noted that the department will continue to explore efforts to protect airline crewmembers from unruly passengers. "The department is working on new ways to get the message out that passengers have certain responsibilities when they board an aircraft. One possible vehicle for the distribution of such a message is the Internet," she said.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Thursday, May 1, 1997

DOT 62-97

Contact: Bill Mosley

Tel.: (202) 366-5571

**DOT ISSUES MONTHLY
AIR TRAVEL CONSUMER REPORT**

The Department of Transportation today issued its monthly Air Travel Consumer Report, which contains information about airline on-time arrivals, mishandled baggage and consumer complaints for March 1997.

The 10 largest U.S. carriers posted a 78.1 percent on-time record in March, an improvement over both February's 75.2 percent mark and March 1996's 75.9 percent.

The airlines reported a mishandled baggage rate of 4.92 complaints per 1,000 passengers in March, better than both February's 5.07 rate and March 1996's 5.38 mark.

Consumers registered 587 complaints about airline service with the department in March, a decrease of over 7 percent from the 633 complaints received in February and slightly fewer than the 612 tallied in March 1996.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 7th St., S.W., Room 4107, Washington, D.C. 20590.

The department reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. This information is available on the computerized reservation systems used by these agents.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Wednesday, May 7, 1997

DOT 63-97

Contact: Kevin O'Malley

Telephone: 202-366-0091

SECRETARY SLATER PROPOSES TO PLACE SAINT LAWRENCE SEAWAY CORPORATION ON A MORE BUSINESS-LIKE STANDARD

In keeping with President Clinton's challenge to improve government efficiency, U.S. Transportation Secretary Rodney E. Slater today announced a proposal to establish the Saint Lawrence Seaway Development Corporation as a performance-based organization (PBO) within the Department of Transportation.

"As a PBO, the Seaway Corporation will increase the efficiency of its operations, with a long-term goal of increasing international trade through the Great Lakes Seaway System," Secretary Slater said. "This new approach to government management, offering greater accountability, is an example of President Clinton's commitment to better and more responsive government."

As a PBO, the Seaway Corporation, which has functioned in many ways like a business entity since it was established in 1954, would incorporate additional private sector characteristics. The agency would be run by a chief operating officer (COO), rather than by an administrator. The COO would be appointed by the Secretary of Transportation through a competitive process to serve a five-year, renewable term. It would employ performance measures, flexible management practices including performance incentives, and a stable, performance-based funding mechanism to ensure continued good customer service to Seaway users.

The concept of a PBO focuses on improving customer service and performance. The core of today's PBO proposal would strengthen the relationship between the Corporation and its customers to ensure the agency is delivering the services that Seaway users value most.

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