



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, January 3, 1994

FRA 01-94
Contact: John F. Fitzpatrick
Tel.: (202) 366-0881

**DONALD ITZKOFF SWORN IN
AS FRA DEPUTY ADMINISTRATOR**

Donald M. Itzkoff today was sworn in as Deputy Administrator for the Federal Railroad Administration (FRA).

FRA Administrator Jolene M. Molitoris, who administered the oath of office said, "Don brings a wealth of freight and passenger rail experience to the agency. That, along with his legal and legislative expertise, make him an eminently qualified addition to my management team."

Prior to accepting this position, Itzkoff was at the Senate Committee on Commerce, Science and Transportation where he served as senior counsel assigned to the Surface Transportation Subcommittee. In that capacity, he had senior staff responsibility for all areas of subcommittee jurisdiction, including Amtrak, freight railroads, high-speed ground transportation, commercial motor carriers and hazardous materials transportation.

From 1986-1991, Itzkoff was a practicing attorney in the Washington office of Reed Smith Shaw & McClay. There he specialized in the legal and regulatory aspects of high-speed ground transportation and telecommunications. Itzkoff also was appointed general counsel to the High-Speed Rail/Maglev Association prior to joining the Commerce Committee in 1991.

An accomplished writer and rail expert, Itzkoff is the author of "Off The Track: The Decline of the Intercity Passenger Train in the United States." He was also the editor of "On Track," a legal marketing publication on high-speed ground transportation and was a contributing editor to "Railway Age" in 1990 and 1991.

Itzkoff received his law degree from the University of Michigan after attending Brown University, where he graduated magna cum laude with departmental honors in history. He was a regional finalist in the 1991-1992 White House fellowships competition.

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**Federal Railroad
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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, February 22, 1994

FRA 03-94
Contact: John F. Fitzpatrick
Tel.: (202) 366-0881

RICHARDSON JOINS FRA AS DIRECTOR OF PUBLIC AFFAIRS

Barbara J. Richardson today was sworn in as the Director of the Office of Public Affairs for the Federal Railroad Administration (FRA).

In administering the oath of office, Administrator Jolene M. Molitoris said, "Barbara's strong background in both communication and transportation will aid FRA in its customer-service approach to the public, the media and the rail industry. In addition, her skills will benefit FRA's public information campaign in key areas such as driver safety at highway-rail crossings and the dangers of trespassing on railroad properties. We're pleased to have Barbara as a member of the FRA team."

Richardson joins FRA after serving as the director of communications for the New Jersey Department of Transportation, where she worked since 1990. While in New Jersey, she was responsible for all public communications including the development of special information campaigns, marketing, media relations, special events and intergovernmental communications.

From 1988-1990, Richardson served as director of public information for the Triborough Bridge and Tunnel Authority (TBTA) in New York City where she directed TBTA's public information activities including customer communications, media relations and community outreach.

Working at Queens College in New York, Richardson was a college relations officer from 1986 to 1988. Prior to that, she worked as a freelance writer in New York City.

A native Nebraskan, Richardson was the press aide to Omaha Mayor Michael Boyle from 1982 to 1985, assistant press secretary to U.S. Sen. Bob Kerrey during his 1982 gubernatorial campaign and legislative assistant to Nebraska State Sen. Steve Fowler from 1980 to 1982.

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Richardson received her bachelor's degree from the University of Nebraska at Lincoln with a double major in journalism and political science. She also attended the Kennedy School's Institute for Executives in State and Local Government at Harvard University.

Richardson is a member of the Women's Transportation Seminar and an appointed member of the Quality Implementation Working Group of the American Association of State Highway and Transportation Officials. In 1993, she served as chairwoman of the annual meeting of the Northeastern Association of State Highway and Transportation Officials.

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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 25, 1994

FRA 04-94
Contact: Barbara J. Richardson
Phone: (202) 366-0881

FRA ANNOUNCES NEW EXECUTIVE SAFETY TEAM

Federal Railroad Administrator Jolene M. Molitoris has announced a reorganization of top personnel in FRA's Office of Safety in order to address the agency's safety mission even more effectively.

Molitoris designated Bruce M. Fine as Acting Associate Administrator for Safety and Grady C. Cothen Jr. as Acting Deputy Associate Administrator for Safety Standards and Program Development. The current Deputy Associate Administrator, Philip Olekszyk, will assume the position of Acting Deputy Associate Administrator for Safety Compliance and Program Implementation.

In making the announcement, Molitoris said, "Safety is FRA's number one priority. To meet the constant everyday challenge of assuring safe railroad transportation, we are refocusing our executive talents in the Office of Safety to guarantee that we meet our mission.

"Grady, Phil and Bruce are valuable members of the FRA who have made outstanding contributions to the agency. The individual talents that the three leaders bring to their respective new positions will be a great asset to FRA and the nation's railroad industry."

Fine said, "I am looking forward to carrying out the agency's vision of providing a new customer-driven safety office that works with the rail industry, management, labor and passengers, as well as our own employees. We are all partners in the safety mission and only by working together will we be able to meet our mutual goals."

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In his new position, Fine will head up the FRA's entire Safety Office. He has been with the agency for 20 years, previously serving as Director of the Office of Safety Analysis.

Commending Cothen's tenure as Associate Administrator, Molitoris said, "The outstanding experience and leadership that Grady demonstrated during nearly three years will help us meet one of our top initiatives--the coordination and management of our regulatory safety agenda." In coordination with FRA's Office of Chief Counsel, Cothen will have primary responsibility for FRA's safety regulatory program.

Cothen, who has been with the FRA for more than 20 years said, "I am looking forward to taking on yet another new challenge and using my experience to continue to serve the FRA and its national mission."

In his new position, Olekszyk will oversee the day-to-day management of the FRA's eight safety field offices including FRA's inspection and enforcement personnel. Olekszyk joined FRA in 1972, and has most recently served as the Deputy Associate Administrator for Safety.

"The more than 400 professionals in the FRA's field offices are an important part of assuring the safety of the nation's railroads. They are FRA's frontline representatives to rail labor, management, suppliers, state and local officials, and the public," said Olekszyk.

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News:

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

FOR IMMEDIATE RELEASE
Thursday, March 17, 1994

FRA 07-94
Contact: John F. Fitzpatrick
Tel.: (202) 366-0881

FRA HONORS HAROLD RUGH AS
SAFETY INSPECTOR OF THE YEAR

The Federal Railroad Administration (FRA) has named
Harold A. Rugh "Railroad Safety Inspector of the Year" for 1993.

Rugh is a Motive Power & Equipment Inspector, working out of
FRA's Pittsburgh office. His territory covers western
Pennsylvania, portions of West Virginia and special duty on
Amtrak's Northeast Corridor.

Each year, the FRA selects one railroad safety inspector as
the individual who best represents the agency in its top priority
mission of ensuring safety on the nation's railroads. Rugh was
selected from nearly 400 FRA safety personnel working in eight
regional offices and 54 field offices.

FRA Administrator Jolene M. Molitoris said, "Harold Rugh has
contributed immeasurably to the overall success of FRA's safety
program. He perfectly represents the dedication to customer
service and commitment to excellence for which FRA strives. One
of FRA's outstanding leaders, he works proactively in partnership
with rail management, labor and manufacturers to meet our safety
goals. He is one of our most valued safety instructors."

Rugh serves as the lead federal inspector at the major
locomotive manufacturing site in the United States. Responsible
for identifying unsafe or unsuitable conditions, he also develops
procedures to correct problems which would compromise safety or
require costly modification after manufacture. Additionally,
Rugh conducts inspections and investigations at locomotive repair
shops and freight car manufacturing facilities in the Pittsburgh
area. Due to his vast expertise, he has been a key advisor to
senior FRA officials in the development of certain safety
standards and evaluation processes.

Rugh has worked for the FRA since 1976. Prior to joining
the FRA team, he worked for approximately 25 years as an Engineer
and Road Foreman of Engines on the Pennsylvania and Lehigh Valley
Railroads.

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News:

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FOR IMMEDIATE RELEASE

Wednesday, March 23, 1994

FRA 08-94

Contact: Barbara Richardson

Phone: (202) 366-0881

**AMTRAK BILL DEMONSTRATES
COMMITMENT TO REBUILD AMTRAK**

Federal Railroad Administrator Jolene M. Molitoris today said that the Administration's proposed "Amtrak Investment Act of 1994" puts Amtrak's customers first by proposing the federal government's largest capital investment for the railroad in a decade. She added that the authorization bill is the first Amtrak proposal to be forwarded to Congress since 1984.

Molitoris delivered her remarks during a hearing of the House Energy and Commerce Subcommittee on Transportation and Hazardous Materials, chaired by Rep. Al Swift (D-Wash.).

She said, "This bill demonstrates President Clinton's and Transportation Secretary Peña's commitment to passenger rail service, which is one of the most efficient modes of transportation. Passenger rail service keeps the economy moving, and at the same time saves energy and decreases congestion and air pollution. This proposed legislation is an investment in passenger rail service, Amtrak, and most importantly, Amtrak's customers.

"Because of lack of support by previous administrations, Amtrak's physical plant is perilously close to deterioration beyond repair. This bill provides a blueprint for putting Amtrak back on the road to recovery and we have confidence that Amtrak's president, Tom Downs, can get the job done," Molitoris said.

The proposed two-year authorizing legislation emphasizes capital investment, quality customer service and cooperative working relationships among Amtrak, the Department of Transportation and the states. The bill supports the FY 1995 budget request for Amtrak and provides a basis for FY 1996 appropriations requirements.

To guarantee a solid return from investments in Amtrak, the bill requires Amtrak to submit, along with its annual request for appropriations, an expanded financial report to include information on service improvements, benefits from equipment and facility enhancements, revenue-to-cost ratio improvements and benefits or other returns on the investment capital.

Amtrak will be able to show customers immediate improvements with the capital investments called for in the bill. For FY 1995, the administration proposes \$252 million, or a 29 percent increase over FY 1994, in capital authorizations. A 41 percent increase, or \$355 million, would be authorized for FY 1996.

The capital resources will allow Amtrak to rehabilitate or replace equipment and customer facilities. Specifically, in FY 1995, Amtrak will be able to purchase Viewliners, diesel-electric locomotives, and AEM-7 type electric locomotives, as well as overhaul approximately 120 Superliner cars and 60 locomotives. Capital will also be provided for the Americans with Disabilities Act (ADA) and other improvements, required by law.

Two specific capital projects are provided for separately in the legislation, the Pennsylvania Station Redevelopment Project and the Northeast Corridor Improvement Program (NECIP). The NECIP authorization will lead the way for eventual three-hour service between New York and Boston. The FY 1995 authorization of \$199.6 million will provide for startup of electrification construction on the northern end of the corridor, pending completion of the environmental review. In addition, funds will be used toward the purchase of 26 high-speed train sets, two non-electric locomotives and improved interlockings, bridges, stations and maintenance facilities.

The Pennsylvania Station Redevelopment Project, which includes renovations to Penn Station, will transform the James A. Farley Post Office building in Manhattan into a commercial center as well as a train center. The first-class intermodal facility will accommodate the expected increases in Northeast Corridor customers. A public/private partnership project, the Administration's proposed \$90 million in FY 1995 plus a previously appropriated \$10 million, together with state, local and private contributions of \$215 million are estimated to cover the cost of the project.

Molitoris noted that Amtrak may be able to initiate more joint services with the states as a result of proposed changes to the formula for determining Amtrak's contribution to such joint services under the 403(b) program. This may allow the same level of federal subsidy to fund more services.

She added, "We fully realize that providing additional federal funding will not in itself improve Amtrak's customer service. While replacing old equipment will give Amtrak employees the tools that they need to do to their jobs, to do a truly quality job, they need a customer service program, which we are encouraging Tom Downs to initiate.

"The Amtrak Investment Act of 1994 will give us a foundation from which to work hand-in-hand with Amtrak to provide customers with the superior quality of rail service that they expect and, as taxpaying supporters, deserve," Molitoris said.

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FOR IMMEDIATE RELEASE
Friday, March 25, 1994

FRA 08-94
Contact: Luis R. del Rio
Tel.: (202) 366-0881

HAHN JOINS FRA AS CHIEF OF STAFF

Andrew H. Hahn has been sworn in as the Chief of Staff for the Federal Railroad Administration (FRA).

FRA Administrator Jolene M. Molitoris, who administered the oath of office said, "Andy comes to us with an exceptional understanding of government and its relationship with the private sector. In addition, his managerial and organizational expertise will greatly enhance our executive team as we fulfill our mission of safety and customer service."

Prior to accepting this position, Hahn served at the White House as Director of Presidential Letters and Messages in the Office of the Staff Secretary. During 1992, Hahn was a California Regional Director for the Clinton/Gore presidential campaign, managing all facets of the campaign throughout the region including media relations, scheduling and event coordination.

From 1991-1992, Hahn served as Director of Delegate Selection and Deputy to the Senior Political Advisor for Sen. Bob Kerrey's presidential campaign. He was also the Deputy Director for Delegate Selection for Al Gore's presidential campaign from 1987-1988.

Hahn also has worked on Wall Street as a financial analyst. While with the Bankers Trust Company, he specialized in fixed income bond markets.

Hahn holds a law degree from Emory University School of Law and a bachelor of arts degree from the University of Pennsylvania.

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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, April 18, 1994

FRA 11-94
Contact: John F. Fitzpatrick
Phone: (202) 366-0881

DOT AWARDS GRANT TO FLORIDA
FOR GRADE CROSSINGS ALONG
HIGH-SPEED RAIL CORRIDOR

Transportation Secretary Peña today awarded the state of Florida \$252,000 to develop a cost efficient design for highway-rail grade crossing separations along designated high-speed rail corridors.

"This grant could help improve safety at highway-rail intersections by creating grade separations at significantly less than the average cost of \$2 million per crossing," Secretary Peña said.

A key issue associated with developing high-speed passenger rail in the U.S. is the high cost of improving or eliminating highway-rail intersections. This demonstration could significantly improve the economics of grade crossing eliminations through an innovative construction design which is far less expensive than traditional means of separating roadways and railroad tracks. The prefabricated, generic design allows for standard use at different crossing locations and reduces related construction costs due to prolonged assembly in the field.

"This project is a prime example of the Department of Transportation's strategic goals of investing in infrastructure and promoting new technologies. By applying new technology to a familiar challenge, we can save the public valuable tax dollars, as well as provide them with safety improvements for today's and tomorrow's rail networks," the Secretary said.

(more)

Peña also commended Gov. Lawton Chiles and the residents of Florida for their transportation vision in bringing high-speed rail service to the state which could ease congestion, preserve the environment and boost the economy. Specifically, Florida plans to create a public/private partnership to provide high-speed passenger service to the Tampa-Orlando-Miami corridor.

The grant is part of an annual \$5 million program under the Intermodal Surface Transportation Efficiency Act (ISTEA), for Railway-Highway Crossing Hazard Elimination in five high speed rail corridors. DOT has proposed a new program of research, development and demonstration of innovative technologies to reduce the cost of high-speed rail infrastructure, improve safety, and develop U.S. industrial capabilities in the high-speed rail technology area.

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News:

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

FOR IMMEDIATE RELEASE
Thursday, May 19, 1994

FRA 13-94
Contact: Luis Del Rio
Phone: (202) 366-0881

**FRA AWARDS \$15.3 MILLION
TO 30 STATES FOR RAIL ASSISTANCE**

The Federal Railroad Administration (FRA) has awarded \$15.3 million to 30 states for rehabilitation of track operated by 36 local and regional freight railroads.

FRA Administrator Jolene M. Molitoris said, "Accounting for a quarter of our nation's rail miles, local and regional railroads haul millions of tons of freight, create thousands of jobs and literally keep our economy moving. These grants are an investment in the infrastructure of both the freight railroads and our national economy."

The funds were awarded under the FRA's FY 1994 Local Rail Freight Assistance Program. This year, the agency received 50 requests totaling \$41.7 million. The FRA selects applications for funding on the basis of statutory criteria. These include a benefit-cost ratio analysis, the likelihood of continued operation and pending rail abandonments, bankruptcies or mergers within the state.

A list of the states receiving grants, the projects and grant amounts:

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LOCAL RAIL FREIGHT ASSISTANCE

Fiscal Year 1994 Discretionary Grants

<u>STATE</u>	<u>PROJECT</u>	<u>AMOUNT APPROVED</u>
Alabama	Continued rehabilitation of Eastern Alabama Railway from Gantt's Junction to Talladega	\$ 200,000
Alaska	Continued rehabilitation of Alaska Railroad's Eielson Branch	200,000
Arizona	Continued rehabilitation of the Globe Branch of Arizona Eastern Railway	400,000
Arkansas	New project to rehabilitate Little Rock Port Railroad	300,000
Colorado	New project to replace culverts on Kyle Railroad	209,255
Florida	New project to rehabilitate Florida Northern Railroad from Ocala to Lowell	400,000
Illinois	New project to rehabilitate Chicago and Illinois Midland Railway from Taylorville to Cimic	550,000
Indiana	New project to rehabilitate Madison Railroad	471,140
	New project to rehabilitate Toledo, Peoria & Western Railway from Remington to Monticello	279,224
Iowa	Continued rehabilitation of Chicago, Central & Pacific Railroad from Tara to Pomeroy	825,000
Kansas	Continued rehabilitation of Kyle Railroad	289,699
	Continued rehabilitation of Southeast Kansas Railroad	687,456

<u>STATE</u>	<u>PROJECT</u>	<u>AMOUNT APPROVED</u>
Kentucky	Continued rehabilitation of Kentucky, West Tennessee Railway from Murray to Tennessee state line	\$ 200,000
Louisiana	Continued rehabilitation of Louisiana and Northwest Railroad from Gibsland to Arkansas state line	300,000
Maine	Continued rehabilitation of Bangor and Aroostook Railroad from Oakfield to Houlton	345,379
	Continued rehabilitation of St. Lawrence & Atlantic Railroad	646,832
Massachusetts	Continued repair of bridges on state-owned Falmouth Secondary	500,000
Michigan	New project to rehabilitate lines from Pinconning to Alpena and Pinconning to Gaylord operated by Lake State Railway	2,000,000
Mississippi	Continued rehabilitation of Mississippian Railway	200,000
Missouri	Continued rehabilitation of Missouri and Northern Arkansas Railroad	383,627
New Hampshire	New project to rehabilitate New Hampshire Northcoast	264,250
	Continued rehabilitation of St. Lawrence & Atlantic Railroad	375,250
New York	New project to rehabilitate Long Island Rail Road's Bushwick Branch	550,000
North Carolina	New project to rehabilitate Chesapeake and Albemarle Railroad	325,000
	New project to rehabilitate Aberdeen and Rockfish Railroad	122,738

<u>STATE</u>	<u>PROJECT</u>	<u>AMOUNT APPROVED</u>
Ohio	New project to rehabilitate state-owned track from South Zanesville to New Lexington	\$ 750,000
Oklahoma	Continued rehabilitation of state-owned Thomas to Elmer line	400,000
Oregon	Continued rehabilitation of Port of Tillamook Bay Railroad	375,648
South Carolina	Continued rehabilitation of state-owned Yemassee to to Port Royal line	200,000
South Dakota	New project to rehabilitate Chicago & North Western track from Nebraska state line to Fairburn	1,000,000
Tennessee	New project to rehabilitate Tennessee Southern Railroad	374,322
Virginia	Continued rehabilitation of Shenandoah Valley Railroad from Staunton to Pleasant Valley	200,000
Washington	New project to rehabilitate Washington Central Railroad's line from Yakima to Moxee City	400,000
West Virginia	Continued rehabilitation of South Branch Valley Railroad	450,000
	New project to rehabilitate Neal Run Trestle on the Little Kanawha River Rail	70,000
Wisconsin	New project to rehabilitate Wisconsin & Southern Railroad from Horicon to Ripon	63,180
TOTAL: 30 States		\$15,308,000



U.S. Department of
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News:

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FOR IMMEDIATE RELEASE
Thursday, June 2, 1994

FRA 17-94
Contact: Barbara J. Richardson
Phone: (202) 366-0881

FRA CONVENES RAIL LABOR, MANAGEMENT MEETING ON TRACKSIDE WORKER SAFETY

Federal Railroad Administrator Jolene M. Molitoris will convene a meeting of 40 labor and management representatives of the freight and passenger railroads on June 3 to discuss trackside worker safety.

Administrator Molitoris said, "During the last few months, the FRA has been working to address this critical safety issue. Our objectives for this industrywide meeting are to identify actions that can be taken immediately to improve trackside safety and to gather comments and encourage participation in the first negotiated rulemaking in FRA history."

Prior to the June 3 meeting, FRA conducted a public hearing on trackside safety, an industrywide meeting, and individual sessions with the Brotherhood of Maintenance of Way Employees (BMWE) and the Brotherhood of Railroad Signalmen (BRS).

BMWE President Mac A. Fleming said, "With 31 rail employees killed by rolling stock in the past six years, we are encouraged that the FRA is acting on our call to correct the serious deficiencies that exist in protecting track-side maintenance workers."

Association of American Railroads President and Chief Executive Officer Edwin L. Harper said, "The railroads look forward to entering into a negotiated rulemaking proceeding. We have a community of interests with rail labor and the other participants at the meeting, which should lead to a fruitful exchange of views. We commend Administrator Molitoris for acting as a catalyst for progress."

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The June 3 meeting is part of the labor and management outreach that FRA has conducted since Administrator Molitoris took office. The agency has also conducted a number of "Administrator Roundtable" discussions in which representatives from throughout the industry have discussed rail safety issues such as signals and train control, motive power and equipment and advanced train control systems.

The railroads and organizations that will be represented at the June 3 meeting include: BMWF; BRS; National Railroad Construction & Maintenance Association; Brotherhood of Locomotive Engineers; American Train Dispatcher Association; International Brotherhood of Electrical Workers; Railway Labor Executives Association; Transportation Communications Union; United Transportation Union; Association of American Railroads; American Short Line Railroad Association; Regional Railroads of America; Amtrak; Atchison, Topeka and Santa Fe Railway; Burlington Northern Railroad; Chicago and North Western Railroad; Consolidated Rail Corporation; CSX Transportation; Illinois Central Railroad; Norfolk Southern Corporation; CP Rail System/Soo Line Railroad; Southern Pacific Lines; Union Pacific Railroad; Long Island Rail Road; Massachusetts Bay Transportation Authority; Northeast Illinois Rail Corporation (METRA); Metro North Commuter Railroad; New Jersey Transit; and Southeastern Pennsylvania Transportation Authority.

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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, July 14, 1994

FRA 20-94
Contact: Kristin White
Phone: (202) 366-0881

GREENBERG NAMED
FRA SPECIAL ASSISTANT

Administrator Jolene M. Molitoris of the Federal Railroad Administration has announced the appointment of Frankee Greenberg as Special Assistant to the FRA Administrator.

"Frankee's commitment to public service and her extensive background in government, media relations, and community relations is a tremendous plus for FRA," Molitoris said. "Her strengths include problem-solving, legislative analysis, public speaking, and planning strategy, and we are pleased that she is joining our management team."

Prior to joining FRA, Greenberg served as Special Assistant to California Congresswoman Jane Harman and Regional Coordinator for State Senate President Pro Tempore David Roberti. She also lectured on legislative process at California Journal workshops and, from 1986-1987, worked for Behavioral Health Services, Inc. as a community outreach specialist.

Since 1973, Greenberg also held numerous campaign staff positions with the Democratic National Party. Most recently, she served as an advisor to the Clinton/Gore California campaign and worked on the 1992 United Democratic Campaign.

In addition to her government and campaign experience, Greenberg is also recognized for her work on drug and alcohol abuse education and prevention. She previously chaired the Los Angeles County Narcotics and Dangerous Drugs Commission, served on both the Los Angeles County Drug Abuse Task Force and the State Advisory Board on Drug Programs, and was a founding board member of Project HEAVY (Human Efforts Aimed at Vitalizing Youth) in the San Fernando Valley.

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Since 1972, Greenberg has received numerous awards and commendations for community service from legislators and organizations across the country, including the California State Senate, the California State Assembly, the Los Angeles City Council, Mayor Tom Bradley, and the National Women's Political Caucus.

In 1984, two Los Angeles County Supervisors commended Greenberg for her tireless humanitarian efforts in public service and contributions to youth development and the treatment of chemically dependent children. That same year, the Inter-Agency Drug Abuse Recovery Program named Greenberg their Woman of the Year.

Greenberg holds a bachelor of arts degree in administration and human services from Antioch University.

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FOR IMMEDIATE RELEASE

Wednesday, August 24, 1994

FRA 24-94

Contact: John F. Fitzpatrick
Phone: (202) 366-0881

**FRA REPORTS CONTINUED DECLINE
IN POSITIVE RANDOM DRUG TESTING
RESULTS IN RAIL INDUSTRY**

Random drug testing in the railroad industry last year showed a continued decline in positive test results for the third consecutive year, according to the Federal Railroad Administration (FRA).

The FRA said that of more than 42,000 random tests administered to railroad employees in safety-sensitive positions in 1993, only 0.7 percent tested positive. Random drug testing in the railroad industry began in 1990.

Commenting on the continued decline, FRA Administrator Jolene M. Molitoris said, "We are encouraged by these results, which demonstrate an increased awareness of the hazards of drug use. The men and women who work in the rail industry are to be commended for their non-tolerance of drug use. Their efforts have resulted in safer operating conditions on the nation's freight and passenger rail system."

In 1993, post-accident testing showed that 2 percent of the employees tested positive for prohibited use of alcohol or drugs, down from a high of 6 percent in 1988, and slightly less than the 2.1 percent positive result recorded in 1992. There were no fatal train accidents where anyone tested positive for drugs.

Collection of blood and urine samples is mandatory following major train accidents, collisions and employee fatalities. Samples are analyzed for alcohol and controlled substances at an FRA contract laboratory.

In reasonable-cause alcohol and drug testing for both 1993 and 1992, 1.9 percent of employees tested positive, well below the 5.4 percent positive rate in 1988.

-more-

Currently, FRA requires random, post-accident, pre-employment, return-to-duty and follow-up drug testing. FRA also authorizes the railroads to conduct "reasonable cause" drug and alcohol testing.

On Feb. 15, 1994, in response to the Omnibus Transportation Employee Testing Act of 1991, the FRA published additional alcohol and drug rules. These amendments require railroads to conduct random alcohol testing, as well as pre-employment, return to service, and follow-up testing for alcohol. The rules also require railroads to conduct reasonable suspicion testing for alcohol and drugs. This testing is scheduled to begin for Class I railroads in January 1995.

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FOR IMMEDIATE RELEASE
Tuesday, September 20, 1994

FRA 25-94
Contact: Luis R. del Rio
Tel.: (202) 366-0881

**SAUNDERS APPOINTED HEAD OF NEW FRA
NORTHEAST CORRIDOR IMPROVEMENT OFFICE**

Federal Railroad Administrator Jolene M. Molitoris today announced the appointment of Michael T. Saunders as the Federal Railroad Administration's (FRA) program manager for the newly created Northeast Corridor Improvement Project office.

Saunders was previously with the Connecticut Department of Transportation (CDOT) where he served as the Deputy Commissioner.

Molitoris said, "We are extremely fortunate to have a person of Mike's ability join the FRA team. With his experience in transportation and state government, he will be instrumental in our efforts to bring next generation high-speed rail service to the Boston-New York corridor."

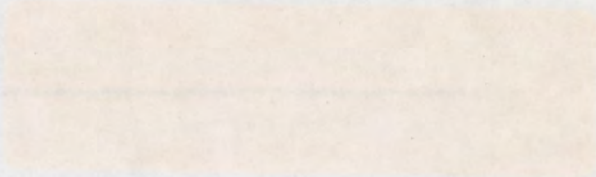
Stationed in Hartford, Conn., Saunders will work closely with Amtrak, state and local government agencies and railroad organizations on the planning, financing and implementation of railroad projects and improved rail services on the corridor, including next generation high-speed rail.

While at CDOT, Saunders played a key role in developing transportation policy, a strategic investment plan, and the agency's adaptations to changes brought about by passage of the Intermodal Surface Transportation Efficiency Act. Along with his duties as Deputy Commissioner, Saunders also served as CDOT's Chief Operating Officer overseeing its full range of activities and more than 4,000 employees.

Prior to joining CDOT, Saunders worked in a number of positions with the Federal Highway Administration in transportation planning, project development and environmental impact assessment. He also worked for the Organization for Economic Cooperation and Development in Paris and in a legislative assignment with the U.S. Senate Environment and Public Works Committee.

Saunders is a native of Hartford and a graduate of Trinity College in Connecticut. He has master's degrees from the University of Virginia and Michigan State University.

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**Federal Railroad
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News:

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

FOR IMMEDIATE RELEASE
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FRA 28-94
Contact: John F. Fitzpatrick
Tel.: (202) 366-0881

BOLGER JOINS FRA AS DIRECTOR OF PUBLIC AFFAIRS

David A. Bolger was sworn in today by Federal Railroad Administrator Jolene M. Molitoris as director of the Office of Public Affairs.

Bolger comes to FRA from Global Exchange, Inc., a public relations consulting firm based in Bethesda, Md. As a senior account executive he worked on public service announcements for the National Highway Traffic Safety Administration (NHTSA). He was also responsible for the development of marketing and communications strategies for multimedia accounts involving DOT, CBS Sports, and several major sports leagues, including major league baseball, the National Collegiate Athletic Association and the National Basketball Association. In addition, he worked on a multimedia bicycle safety awareness campaign that was featured during the 1992 Summer Olympics.

Administrator Molitoris said, "David's experience with NHTSA's safety campaigns will be a major asset here at FRA, where promoting safety is our highest priority. His experience in the private sector will certainly assist FRA's customer-service approach to the media, the public and the railroad industry. I know he will be an excellent addition to our team."

From 1985 to 1989, Bolger was the legal assistant coordinator at Rogers & Wells, a Washington law firm, where he was responsible for legal research and legislative tracking.

Bolger's political experience includes work as a research specialist in both the 1992 Clinton-Gore campaign and the 1988 presidential campaign of Sen. Joseph Biden, for whom he was a staff assistant in 1982 and 1983.

Bolger received a bachelor of arts degree in political science and economics from the University of Illinois at Urbana in 1985.

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